

BRITAIN'S INLAND WATERWAYS

An Undervalued Asset



Inland Waterways Amenity Advisory Council

FINAL RECOMMENDATIONS

June 1997

Inland Waterways Amenity Advisory Council

City Road Lock 38 Graham Street London N1 8JX

Viscountess Knollys DL
Chair

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Angela Eagle MP
Department of the Environment
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London SW1E 5DU

27 June 1997

Dear Minister

In July 1995, Audrey Lees, my predecessor as Chair of IWAAC, submitted to the then Minister for the Environment and Countryside the Council's consultative report ***Britain's Inland Waterways : An Undervalued Asset***. The report was subsequently authorised for public consultation and debate and published in April 1996. An extensive consultation process culminated in December 1996 with a national conference in London attended by more than 120 delegates interested in the future of our waterways.

The many responses we have received have served to underline the central messages of the Council's work. In our inland waterways, Britain has a national treasure, an asset of great historic and environmental value and a resource for a whole variety of uses and activities of benefit to the nation and to local communities. We must do everything we can to sustain this heritage for future generations, to give it the place in national life which it merits, and to resource it effectively so that it continues to give value and pleasure to millions.

From the original 31 Conclusions we have distilled 10 key recommendations. They have been seen, and warmly endorsed, by the British Waterways Board.

Some can be achieved quickly with modest means. Others are for the medium term. Our Recommendation 1 merits special emphasis. It calls, echoing many who responded to our report, for radical change to British Waterways and is the key to many of the ensuing recommendations if our waterways are to have a sustainable long-term life. The Council believes strongly that the time has now come to free British Waterways from the 30-year old legislative framework and funding arrangements which so constrain effective management of two-thirds of our navigable inland waterways.

On behalf of the Council, I have pleasure in submitting the Final Recommendations of our report ***Britain's Inland Waterways : An Undervalued Asset***.

Yours Sincerely,
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Viscountess Knollys DL
Chair

INLAND WATERWAYS AMENITY ADVISORY COUNCIL

CONSULTATIVE REPORT

BRITAIN'S INLAND WATERWAYS : *An Undervalued Asset*

FINAL RECOMMENDATIONS TO BRITISH WATERWAYS AND GOVERNMENT FOLLOWING CONSULTATION

Introduction

The Council was established in 1968 as a statutory body advising the British Waterways Board and Government on general amenity matters in respect of the Board's waterways. In 1993 the Council's work was re-focussed on to a strategic advisory role and its membership was widened to embrace individuals with experience of conservation, business and management of leisure resources outside that of traditional waterway users and interests. In 1995 the Council embarked on an assessment of the whole British waterway scene and the preparation of a strategic context report for its future work advising British Waterways.

The new Council rapidly came to two fundamental conclusions. Firstly that, in its inland waterways system, Britain has a national treasure, an asset of great historic and environmental value and a resource for a whole variety of beneficial uses. Secondly that this system having survived, for the most part, for two hundred years, national policy must ensure that it is sustained, not as a museum piece, but as an active working heritage giving pleasure and value to future generations.

The Council's consultative report was published in April 1996. The consultation exercise during 1996 has demonstrated widespread support for its central messages - the need, at all levels of national life, for higher status and profile for the inland waterway system, the need to resource it more effectively because investment in it clearly generates significant and multiple benefits, and the need to preserve its long-term value to the nation and to local communities by shaping essential development and uses to conservation-based objectives achieved through partnership management.

In support of these views, and having considered the many valuable responses it has received, the Council makes the following recommendations for action. Where a timescale is not specified the Council looks to those concerned for on-going action in the short and medium term.

The Council will review annually progress on all these Recommendations and report with further advice to British Waterways and Government as necessary.

BW funding and future organisation

1 While welcoming the increase in Grant-in-Aid (GIA) funding for BW from Government for the next three years, the Council's concern at the continuing scale of the maintenance backlog arising from years of under-funding is widely shared by consultees. To preserve the safety and integrity of the system, let alone enable BW to develop the opportunities indicated in the Council's report, GIA support levels will have to be increased significantly. If this is not done, and the Council cannot be optimistic about this happening in the foreseeable future, the only solution is the radical change called for in the Council's report.

The Council has noted the Government's conclusion in February 1997 on the Review of Navigation Functions of BW and the EA and its rejection of such change but remains of the view, widely shared in the response to the report, that this is precisely what is needed. The Council considers that neither the obsolete nationalised status and legislation and inadequate and precarious funding arrangements for BW, nor the regulatory remit and non-commercial ethos of the EA, are appropriate in the longer term to give the waterways the national profile they deserve, to enable them to catch up with historic neglect and maintain newly restored waterways, to allow their social and economic potential to be realised in an effective and business-like manner, and to secure their long-term future as a national heritage, environmental and recreational asset.

The most urgent strategic priority within the next five years is to deal with BW's status, future direction and methods of funding while continuing to bear in mind the wider context. Detailed studies of the costs and benefits of transferring navigation and recreation responsibilities on selected EA waterways from EA to BW are in hand. The Council believes that, where there is a clear advantage, transfer of waterways would allow EA to concentrate on its primary regulatory and environmental protection role and give BW the opportunity to expand their business base to secure their future.

The Council therefore **recommends** that:

(1.1) to meet the timescales and objectives set out in the Council's Report and these Recommendations and to maximise the opportunities for joint funding initiatives, Government should review the level of funding to BW to ensure that it is able to deal effectively with identified problems, implement substantiated expenditure plans and so make progress in a positive manner;

(1.2) Government and BW consider how best to replace the existing 1968 Transport Act-based BW, which now reflects neither what BW is nor what it is trying to do, by a NEW NATIONAL BODY with

(a) responsibility for the long-term conservation and maintenance, regulation and sustainable management, development and promotion of BW waterways and any other waterways which could with advantage be transferred to BW and/or its successor;

(b) a status, organisation and objectives commensurate with its fundamental purpose of ensuring the conservation of a unique national heritage, environmental and recreational asset;

(c) a strong local character, within its national management framework, by devolving management responsibilities as far as practicable to local units working in creative partnership with local government, business and the voluntary sector;

(d) funding possibly by way of

- contract with Government for services which beneficiaries cannot be charged for directly***

- **charges to users and income from waterway uses;**
 - **grants for specific projects from Government and European bodies;**
 - **greater commercial freedom to generate income and attract investment from business partnerships and joint ventures;**
 - **local authority support in return for community benefits;**
 - **monetary and practical benefits, including donations and bequests, which would accrue voluntarily to a new national body with the status and profile commensurate with its custodianship of a national heritage and recreation resource;**
- (e) **open and meaningful consultation procedures;**
- (f) **co-operative arrangements with the independent navigation bodies, allowing them to integrate with, or contract management to the new body, both entirely on a voluntary basis;**

(1.3) Government then issue a Green Paper to allow for full debate by all waterway interests with a view to securing legislation to establish the new national body as soon as practicable; such legislation to include

- **a statutory waterways ombudsman and a revised remit for the Council, in terms of strategic and consumer-oriented advice relating to all waterways, both to be funded directly by Government,**
- **and a variety of other issues including highways legislation affecting disused waterways, BW liabilities for highway bridges across canals and an equitable solution to the problem of "ancient rights".**

National policy

2 There is broad agreement with the highlighting in the Report of the lack, at least in the public domain, of any national policy framework for the waterways. The Council particularly welcomes, therefore, the support by Government in its statement of 12 February 1997 for work, led by British Waterways (BW) and the Environment Agency (EA) in consultation with the Association of Inland Navigation Authorities (AINA) and the Council, to identify the main aims and priorities for inland waterways in England, Scotland and Wales and **recommends** that:

(2.1) this work on the main aims and priorities should be developed within the next 12 months into an integrated 3-5 year strategic policy framework for the waterways with realistic targets for achievement;

(2.2) to provide a firm basis, Government should contribute a brief on the legislative and financial framework and range of departmental interests to be covered;

(2.3) the framework should consider the state of the system including water supply issues, indicate priorities for sustainable conservation, use and development, and restoration, and assess resource/funding issues;

(2.4) the framework should be published to help to mobilise support for waterway investment from Government, national bodies, funding agencies, local authorities, business, the voluntary sector and the wider community.

3 There is support from local authorities, users and national bodies for the Council view that waterways need to be accorded a higher profile within the planning system as a whole if their potential is to be realised. The Council welcomes the decision to give BW statutory consultee status (effective from July 1997) for planning applications affecting the safety and integrity of its waterways but is concerned at the anomaly in the treatment of other navigation bodies including even the EA which is not consulted as *navigation authority* on the waterways it manages. It therefore **recommends** that:

(3.1) within the next 2 years, the Department of the Environment (with the Scottish and Welsh Offices), in consultation with the Department of National Heritage, AINA members and the Council, reviews existing planning policy guidance in England, Scotland and Wales to ensure that it provides an effective framework for conservation, development and restoration and considers the issue of a co-ordinated planning policy guidance document embracing waterways and waterway-related issues in each planning regime;

(3.2) AINA, within the same period, promulgate advice on the effective use of the planning system by navigation bodies, including the importance of promoting the value and potential of waterways in government regional planning guidance and subsequently in structure and local plans;

(3.3) for consistency of treatment, the Department of the Environment (DoE) extends the BW arrangements to other navigation bodies in England;

4 There is no dissent from the Council view that waterways should be accorded higher priority in the policies, plans and programmes of Government departments and the national public bodies answerable to them. The Council **recommends** that:

(4.1) the DoE, as lead department in Government for waterways, promote them throughout its own policy functions and draws the attention of other relevant departments, including the Scottish and Welsh Offices, to the value and potential of the inland waterway system to contribute to the range of national policies and programmes identified in the Council's report;

(4.2) the DoE further, when AINA members and the Council have identified areas for action under Recommendation 2, encourage Government departments and their sponsored public bodies to respond accordingly and where necessary secure review of Ministerial objectives to ensure that appropriate action be taken.

5 The Council has noted the view of many consultees that existing heritage designations are adequate and that a new national designation for the UK inland waterways need not be pursued for the time being. However, it remains of the view that the importance of the totality of the system is still insufficiently appreciated and wishes the matter of its formal recognition to continue to be pursued at international and European level. Meanwhile, in order to secure a higher status and profile for the system and the better conservation of the heritage and ecological assets, environment and character of the waterways and their corridors, the Council agrees that more could be done with existing national and local designations. The Council **recommends** that:

(5.1) national heritage and environmental agencies, local authorities, BW and other navigation bodies make the fullest use of appropriate designations (listing, scheduling, conservation areas, SSSIs etc);

(5.2) investigation of "World Heritage" status for the system as a whole be pursued by the appropriate Government Departments and agencies over the next 2 years;

(5.3) recognition of the European status of former freight waterways be pursued over the next 2 years by BW and the EA in collaboration with their European counterparts.

Management, conservation and restoration

6 BW is the key player on the waterways scene and should set the standard for the rest of the industry. Notwithstanding the persistent problems of under-funding and maintenance backlog, the Council considers that BW ought to be achieving standards in

the conservation of its heritage and environmental assets commensurate with their importance and value. The Council commends and supports BW's introduction of its Environmental Code of Practice, the work of its Waterway Environment and Environmental and Scientific Services Departments, its asset management planning process and its efforts to improve its conservation standards. These efforts need to be continued, to be effectively implemented and to be integrated throughout BW's activities.

There is much in BW's efforts from which other waterway authorities can and should learn. Almost all have limited funds and many are facing funding difficulties combined with a historic maintenance backlog. Increasing use, expectations and development add to the pressure on assets which are fragile and often irreplaceable. In certain locations more proactive initiatives are already needed to manage over-use, conflict and congestion. Consultation has only confirmed the Council in its view that effective long-term conservation of the heritage, ecology and environment of the waterways, their restoration where practicable, and sustainable management of use and development, are fundamental to maintaining their economic and social value.

The Council **recommends** that:

(6.1) the future of all waterways should be secured by management on a long-term, comprehensive, integrated and sustainable basis, each waterway having an individual management plan developed by open consultation and with special regard to its historical and ecological character, its wider corridor and measures to balance user demands upon it;

(6.2) BW progresses its current efforts to develop the skills and culture necessary to achieve even higher standards of care of the built and natural components of its waterways;

(6.3) the DoE encourages other waterway authorities to draw upon the conservation and management expertise within BW;

(6.4) consideration be given to establishing a "Waterways Heritage Trust" to assist BW (if Recommendation 1 is not acted upon) and other navigation bodies, with the conservation and appropriate re-use of redundant heritage buildings and to provide additional finance for high quality conservation work;

(6.5) waterway restoration by public, private and voluntary sector bodies be designed and executed in a manner which conserves historical and ecological character and ensures that subsequent management can be in accordance with the first part of this Recommendation. Traditional craft skills and materials should be used wherever appropriate.

7 The situation of roads proposals affecting the restoration of disused waterways remains unsatisfactory from every point of view. The existing legislative position does not recognise the environmental and economic benefits of waterway restoration and new criteria are needed for those preparing road schemes for the treatment of waterways pending restoration. The Council notes with concern the apparent lack of progress over the last three years on the discussions between DoE and Department of Transport/Highways Agency to agree revised policy guidelines and **recommends** that:

(7.1) the DoE, as the lead department for waterways, should ensure that the discussions with the DTp/Highways Agency (and, where necessary, with the Scottish and Welsh Offices) are brought to a speedy conclusion and aim, in consultation with the Council and other interests, to have procedures devised and agreed by the end of 1997 to ensure adequate co-ordination between DoE and DTp on road proposals affecting waterways and vice versa.

8 The Council has been pleased to note from the responses to its report how widely the economic, environmental and social value of waterway restoration and improvement work is now accepted. If the recent success to date in attracting lottery funding is to be maintained, the priority needs over the next few years will be further lottery and matching funding for both BW and voluntary sector projects, practical measures of help for the latter but, above all, sufficient core funding to ensure that the extra restored mileage is maintained to a high standard. All navigation authorities and restoration organisations should be in a position to make best use of Government unemployment and training initiatives for which, as BW experience has demonstrated, waterways are particularly well suited. Existing European Union (EU) regional funding programmes are due to be reviewed before 1999 and there is scope for joint efforts by navigation authorities, dealing with similar difficulties in maintaining former freight systems, to get their needs recognised at European level. The Council therefore **recommends** that;

(8.1) BW with the support of AINA should press strongly for the establishment of a waterways category in the funding programmes of European, national, regional and local bodies, not least to maximise matching funding possibilities for projects supported by national lottery funding;

(8.2) UK navigation authorities, in partnership with their European counterparts, seek government support for an EU funding programme for heritage, leisure and tourism projects on former freight waterways;

(8.3) the priority list for restoration projects (see Recommendation 2) be reviewed annually by the Council and discussed by BW and others with key funding agencies;

(8.4) all waterway authorities and other bodies involved in waterway restoration should make maximum use of funding opportunities from Government unemployment and training initiatives;

(8.5) BW, EA and AINA consider how practical advice and representation from the centre for the waterways voluntary sector in England, Scotland and Wales in dealing with such matters as the use of unemployment and training initiatives, funding, contract management, long-term maintenance issues and so on, could be improved;

(8.6) progress on the measures set out in this Recommendation be reviewed by UK navigation authorities every two years.

Use and development

9 The Council remains of the view that, within the context of long-term conservation and sustainable development, individual waterways have potential for more use, investment and income-earning activities for navigation authorities, and **recommends**:

(9.1) continuing and developing promotion by BW, EA (and relevant Scottish and Welsh organisations), in partnership with the tourism authorities and the trade, of cruising and other leisure opportunities with particular emphasis on the international marketing of UK waterway heritage holidays;

(9.2) an investigation of what incentives might be given to the private sector to invest in waterway facilities such as off-line moorings and marinas;

(9.3) the further development, wherever feasible, of waterways and their towpaths for water sales and transfer, angling, telecommunications etc, the testing of income-earning possibilities of activities such as licensed cycling, and a more pro-active approach to providing spending opportunities where there are large flows of casual visitors to specific waterway locations;

(9.4) Government support for BW's business strategy in view of the crucial benefits for income generation, capital proceeds for reinvestment and waterway

enhancement, and, subject to the need for public accountability and conservation objectives, maximum commercial freedom in the use of its assets;

(9.5) more partnership packages with local authorities to open up access points and improve facilities and services for visitors, including the disabled;

(9.6) joint public/private/local authority initiatives to develop and support visitor attractions and other leisure opportunities of a wide range of types and scale appropriate to the character and qualities of each waterway location and, wherever appropriate, linked into local education networks;

(9.7) further urban regeneration partnership projects focussed on waterways, in particular in smaller and medium sized urban centres, on the lines of the very successful initiatives already taken and underway in the major cities;

(9.8) a BW demonstration project for a rural or semi-rural waterway, in partnership with relevant countryside, local authority and other interests, to identify practical ways in which, within national policies, waterways can contribute to sustainable leisure use and rural diversification and rural areas can accommodate increased use and development on their waterways;

(9.9) progress on the measures suggested in this Recommendation be reviewed by UK navigation authorities every two years.

Consultation

10 The Council has welcomed BW's efforts to improve relations with users at local level, through meetings of the national users' forum and through consultation on particular issues. User understanding and wider support at the national level would be further improved if more material were published by BW on its longer-term strategies, priorities and targets (see Recommendation 2) including, for example, a published version of its Corporate Plan. The Council has also welcomed the establishment of AINA but notes the lack of a similar forum for waterway user and restoration organisations. The Council therefore **recommends** that:

(10.1) BW consider publishing material on its longer-term strategy, priorities and targets in order to inform the debate on the future of the waterways, promote its management task and assist the consultation processes on more detailed user issues;

(10.2) waterway user, trade and restoration organisations consider developing a body (or limited series of bodies) complementary to that of AINA with a view to providing a more effective focus on waterway issues in dialogue with AINA and Government.

Conclusion

The Council commends these recommendations to British Waterways and Government and believes that, if accepted, they will go a long way towards the aim of equipping the inland waterways with new terms of reference, a new structure and wider sources of funding and so ensure for them a healthy and viable future through the twenty-first century.

COUNCIL MEMBERS

Membership of the Council on the approval of these Final Recommendations in June 1997 was:-

The Rt Hon The Viscountess Knollys DL (Chairman from February 1997) - Vice Chairman, The Broads Authority. Member, former Chairman and former Planning Committee Chairman, South Norfolk District Council. Chairman, Norwich Area Tourism Agency. Member of Council, University of East Anglia, Regional Strategy Group.

Mr R Bell - Managing Director, Viking Afloat Ltd. Chairman, Association of Pleasure Craft Operators. Director, British Marine Industries Federation. Chairman, "Drifters" canal holiday marketing co-operative.

Mr I Blomfield OBE FRICS - Former Deputy Director General, National Trust.

Mr F Bracewell OBE BSc DipCD MRTPI - Former Director of Planning, Central Regional Council, Scotland. Member of Council and Vice Convenor, Countryside Committee, National Trust for Scotland. Trustee, Millenium Forest, Scotland Trust

Mr D J Cooper - Principal of DCA, international business development practice. Life long yachtsman and waterways user.

Mr D Court OBE FTS - Tourism/Marketing Consultant. Chairman, Anglo-Welsh Group plc. Member The Broads Authority. Former Chairman, East Anglia Tourist Board. Vice President, Inland Waterways Association. Former Managing Director, Blakes Holidays. Former Chairman, British Hire Cruiser Federation.

Dr J W Eaton BSc (Hons) PhD - Senior Lecturer, School of Biological Sciences, University of Liverpool.

Mr A Hirst OBE - Director, The Boat Museum, Ellesmere Port. Chairman, Waterways Craft Guild. Former Chairman, Association of Independent Museums.

Mr J R Hume BSc (Hons) - Chief Inspector of Historic Buildings, Historic Scotland. Trustee, Scottish Maritime Museum. Honorary President Seagull Trust. Chair of Scottish and Member Industrial Archaeology Panel of English Heritage.

Professor Ian Mercer CBE LL.D DSc ARAGS - Professor, Rural Conservation Practice, University of Wales. Secretary General, Association of National Park Authorities.

Mr R H B Neame DL AoB - Chairman and Chief Executive of Shepherd Neame. Member, BTA British Tourism Development Committee. Former Chairman, SE England Tourist Board. Former Leader, Kent CC. Former Chairman, ACC Recreation Committee. Former Chairman, IULA UK.

Mr A T Smith - Chairman and Managing Director, Fellows Morton and Clayton Ltd. Vice Chairman, Stourbridge Navigation Trust. Chairman, West Midlands Historic Buildings Trust. Vice President, Staffordshire and Worcestershire Canal Society. Vice President, Dudley Canal Trust.

Mr P V Wagstaffe FCIS FSAE - Executive Director, British Marine Industries Federation. Vice President, Inland Waterways Association. Electric boating enthusiast and fisherman.

Mr P White MBE FRIBA - Consultant adviser to BW Waterway Environment Services. Former Chief Architect and Planner British Waterways. Chairman, City of Worcester Conservation Areas Advisory Committee. President, Stourport Civic Society.

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Mr T Ellis ACIS GradIPD - Manager

Mr D Gowling BA(Hons) DipTP MRTPI - Policy

BRITAIN'S INLAND WATERWAYS

An Undervalued Asset



Inland Waterways Amenity Advisory Council

CONSULTATIVE REPORT

COUNCIL MEMBERS

Members of the Council during the period when this report was being prepared was:-

Miss Audrey M Lees (Chairman) B Arch, Dip TCP, FRIBA, FRTPI, FCIT, FRSA - Former Controller of Transportation and Development PLC, Visiting Professor Wye College University of London and Chairman for England of Nature Conservancy Council.

Mr R Bell (from 1 February 1995) - Managing Director of Viking Afloat Ltd. Managing Board Member and Director BMIF. Chairman "Drifters" canal holiday marketing co-operative.

Mr I Blomfield, OBE, FRICS - Former Deputy Director General of the National Trust

Mr D Court FTS - Tourism/Marketing Consultant. Member of Broads Authority. Chairman of East Anglia Tourist Board. Vice President of Inland Waterways Association. Former Managing Director of Blakes Holidays.

Dr J W Eaton BSc (Hons) PhD - Senior Lecturer in the Department of Environmental and Evolutionary Biology, University of Liverpool.

Mrs J Elvy BSc (to 1 April 1995) - involved with the development of leisure businesses

Mr A Hirst, OBE - Director of The Boat Museum, Ellesmere Port. Chairman Association of Independent Museums. Vice-Chairman NW Tourist Board. Director NW Museum Service. Member ETB Attractions Advisory Committee.

Mr J R Hume BSc - Chief Inspector of Historic Buildings, Historic Scotland. Trustee Scottish Maritime Museum. Chairman Seagull Trust. Chair of Scottish and member of English and Welsh Industrial Archaeology Panels.

Professor I Mercer LL.D, DSc (from 1 February 1995) - Professor Rural Conservation Practice, University of Wales. Chief Executive, Countryside Council for Wales.

Mr R H B Neame DL, AoB - Chairman and Chief Executive of Shepherd Neame. Member BTA Infrastructure Committee and ETB Strategy Implementation Group. Former Chairman of S E England Tourist Board. Former Leader Kent CC. Former Chairman ACC Recreation Committee.

Dr A M Power BSc (Hons), PhD, MBA - academic biologist. Chairman Regional Fisheries Advisory Committee, Thames Region NRA.

Mrs A Roberts MA (Hons) (to 31 March 1995) - former Managing Director of National Trust Enterprises Ltd.

Mr A T Smith - Chairman and Managing Director, Fellows, Morton and Clayton Ltd. Vice Chairman, Stourbridge Navigation Trust. Chairman, West Midlands Historic Buildings Trust. Vice-President, Staffordshire and Worcestershire Canal Society. Vice President, Dudley Canal Trust.

Mr G Thompson MBE (from 1 February 1995) - Member Sports Council. Chairman Youth Charter for Sport.

Mr P V Wagstaffe FCIS FSAE - Executive Director, British Marine Industries Federation. Vice President Inland Waterways Association, electric boating enthusiast and fisherman.

Mr P White, MBE FRIBA - consultant adviser to BW Waterway Environment Services. Former Chief Architect and Planner, British Waterways. Chairman City of Worcester Conservation Areas Advisory Committee.

Dr M Witherick BA, PhD (to 31 March 1995) - Visiting Fellow, University of Southampton. Former Council Member, RSPB.

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Mr D Gowling BA (Hons), Dip TP, MRTPI - Policy Development

Mr M R Woodhead BSc - Executive Officer

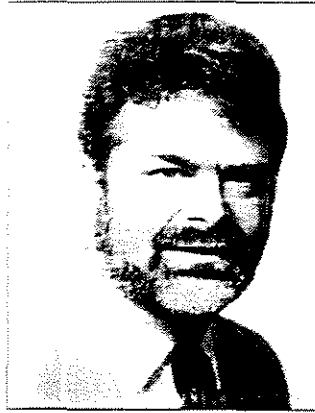
Acknowledgements

The illustrations have been provided by Council Members J R Hume and P White with some of the latter reproduced by kind permission of British Waterways.

BRITAIN'S INLAND WATERWAYS

*An
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Asset*

Inland Waterways Amenity Advisory Council
MARCH 1996



FOREWORD

Britain's canals and rivers are important to leisure and recreation, heritage, tourism and the environment.

I therefore welcome this report from the Inland Waterways Amenity Advisory Council (IWAAC) and endorse the Council's desire to consult on its conclusions. I believe the report contains much interesting material and provides a comprehensive examination of the country's waterways. IWAAC has produced a range of ideas for getting better value out of our inland waterways. There are no less than 31 conclusions which form the focus of this consultation. This should provoke an interesting and lively public debate.

Research has shown that 96% of people across the country regard waterways as part of our national heritage, and 93% think they are good places to see wildlife and enjoy scenery. This is your chance to have your say and contribute to the discussion.

So, whether you are a regular boater or other waterway user, someone who takes an occasional walk along the tow path, or someone who cares about the environment, your own ideas about the future stewardship of the country's waterways are important. I hope you will take time to consider the report and contribute to the debate by letting IWAAC have your comments on the report and its conclusions.

ROBERT JONES

Minister of State for Construction and
Planning and Energy Efficiency.
Department of the Environment

March 1996

Inland Waterways Amenity Advisory Council

Mr. Robert Atkins MP
Minister for the Environment & Countryside
Department of the Environment
North Tower
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AML/Coun/242

4th July 1995

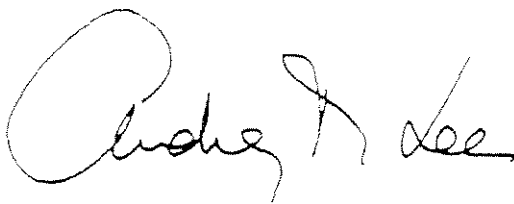
Dear Minister

In 1993 the then Minister, the Lord Strathclyde, Parliamentary Under Secretary of State invited IWAAC to undertake a strategic long-term view of inland waterway navigations. The first part of that task has been to review the whole context of the national system in order for our further advice to be founded on a clearly established base. In doing this we have been conscious that assumptions have had to be made and in the coming months we need to validate the most influential of these.

However, even more importantly, and with your guidance, we have prepared our report so that it can be the subject of what we hope will be wide public consultation. If this can be carried out, it is our intention to consider carefully all the views which we receive and to amend our report as necessary in this light. Naturally, we have consulted the British Waterways Board on the full text and supplementary papers of the completed document and I have been informed that it has been welcomed, despite some reservations about certain aspects, and that in the Board's view, if you accept our recommendations, the process of consultation could start without delay.

On behalf of the Council, I have pleasure in submitting our report "Britain's Inland Waterways: An Undervalued Asset".

Yours sincerely

A handwritten signature in black ink, appearing to read 'Audrey M. Lees', with a large, flowing initial 'A'.

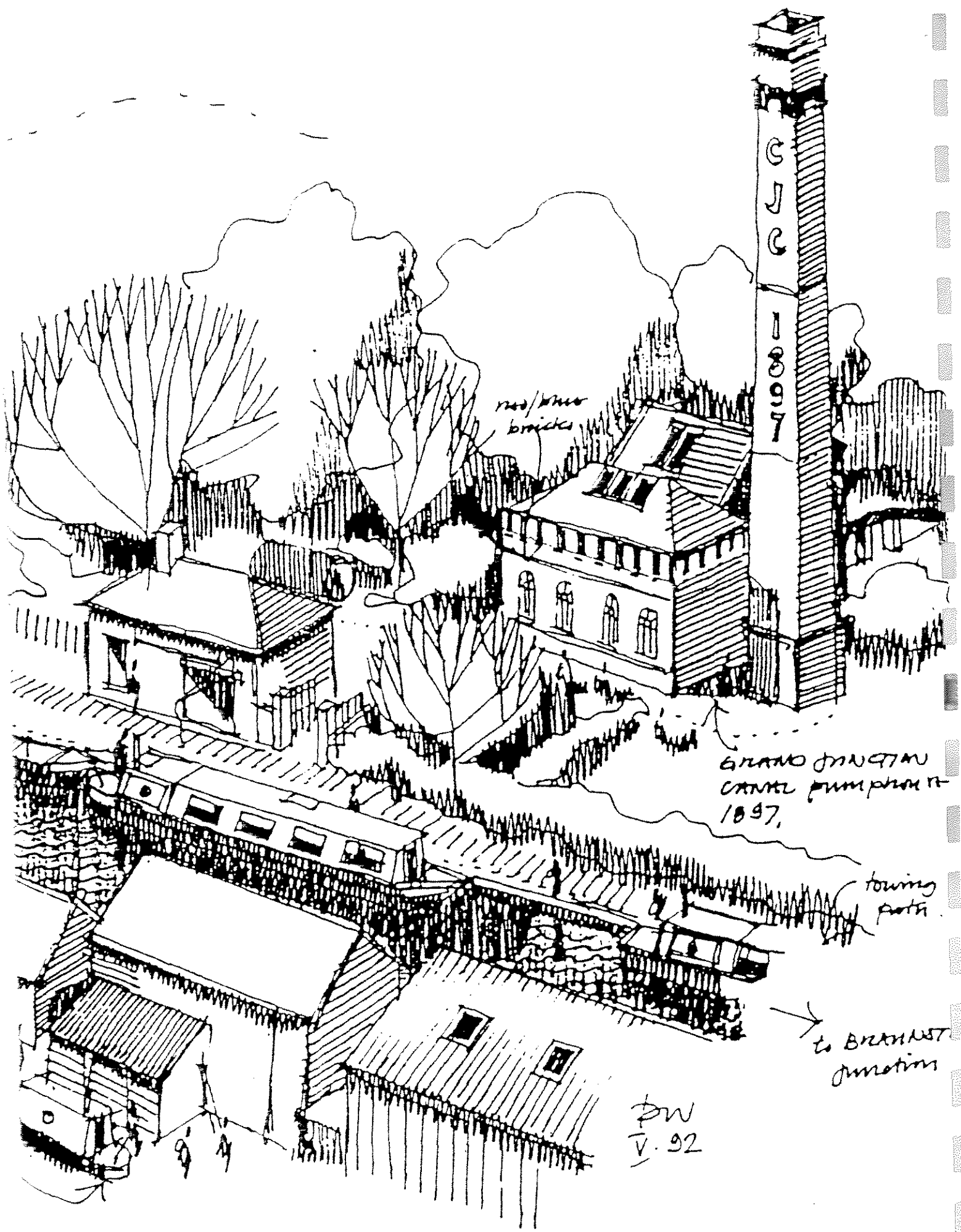
Audrey M Lees
Chairman

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bricks

GRAND JUNCTION
CANAL PUMP HOUSE
1897,

towing
path

to BRANSTON
Junction

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V. 92

ABOUT THIS REPORT

The Inland Waterways Amenity Advisory Council (IWAAC) was created by the Transport Act 1968 to advise the Secretary of State for the Environment and the British Waterways Board on a range of matters affecting the use and development for recreation and amenity purposes of the Board's waterways.

In this report:

BW means British Waterways

BA means Broads Authority

DOE is Department of the Environment

DNH is Department of National Heritage

GIA means grant-in-aid

IWAAC means Inland Waterways Amenity
Advisory Council

NRA means National Rivers Authority

"we" usually means IWAAC

When we use the term "waterways", we mean the inland waterways of Britain; the expressions "system" and "network", used for variety's sake to describe these waterways, should not be taken to imply any overall integrated network, but rather the sum of inland waterways which the nation has inherited.

On some of the wider issues this report addresses, we have carried out our own direct evaluation through working groups of IWAAC members. We have also obtained input from national user organisations via the responses to a broad-based questionnaire that was widely distributed.

Inevitably, however, we have had to rely heavily on the goodwill and co-operation of BW, other waterway authorities and many other groups and individuals. We gratefully acknowledge all the assistance given; responsibility for our findings and conclusions is, of course, ours alone.

NEXT STEPS

This report is being submitted in July 1995 to the Secretary of State for the Environment with our recommendation that it be used for wide consultation. If this recommendation is accepted, we will seek to test and validate its conclusions, then review the report in the light of responses. We hope the debate will be wide-ranging and will draw in not only those already involved with and interested in Britain's waterways but those in other fields whose decisions will affect their future and the public at large.

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CANAL DIVERSION

new
road
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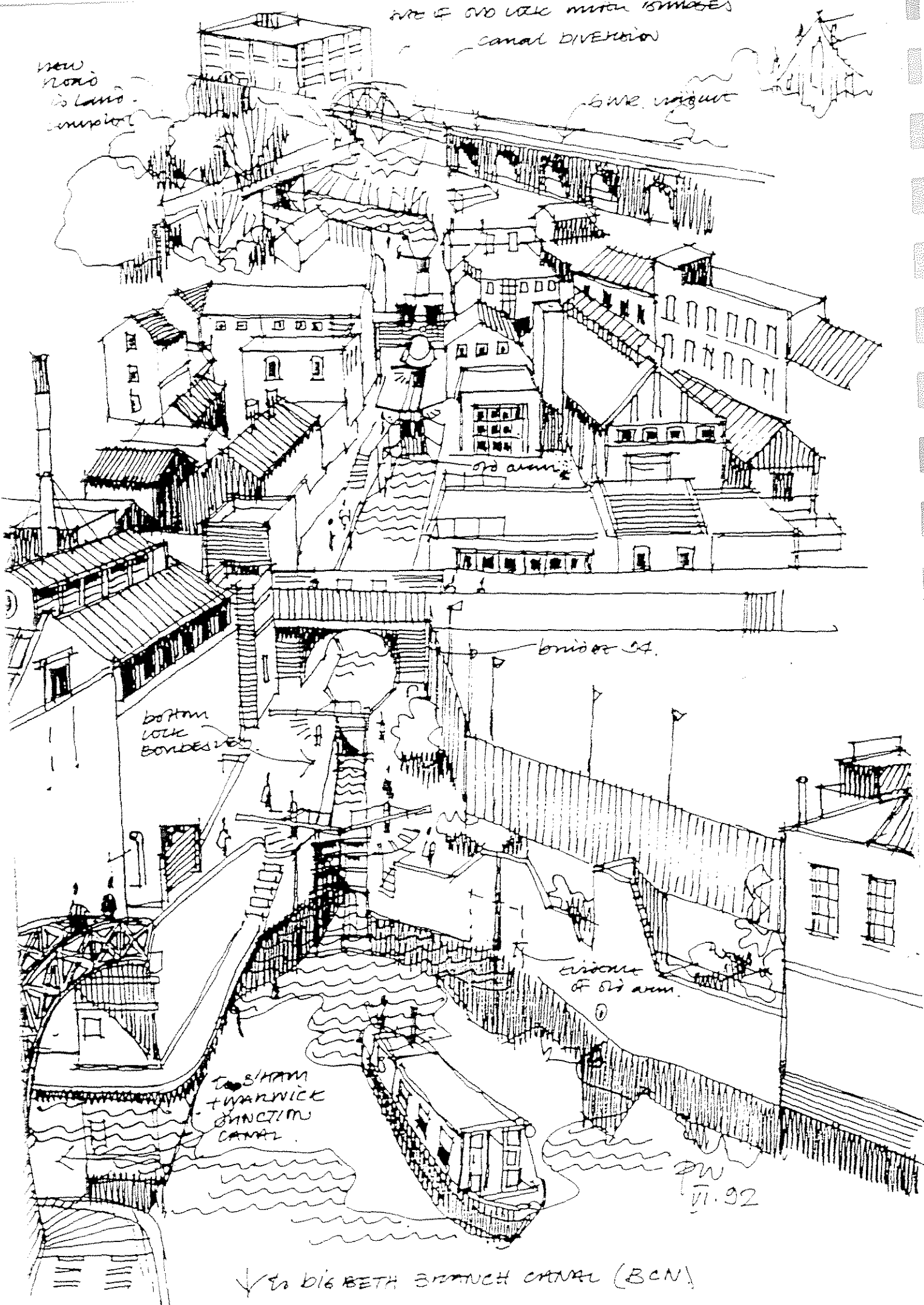
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EXECUTIVE SUMMARY

This is a report about Britain's inland waterways, the Cinderella among our heritage and recreation assets. These waterways, all 8,300 plus kilometres (5,160 or so miles) in the care of British Waterways, the National Rivers Authority, the Broads Authority, the Department of Agriculture, Northern Ireland, and a multitude of other bodies and individuals, are a national treasure, a legacy of extraordinary richness and variety which, apart from a handful of popular areas and stretches, the nation as a whole still undervalues and under-resources.

The system is not a museum; it is a usable asset; its heritage a living one. Parts of it carry commercial freight. Parts of it play a vital role in land drainage and water supply. Parts of it are being used for new telecommunication routes. But its dominant function is a resource of increasing importance for leisure, tourism, sport and recreation. It is capable, given the right policies and investment, of adding to the quality of life of millions in our highly urbanised country.

Not nearly enough is being done to give our waterways the support they need to make this contribution. The structure within which the whole system is managed is fundamentally unbusinesslike. The pattern of ownership is too fragmented: the incidence of funding too uneven: the services to businesses and customers too haphazard: the ambitions for use and development too low key: the attitudes to protection and conservation too short term.

Nationally and locally, too many of our waterways lack political clout. When a leading government department can produce a policy document on the nation's heritage and fail even to mention waterways; when even one local authority can turn

its back on what may be its greatest single asset; when many tourists, visitors and residents can largely ignore them: then it is clear that changes are needed at all levels.

With the establishment of the Environment Agency and the government's consultative Review of Navigation Functions, waterways are at last higher on the political agenda. A wider look is timely.

The message of our report is a call for action on three broad and inter-related fronts:

- **a higher status for our waterways at international, national and local level**

so as to promote

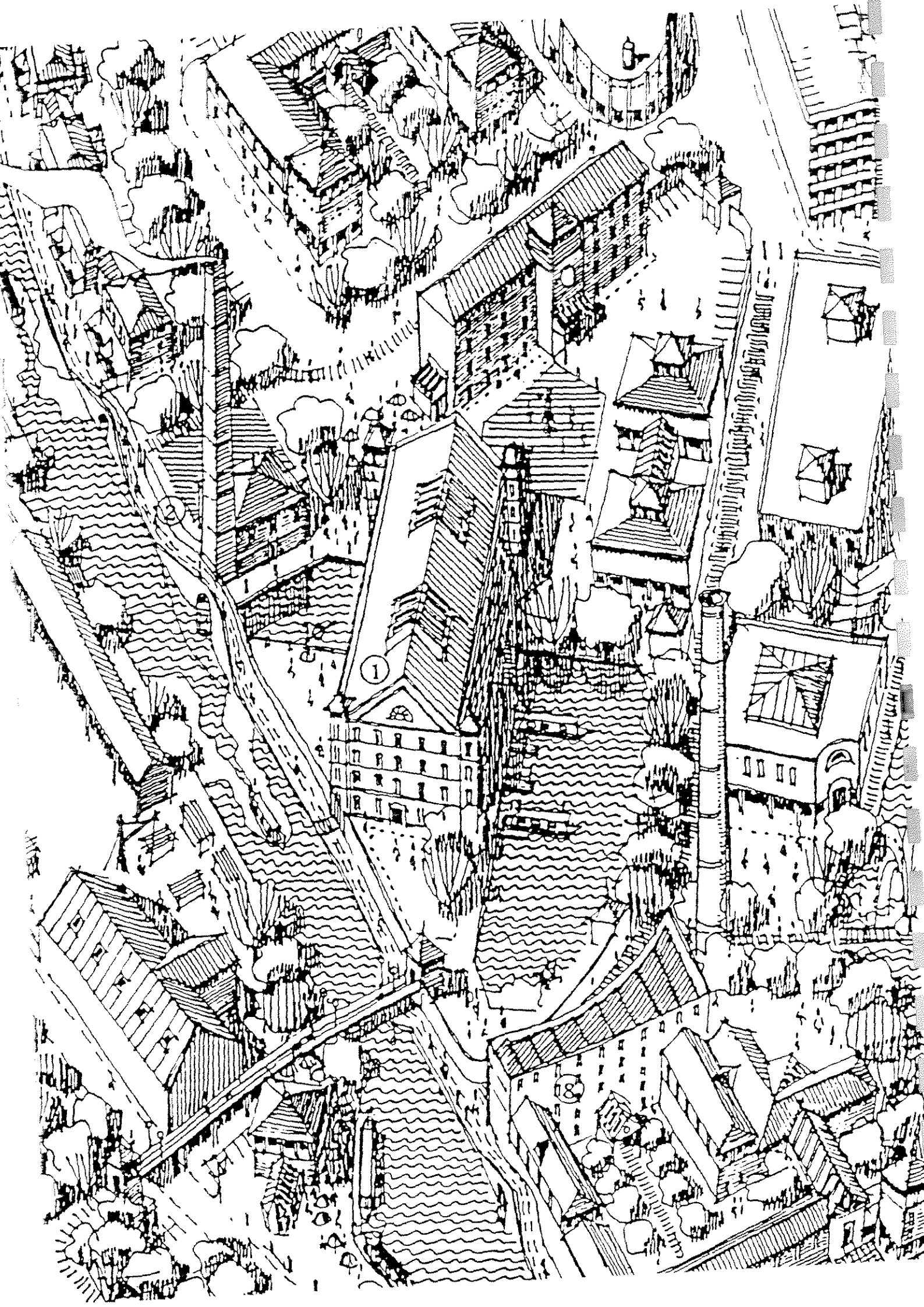
- **more money coming into the system**

in order to preserve

- **its long-term value by shaping development and uses to conservation-based objectives through sustainable partnership management.**

We spell out in detail what needs to be done by the waterway authorities themselves, by local authorities, by government, by the private and voluntary sectors and all those concerned with, and benefiting from, the future well-being of this national asset. In doing so, we seek to build on the examples where partnership investment in our waterways has already shown dividends.

Funding our waterways represents value for money. We want to see this value realised nationally and multiplied through local communities and beyond so that our waterways continue to remain places to know, discover, learn and, above all, to enjoy by increasing numbers of people.



CONCLUSIONS

Based on our work for this report, we have drawn the following conclusions about our inland waterways. On these conclusions we plan to consult widely. We will then be in a position to make recommendations to the Secretary of State for the Environment and to British Waterways in accordance with the Transport Act 1968 Section 110 para (2) (b).

1. A systematic survey of our inland waterways, identifying their extent, state of repair, use, funding and potential, should be considered by Government and the waterway authorities (2.52)

2. A forward-looking long term national policy for the conservation and development of the waterways should be drawn up jointly by Government and the waterway authorities in consultation with others (2.56)

3. Waterways can contribute to a wide range of policy fields and should feature more prominently in the objectives, policies and programmes of Government departments and national and regional funding agencies (3.7)

4. A coherent statement of national planning policy specific to the waterways should be drawn up by Government in consultation with the waterway authorities, users, local authorities, the private sector, voluntary groups and other interested parties (3.11)

5. The scale, distribution, heritage, leisure and tourism value of the waterways constitute an asset of outstanding national importance. There should be a new national designation for the system and as a first step a register of heritage waterways should be established (3.24/25) Recognition at the European/world level of the international importance of the system should also be pursued (3.25)

6. Investment in the waterways offers value for money both for the nation and for local communities. Evaluation techniques should be developed and deployed more widely to change perceptions of the value and potential of the waterways and to improve investment decision-making (3.30)

7. Effective conservation and, where necessary, restoration of the heritage and environment of the waterways should be regarded as fundamental to the system's economic well-being and potential (4.11)

8. Programmes for the conservation and restoration of BW's heritage and environmental assets should be formulated and fully integrated with its overall asset management (4.12)

9. BW needs to review the implementation and monitoring of its built heritage conservation standards with a view to achieving higher and more consistent standards (4.14)

10. BW also needs to review the strategic requirements of environmental protection and management on its waterways (4.15)

11. Waterway authorities should aim for the sustainable integrated long-term management of their navigations through the preparation of comprehensive management plans for each waterway (4.19 *et seq.*)

12. BW should be a statutory consultee in the planning system (4.23)

13. The Department of Transport should develop and implement new criteria to conserve navigation routes and clearances on waterway routes currently out of use (4.27)

14. Grant funding for waterway restoration should be developed and expanded and be linked to viable on-going maintenance and management schemes (4.30)

15. Government should investigate why, despite incentives, there is little evidence of the transfer of freight haulage from roads to waterways (5.3)

16. There is substantial potential for more activity, use and investment in the waterways. Achieving these will require a review of remits and regulations governing the major waterway authorities (5.7); efforts to open up access points and improve facilities at selected sites to link the waterways with their hinterland (5.10); and more pro-active management of users and uses to reduce conflict (5.12)

17. Use and development should be consistent with the environmental capacity and character of the waterways (5.8)

18. There should be the maximum development

of boating consistent with the sustainable capacity of the waterways (5.16) and navigation authorities should encourage investment in boats, facilities and sites (5.20). The current proliferation of on-line moorings is not in the best long-term interests of the waterways (5.21)

19. All anglers should make a direct contribution to the care and maintenance of the waterways they use (5.25)

20. A development programme of visitor attractions, of a wide range of types and scale, should be tested in pilot projects and implemented where feasible in selected locations, in partnership with the private and public sectors, to provide new facilities, generate income and widen the user market (5.30 *et seq.*)

21. Waterways are already demonstrably a catalyst for urban regeneration. There is still untapped economic and social potential that requires more initiatives in partnership with local authorities, an evaluation of progress and problems so far, and more guidance and funding from Government and its agencies to accelerate progress (5.41)

22. Waterways should also be a focus for rural regeneration. In the context of national policies for the countryside, locations for appropriately scaled water-related housing, recreation and small businesses to meet the needs of rural areas should be identified (5.43)

23. Greater use, development and investment in the waterways, in the context of effective

long-term conservation, requires an extension of effective partnership management, at national and local level, between the waterway authorities and a range of other interested parties including local authorities, voluntary groups and business representatives (5.46 *et seq.*)

24. Improving and raising the public and business profile of the waterways is crucial to the attraction of more public and private resources into the system and to the securing of a range of other benefits (6.1)

25. Raising the profile requires more effective national and international marketing, promotion and education, including more joint efforts by waterway authorities and businesses, improved targeting of potential users, and the development of a "feel-good" profile for waterway authorities as custodians of a national heritage and recreation asset (6.9 *et seq.*)

26. National taxation should continue to provide core support for BW's waterways supplemented by some form of statutory support from local authorities to reflect the national and local value of the waterways (7.9 *et seq.*)

27. The pros and cons of changing the basis of BW funding from deficit-grant to positive payment for services provided such as land drainage should be explored (7.15)

28. A continuing reduction in GIA support for BW on the lines of that in recent years is not sustainable. The GIA paid to BW by Government should be index-linked for 3-5 years

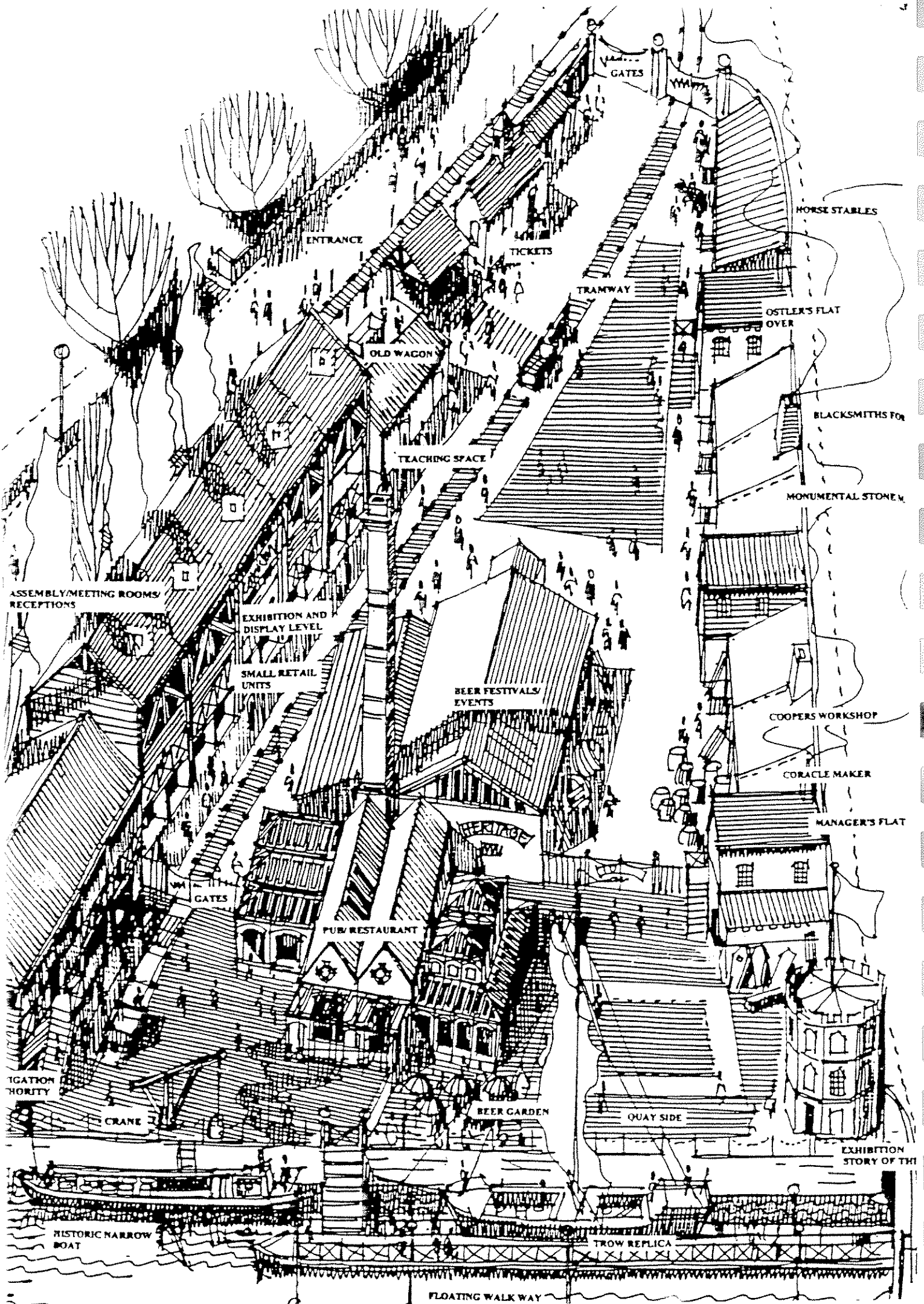
and the position reviewed in relation to need (7.23)

29. Current funding criteria operated by external sources should be reviewed to reflect the importance and potential of the waterways and so enhance their competitive position for additional funding from European, national (including the Lottery) and local sources (7.24 *et seq.*)

30. A National Waterways Forum should be established by waterway authorities to operate as a central resource for the industry in interfacing with governments and other bodies (7.35)

31. Our overall conclusion is that our inland waterways have now reached a stage where significant structural and policy changes are required to ensure their effective long-term conservation and the cost-effective development of their substantial economic and social potential.

This is the context for our response to the DOE's 1995 Consultative Paper "BW and the NRA - Review of Navigation Functions" in which we expressed our clear support for the creation of a new national statutory body for all BW and NRA navigations, meeting criteria we have developed from our conclusions in this report.



1: INTRODUCTION

Our remit

1.1 In 1993 the Department of the Environment (DOE) asked us to develop wide, long-term thinking as a basis for our advice to British Waterways (BW). It asked us in particular (see SUPPLEMENTARY PAPER 1) to examine ways to broaden BW's customer base and produce more revenue in order to conserve and secure the heritage, and to advise on criteria for deciding strategic priorities.

1.2 BW does not operate in isolation; it shares responsibility for Britain's inland waterways with a variety of other bodies, and interacts with an even wider range of public, private and voluntary interests.

1.3 We concluded, therefore, that it would be unrealistic to look at BW in isolation. We needed to start with a report on the whole inland waterway scene if we were to develop a sound basis for our future advice to BW. To have done otherwise would have provided an incomplete and misleading picture: we would have been unaware of many of the waterways' wider problems, difficulties, challenges and opportunities.

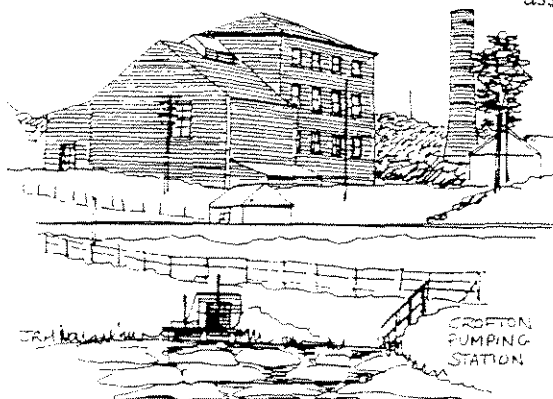
1.4 Our report reaches a series of conclusions which we believe should inform the development of waterway policy by both BW and DOE, and which deserve the attention of everyone with an interest in the future of inland waterways. These conclusions need testing through consultation with all those concerned with the longer-term future of the waterways.

1.5 In February 1995, as this report was in preparation, DOE published its own consultative paper *British Waterways and the National Rivers Authority: Review of Navigation Functions*. This set out a series of options for future management of BW and NRA waterways. Our report has a different focus from the DOE's paper, but is complementary to it. We have made our own considered response in a separate document.

Our vision for the future

1.6 In 1994, as a focus for our work, we adopted the following vision statement:

"The inland waterways, as a major national heritage asset, are maintained, and as necessary restored, to develop their maximum potential for promoting and accommodating the navigation, recreation and tourism, sporting and working activities of the public generally and of present users and special interests; and to promote positively educational, communication and awareness programmes aimed at users and potential users; and that, in support, the energy and resources of the private and public sectors, national and local government and the European Union be engaged."



1.7 Our central theme is that Britain's system of inland waterways is a national asset of unique and outstanding quality. It exists not just to provide pleasure for today's citizens; we are trustees of a splendid though undervalued inheritance. The nation should cherish and conserve it, restore and improve it, so that, for another 200 years, future generations may also enjoy it and say approvingly, "They looked after it well!"

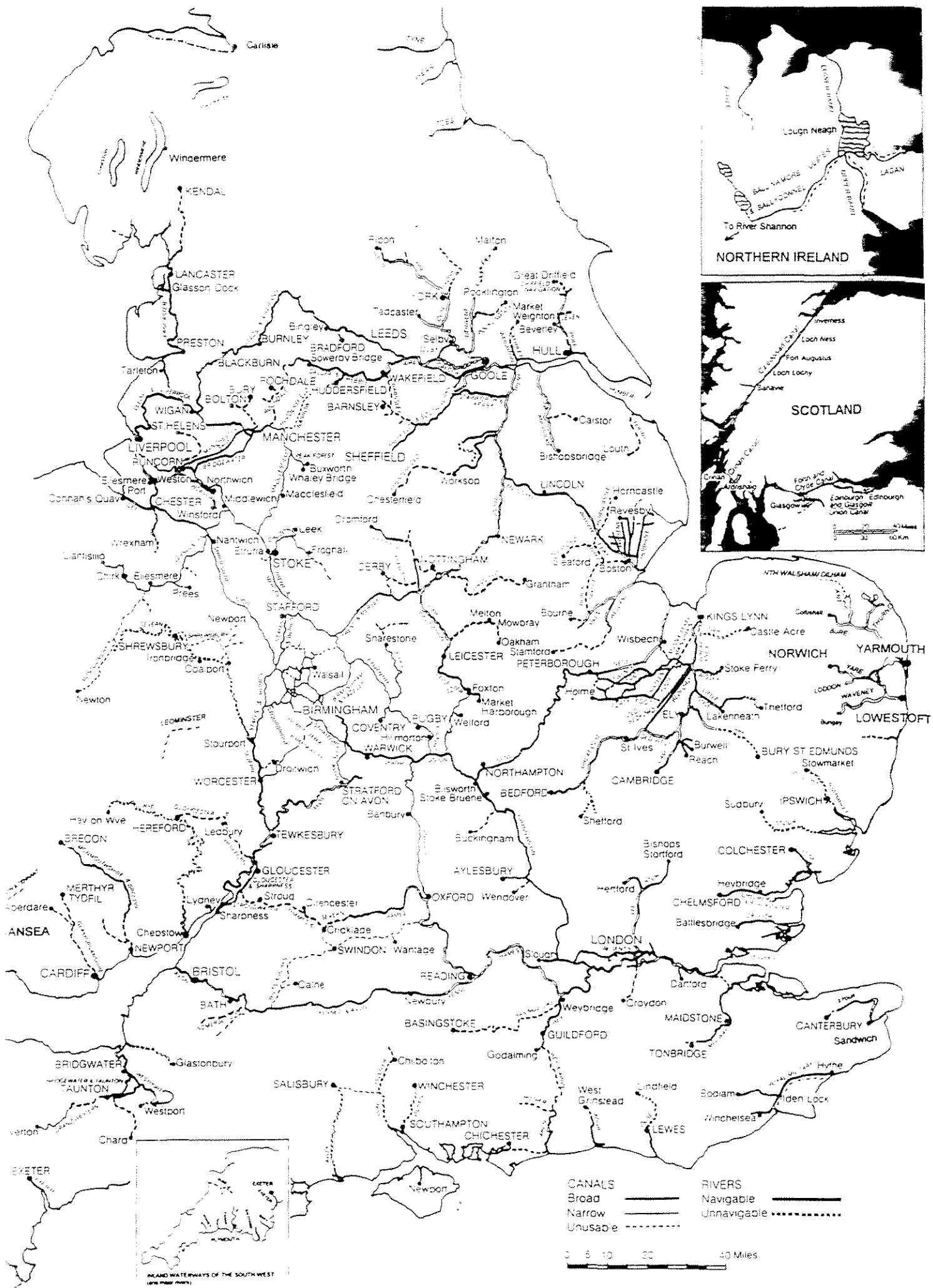


Figure 1 : The Inland Waterways of Great Britain and Northern Ireland

2: THE WATERWAYS TODAY

Inland waterways defined

2.1 For the purposes of this report, we define "inland waterways" in Britain to be:

All inland waterways, whether natural or artificial, which are or once were navigable, and which are now used for recreation (including recreational boating), or have potential for such use. (These waterways do not include the thousands of miles of watercourses that have never been navigations.)

2.2 Some 8,300km (5,160 ml) of inland waterways were created in Britain; of these about 5,000 km (3,110 ml) are currently operational (both of these figures exclude some 600 km (370 ml) or so of estuaries/tidal rivers). For the country's size, this is a relatively high mileage. Some are rivers or canalised river navigations and others man-made canals.

2.3 Though most numerous in central England, Britain's inland waterways are widely spread. More than half the population lives within 8 km (5ml) of one. (**Figure 1**)

Freight

2.4 A minority of navigable canals and rivers still carry commercial freight; in 1992 this accounted for only 0.33% of Britain's total inland freight tonnage.

2.5 Freight use of waterways is outside our remit. We believe, however, that this environmentally friendly mode of freight transport is rightly now being given some official encouragement. With the requisite investment, the waterways might increase their freight role.

Other present-day uses

2.6 Freight and non-freight waterways now support a range of other uses and activities. Navigation, though today focused on recreational boating, is still rightly seen as the prime use of the waterways, but other recreational uses, such as angling and informal use of the towpath for walking and sight-seeing and the like, have also developed extensively. The waterways' very special

environment and heritage features increasingly attract users and visitors from home and abroad. Land drainage is a vital function on some lengths. The waterways frequently perform an important role for water supply and the dilution of pollution. Proposals for more water transfer schemes are coming forward. Telecommunications are a developing use of the waterway track.

2.7 The great majority of waterways, although they have lost their original cargo-carrying purpose, have therefore become an economic and social resource of evident value to the nation and to local communities. Some which have fallen into disuse are being restored. The challenge is how best to maintain, conserve and develop this resource while balancing the wide range of (often conflicting) demands upon it.

Who manages our waterways?

2.8 Responsibility for our waterways is peculiarly fragmented. Their pattern of management is a product of historical evolution and pragmatism. Although many waterways inter-connect, they have never constituted a wholly integrated national navigation system. From earliest days there were major rivers and "trunk" canals, but most navigations were essentially local in character. Whilst some railway companies later owned groupings of canals, large national organisations, responsible for navigation and related functions, are relatively recent.

2.9 Two national public bodies dominate (**Figure 2**): British Waterways (BW) with some 3,220 km (2,000 ml) and the National Rivers Authority (NRA) with about 1,000 km (620 ml). A third body, the Broads Authority, manages 200 km (125 ml). A fourth the Department of Agriculture for Northern Ireland (DANI) also has responsibilities relating to both navigable and derelict waterways.

2.10 Some 1,300 km (805 ml, or about 1/6 of the total) are managed by a multiplicity of independent waterway bodies. A further 2,300 km (1,435 ml) or so of abandoned waterways are in fragmented ownership.

**Figure 2 Total length of waterways in Great Britain
and Northern Ireland**

(All figures are approximate)

Organisation	Totals		Fully navigable		Un-navigable	
	km	miles	km	miles	km	miles
Managed waterways:						
<i>British Waterways</i>	3,220	2,000	2,790	1,735	430	265
<i>National Rivers Authority</i> <i>(Incl. "bylaw waterways")</i>	1,000	620	880	545	120	75
<i>Broads Authority</i>	200	125	160	100	40	25
<i>Department of Agriculture (N Ireland)</i>	280	175	185	115	95	60
<i>Other waterway authorities</i>	1,300	805	885	550	415	255
Managed total:	6,000	3,725	4,900	3,045	1,100	680
Abandoned waterways: <i>(i.e. those with no single owner or no controlling authority)</i>						
<i>Canals</i>	1,400	875	0	0	1,400	875
<i>Rivers</i>	900	560	100	65	800	495
Totals for all "inland waterways":	8,300	5,160	5,000	3,110	3,300	2,050
Estuaries and associated tidal rivers: <i>(some are managed, others are not)</i>	600	370	600	370	0	0
Totals	8,900	5,530	5,600	3,480	3,300	2,050

A very varied collection

2.11 BW, NRA, BA and DANI apart, these figures are only estimates: we have discovered no definitive list of Britain's navigations and waterway authorities. What we have found out (SUPPLEMENTARY PAPER 2) is that:

- (a) alongside these four principal public bodies is ranged a heterogeneous collection of other bodies responsible for the wide variety of types of waterways, including local authorities, trusts, land drainage and harbour authorities, commissioners, and private companies; and
- (b) for many, navigation is not their main concern.

2.12 Even those for whom navigation remains the dominant function have other tasks managing the range of present day uses. Most waterway authorities are today more accurately seen as managers of multi-user systems in corridors along

and around their water channels, and as important players in the leisure business.

2.13 Such a fragmented distribution of responsibilities, with the different functions, regulations, safety standards, fees, services and facilities provided, presents practical problems for the conservation, use and development of the waterways. BW, NRA and BA have recently established a pattern of regular meetings to discuss common approaches to issues of mutual interest. They have also invited other waterway authorities to discuss further harmonisation where it is needed. We applaud both these moves.

Differing character and remit

2.14 The very wide variations in scale, character, remit, operation and funding of the organisations listed in SUPPLEMENTARY PAPER 2 are very striking. Largely the result of historical evolution, they encompass at one extreme small, 200-year-old,

canal companies, at the other major statutory bodies created relatively recently and charged with a much wider range of functions than just navigation (see SUPPLEMENTARY PAPER 3).

2.15 A further distinction can be drawn between those waterway authorities which receive direct financial support for their wide-ranging responsibilities from central government - BW, NRA, BA and DANI - and those which do not.

British Waterways (BW)

2.16 BW not only dominates in terms of waterway length but is alone in having nationalised industry status. This came about because it inherited its waterways (primarily canal navigations previously owned by railway companies) from the original and wider nationalised industry, the British Transport Commission. The 1962 Transport Act established BW as a separate entity; the 1968 Transport Act formally recognised a shift in predominant use from freight to recreation.

2.17 It did so by designating Commercial and Cruising categories of waterways; and BW's essential function is still to maintain these for navigation. The rest of its waterways had become derelict or semi-derelict; BW was, and is, charged with dealing with these, the Remainder waterways, in the most economical manner possible consistent with public safety and amenity.

Changing objectives

2.18 Within this statutory framework, and sponsored by the DOE, BW now pursues new objectives agreed with government in 1984 (SUPPLEMENTARY PAPER 4). The BW Board is required to:

- (a) run its affairs on a commercial basis;
- (b) promote the fullest practicable use of its waterways for leisure, recreation and amenity, and for freight transport where appropriate; and
- (c) comply with financial targets and achieve performance aims for manpower and other operating costs.

2.19 BW has progressively redefined its role and

purpose in the business management of its waterways. It has encouraged the development of small and medium-sized private enterprise businesses on leasehold and freehold sites; and has transformed an engineering-oriented organisation into an efficient commercial enterprise acting as nearly as possible to a public limited company.

Stewardship

2.20 BW has moreover shown a growing willingness to act as steward and trustee for a waterway system increasingly recognised as a unique national asset, crucially important for its recreational, heritage and environmental value. In this, it is (as market research demonstrates) responding to increasing public expectation that these values should be conserved and fostered.

2.21 The importance of recreation and heritage considerations is further emphasised in the British Waterways Act 1995. This requires BW to have regard to recreation and conservation whilst carrying out its primary functions, and gives BW more scope to deal positively with the Remainder waterways.

2.22 BW is responsible for 3220 km (2000 mi) of waterway, many of them man-made 200-year old canals which, unlike its river navigations, it owns as well as manages. Its network is a complex mixture of recreational resource, freight transport infrastructure, land drainage, water supply, museum, nature reserve and derelict or semi-derelict transport heritage. It comprises 605 km (376 mi) of Commercial, 1870 km (1161 mi) of Cruising, and 745 km (463 mi) of Remainder waterways

2.23 The BW network has 4,763 bridges, 1,549 locks, 397 aqueducts, 89 reservoirs, 60 tunnels and thousands of related buildings, structures and artefacts. Of these, more than 2,000 are currently listed as historic buildings, 135 are scheduled Ancient Monuments, including entire waterways, for example Scotland's Union Canal. Hundreds of kilometres are designated as conservation areas.

2.24 The BW network also includes 64 Sites of Special Scientific Interest; its waterways pass

through National Parks, Areas of Outstanding Natural Beauty and other areas of special landscape value.

Corporate planning

2.25 We understand that BW's strategic planning of this large and complex estate is based on an *integrated business strategy* via an annually updated Corporate Plan that is discussed with the Department of the Environment. Each business unit (based on a group of waterways) produces a Business Plan, reviewed annually.

2.26 For reasons of commercial confidentiality, these documents are not published. We have therefore compiled this report using such public documents as BW's 1994 Leisure and Tourism Strategy, which relate to the corporate planning process, as well as direct advice from BW officers. BW's 1995 Corporate Plan was made available to us in May 1995.

Balancing the books

2.27 Maintaining the integrity and safety of BW's water-retaining structures, and its estate generally, is a major liability, which in part reflects historic neglect. BW does, however, have a significant income from leisure businesses, leisure-related uses, and property management and development.

2.28 These income sources, however, fall far short of needs. To close the gap, government makes a grant-in-aid (GIA). This currently amounts to almost £50m a year, or more than half of BW's revenues.

2.29 It is government policy that costs should be borne, as far as practicable, directly by beneficiaries and so reduce BW's call on the Exchequer. The challenge facing BW is therefore to come up with feasible ways to develop its customer base and thus generate income from non-government sources to offset more of the costs of maintaining its waterways.

2.30 And BW's performance has, in recent years, been impressive by any standards. Since 1987, it has devolved its formerly highly centralised structure to regions and local waterway managers; radically restructured its estate management; and become markedly more efficient in controlling costs, exploiting its assets

and increasing its self-generated income. Despite reductions in grant, it has thus managed to spend significantly more on tackling its basic maintenance backlog and improving waterway standards.

Consultation procedures

2.31 IWAAC apart, BW is not subject to statutory consultation requirements but has developed a range of consultation procedures with user and interest groups, and with other bodies, at national, regional and local levels. It has made particular progress in recent years in developing customer relationships.

National Rivers Authority (NRA)

2.32 NRA is, like BW, a statutory national body, but its character is very different. It is a non-departmental government body with the DOE, Ministry of Agriculture, Fisheries and Foods, and the Welsh Office acting as its sponsoring departments. Unlike BW it does not operate within Scotland. It has operational and regulatory functions over water resources, water quality, flood defence, fisheries and navigation. It has a duty to promote recreational use as well as conservation of all inland and coastal waters and associated land, not just navigations, although it generally does not own the waterways it manages. It fulfils its recreation duties by working in partnership with others. Navigation per se may be a small part of the NRA's total span of responsibilities, but it is an important one and is integrated with other functions so that work on, for example, flood defence can also benefit navigation.

2.33 The NRA was created at the time of water privatisation and was vested with the navigational responsibilities of the former regional water authorities. In five of its regions it functions as a navigation authority on certain waterways. It operates, manages, develops and promotes these waterways and their associated locks and land holdings. It also provides services and facilities for water and land-based users. The NRA can, in certain circumstances, apply for transfer to its control of waterways under other navigation authorities or where there is no active navigation authority. It can also issue bylaws where there is no authority.

Merger in Environment Agency

2.34 The NRA will, under legislation currently going through Parliament, be merged into a new and much larger Environment Agency. We have already expressed concern to Government that NRA navigations and associated recreational interests risk receiving a lower priority - this despite the relevant NRA responsibilities being transferred unchanged.

2.35 The NRA argues that navigation is an integral part of its river management functions and cannot and should not be separated from them. We note, however, that BW and other authorities do already successfully manage river navigations.

A very different body

2.36 The NRA is businesslike, but, unlike BW, is not primarily a commercial organisation. It has far fewer property assets; its waterways, being almost exclusively river navigations, have lower navigation maintenance costs than those associated with BW's man-made canal system.

2.37 Flood defence functions are largely funded directly by a precept system (regarded as self-generated income) rather than GIA; it also receives government grant to cover the difference between its income and the costs of such functions as pollution control, fisheries, conservation and recreation as well as navigation. The costs ascribed to navigation are currently some £6m, 56% of which is covered by direct income. A realistic comparison cannot be made with BW as BW does not allocate its costs and income between recreation (including navigation and fishing), conservation (including heritage) and land drainage. The NRA expects the need for GIA support for navigation (as well as recreation and conservation) to continue.

Less commercial, more open

2.38 The NRA has a statutory framework which provides for a more open structure of decision-making than BW's. It publishes a Corporate Plan, supported by seven function strategies; these include navigation, recreation and conservation. At the more local level it publishes Catchment Management Plans which set out policies for individual river catchments; these incorporate the results of consultation with

local communities and other interests. There is substantial management devolution to the local district level. The NRA has, as required by statute, regional advisory committees. It has also established national and waterway-based consultation arrangements.

The Broads Authority (BA)

2.39 BA is different again. It, too, is a statutory body, but regional rather than national in remit. It was set up in 1989 under the provisions of the Norfolk and Suffolk Broads Act 1988 which gave the Authority the express duty to manage the Broads for the purpose of; conserving and enhancing the natural beauty of the Broads area, promoting its enjoyment by the public and protecting the interests of navigation. These three duties are of equal importance. The Authority, in common with the National Park Authorities, includes both local and national representatives. It is required to prepare, consult on and publish a plan for the Broads; and to review it regularly with government and others.

2.40 BA has a self-generated navigation income of about £1m a year. This account is ring-fenced and BA receives no GIA funding for navigation. The remainder of its £3m budget is (as with National Parks) funded 75% by grant from DOE, 25% from the local authorities. This funds its conservation, other recreation and planning functions.

Independent waterway bodies

2.41 Among the smaller bodies there is even wider diversity. To take some examples from
SUPPLEMENTARY PAPER 2:

- "The Company of the Proprietors of the Chelmer and Blackwater Navigation" was established in 1793 with prime navigation objectives that have not changed since;
- The Upper Avon Navigation is managed by a trust which re-built and now runs this popular river navigation;
- The Manchester Ship Canal Company is owned by a property development company;
- The River Wey and Godalming Navigation is owned, managed and conserved by the National Trust;

- The tidal River Clyde and associated estuary are managed by the privatised company "Clydeport".

- Linton Lock, on the Yorkshire Ouse, is administered by Commissioners who, struggling to make ends meet, wish to pass their liability to others;

- The isolated Grand Western Canal is run as a Country Park by Devon County Council;

- Long sections of the Monmouthshire Canal, which was a BW Remainder Waterway, were transferred to the adjoining local authorities some years ago; these authorities have now started to restore the waterway;

- The Stroudwater Navigation is still owned by the company that promoted, constructed, and later abandoned it and which is now working towards its eventual restoration;

- The Droitwich Canals are being restored by a charitable trust comprising local authorities and local and national interest groups;

- The once largely derelict Rochdale Canal is still the responsibility of the company formed to construct it in 1794 (but now owned by a property company). A trust (comprising the canal company, the Inland Waterways Association and the local authorities) was formed in 1984 to promote the restoration of the canal and has made substantial progress with the help of central and local government funding and other resources.

Anomalies and shoestring funding

2.42 The heterogeneous organisations in SUPPLEMENTARY PAPER 2 derive their funding from equally diverse sources. These include grants for specific purposes, from the European Union and from central and local government. None of them has access to any continuing government grant or deficit-funding, even though their waterways may provide land drainage, may be an important recreational resource, and may constitute important links with the waterways of BW or the NRA.

2.43 The whole waterway scene is riddled with anomalies. Some waterways receive favourable treatment of funding and management, others do not. This is uneven, arguably inequitable. Even

the ownership of some is unclear. Some are classified in certain ways, others aren't. Central public funding relates to the historical accident of ownership not to any reasoned evaluation of the system as a whole, nor to the value of individual waterways. And no-one really knows what resources the smaller bodies might need in the future. Certainly some are poorly resourced; we are by no means clear how some of them even survive.

Government policy

2.44 Overall policy responsibility for inland waterways in Britain rests with central government: we have, however, failed to find any integrated statement of government policy for the system. At least eight government departments share the responsibility. The DOE sponsors BW, NRA and BA, and has overall responsibility for waterway regulation; yet not even it has a comprehensive remit for today's multi-use waterways.

2.45 DOE relies on inter-departmental consultation on specific issues as need arises. This is understandable but we would question whether the public interest, as well as that of the waterway authorities, waterway businesses, users, local authorities and others, are properly served in the absence of a forward-looking national policy.

2.46 As we will demonstrate in the chapters that follow, the waterways have considerable potential to play a constructive role in precisely those fields in which government is seeking to foster new initiatives. These include active recreation and sport; heritage and history; tourism; nature conservation; access to the countryside; sustainable development; the regeneration of urban areas; more environmentally friendly freight transport; general health and welfare; voluntary work; and the reduction of social unease. Fragmentation at national level, coupled with the fragmented structure of waterway management, is a constraint on the effective exploiting of this potential.

2.47 Government financial policy for the two national public authorities, BW and NRA, has already been described. Both are required to meet policy and financial objectives by increased fees and charges to users; by a more commercial

approach to asset management; by greater private sector involvement; by improvements to efficiency and by broadening their customer base. BW, with its significant property assets and the strongly commercial culture that it has developed, has been better placed to achieve success than has the NRA.

2.48 Many projects for enhancing waterways and their facilities cannot be justified in terms of directly identifiable returns on investment. These, together with environmental improvements, must be funded from other sources, such as local authorities, voluntary help, and government grants given for wider policy reasons.

Local authorities

2.49 Nor is the attitude of local authorities to their local waterways at all consistent. Where they are the owners and managers, such as Devon County Council's practical involvement as owner of the Grand Western Canal (2.41), they can be entirely supportive. Where they are not, authorities can range from those giving positive support to others which show no active interest at all in their local waterways.

An unbusinesslike structure

2.50 We have concluded that the structure within which our inland waterways are owned, managed and funded is fundamentally unbusinesslike. The distribution and definition of responsibilities are uneven; so too are the ways in which they are funded, and the standards of services and facilities provided for users, including waterway-related businesses.

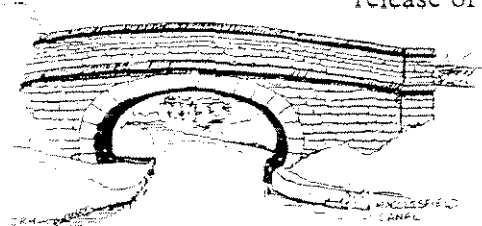
2.51 First steps in harmonising standards and services have now been taken. We welcome them. The question now is: Should this process go further? Would the waterways benefit from development of some kind of central resource? We return to this in Chapter 7.

2.52 We are concerned at the lack of readily available facts about the waterways outside BW, NRA and BA. We consider that it would be in

the public interest to have a systematic survey of the whole system. It should cover the extent of each waterway, its state of repair, its present uses, how each is funded and its future potential.

Disparate frameworks

2.53 We have noted the disparate statutory frameworks under which the three major waterway authorities manage their affairs. The BA operates within a purpose-made environmental and recreational statute that recognises the national and local importance of the Broads area. The NRA's legislation is also recent and purpose-designed to encompass the wide span of its water management functions. BW's primary legislation, however, is still the 1962 and 1968 Transport Acts which hardly begin to recognise the national recreational and heritage importance of the waterways and which are widely regarded as being substantially out-dated and a hindrance to the release of the waterways' full potential.

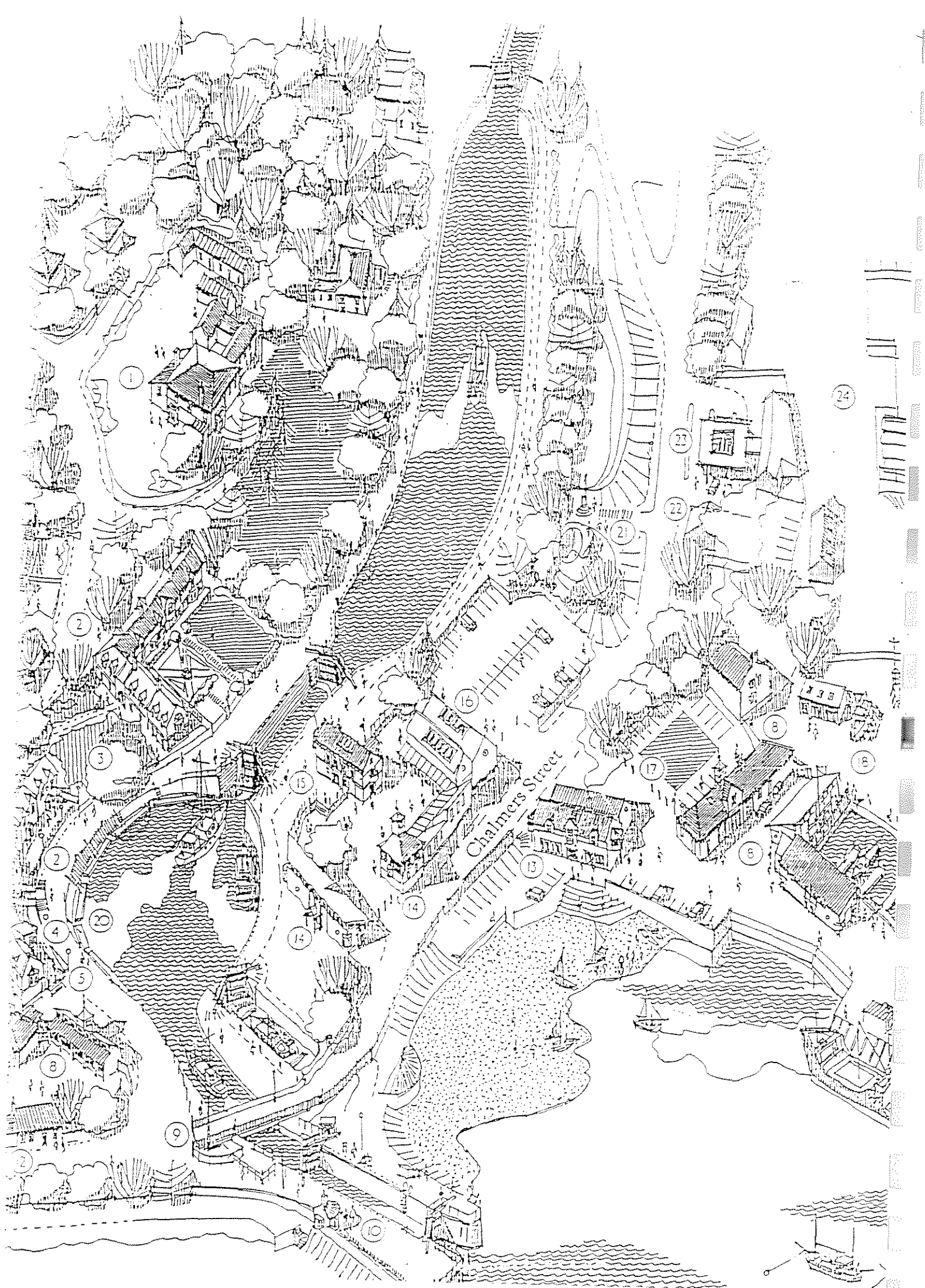


2.54 Other bodies operate using a diverse range of powers and duties. Their duties can depend too much on local acts designed to regulate commercial traffic, which in most cases vanished long ago, or on adopted local authority powers. These do not appear to cater adequately for either the reality or the potential of modern recreational use.

Profile and policy needs

2.55 In the making of national policy, the waterways' interests, though large, lack clout. At this level they need a higher profile; at local level they need a more consistent one. This weakness - which results from an inherited fragmentation of the network - is in the best interests of neither the waterways nor the nation.

2.56 All the authorities, from BW to the smallest, would benefit from agreement with government on a forward-looking national policy framework that spells out the role and broad lines of future development of the waterways, within guidelines that make explicit their function and funding.



3: A NATIONAL ASSET

Not recognised

3.1 Britain's inland waterways abound in structures and sites of recognised value in the nation's built, natural and landscape heritage. Combined with navigation, they underpin an active leisure boating industry and a wide range of other, often informal, recreation.

3.2 These waterways are self-evidently an asset of national importance. Why, then, are they not recognised as such alongside other key elements of national heritage and recreation? Various existing mechanisms apply (listing and scheduling, conservation area, landscape, ESA and SSSI designation). Welcome though these are, they fail to reflect adequately the importance of the waterways as a whole, and the unique linear and integrative characteristics of navigations and their associated corridors.

3.3 It is arguable that this lack of recognition may have handicapped the waterways in obtaining their rightful share of what national and international funding is available for conservation of heritage and environment and for recreational development.

3.4 The waterways are often termed "a hidden asset". Enthusiasts and local people know and value them to varying degrees; the wider public does not. There are exceptions: the Thames and the Broads, for example. Too many other waterways remain little-known and under-appreciated - perhaps because, until relatively recently, they were primarily carriers of freight and so generally inaccessible to the public.

3.5 All this, we believe, must change. As long as the value and potential of waterways are under-appreciated, the care and investment needed to ensure their long-term future will be difficult to achieve. They will remain low on the national and local political agenda: a great national asset will languish.

New policy priority

3.6 Change is needed at all levels and in a variety of ways. Agreement with government on a national policy framework (2.56 above) would be a start. We also need further initiatives in waterway management (see Chapter 5), building on those

already taken by authorities such as BW. We need to develop improved access and new visitor attractions (5.30 *et seq.* below). And waterway authorities need to continue to develop more pro-active and professional approaches to communication and marketing (6.11 below).

3.7 Central government sponsors many bodies and agencies whose responsibilities impinge on the waterways and their future. It is essential that the waterways should figure prominently in the objectives, policies and programmes of:

- Government Departments, particularly those of Environment and National Heritage, the Scottish and Welsh Offices and the Department of Agriculture Northern Ireland, but also all other Departments concerned such as Trade and Industry, Transport, Home Office, Employment, Education and Agriculture;

- Government-sponsored bodies and agencies such as English Heritage, English Nature and English Partnerships (and equivalents in Scotland and Wales), Countryside Commission, Sports Council, Rural Development Commission, Tourist Boards, and urban regeneration, development and training agencies;

as well as other bodies such as the Civic Trust, local authorities and local planning authorities. We intend to pursue this issue as a priority in our future work.

3.8 The planning system - operated primarily by local government but subject to national policies - is crucial. Some local authorities have shown themselves responsive to the need to protect waterway corridors and positive towards waterway-related development and waterway restoration. Others have not. Government needs, therefore, to provide a clear and comprehensive policy framework in this area. At present that is lacking.

Raising the planning profile

3.9 We have noted with concern the inadequate coverage of waterways and waterway-related issues in the Government's Planning Policy Guidance (PPG) series. This lack is particularly noticeable in PPG 10 (Development Plans) and in the recently published PPG 15 (Planning and the Historic Environment). Here, astonishingly, waterways

receive only a passing technical reference.

3.10 The same cursory treatment cascades down through regional planning guidance and local plans into councils' development control decisions.

3.11 A single coherent statement of national planning policy for all inland waterways would bring significant benefits, especially if accompanied by a practice document illustrating imaginative ways of conserving and developing waterways and their corridors, on the lines of the excellent work already being done by BW. We are willing to assist in preparation of both documents. They should fully reflect the government's new national policies for land use, environment, transport and employment, and the potential for creative partnerships between the waterway bodies, local authorities and the private sector.

A new national designation

3.12 In 3.1 above we pinpointed the heritage and recreational importance of the waterways. There is, we believe, a strong case for a new national designation for them. We think this justified by their unique combination of:

- national scale
- built and natural heritage features
- industrial archaeology
- landscape and general environmental qualities
- leisure and recreation importance

National scale

3.13 The total system, operational or otherwise, penetrates urban and rural communities alike: it touches on the lives of millions. As demonstrated by existing recreational uses, the waterways have a substantial role to play in enhancing quality of life in our highly urbanised country.

Built and natural heritage features

3.14 The waterways are a key element in the nation's transport history and in the history of civil engineering. Their structures include some of the most magnificent ever built in Britain. Because so much survives, our waterways are a living heritage feature as important as our country houses.

3.15 Because of their water regime and management, they provide habitats for a remarkable range of fauna and flora in the water

and along the banks. Many lengths are of national importance to wildlife conservation; some are of European significance under the EU's Habitat Directive.

Industrial archaeology: an international heritage

3.16 The canal building era of 1760-1830 went hand in hand with the world's first industrial revolution. For this reason, Britain's canals are an industrial archaeological heritage of international significance. Some older canals exist elsewhere; nowhere else does a largely complete, historic, national system survive so nearly in its original state.

3.17 Moreover, because the switch from freight towards leisure use came earlier here than in most other countries, British experience in managing this changeover has become an exportable commodity.

Landscape and general environmental qualities

3.18 Many of the waterways and their surroundings are outstandingly beautiful; they are often of intimate scale, and with a water scene and landscape of exceptional interest and variety. Water is a powerful component in both landscapes and townscapes, enhancing their value. The waterways also offer an escape into tranquillity from the noise and stress of modern life.

Leisure and recreation

3.19 These factors, collectively, have underpinned an impressive growth in waterway-related leisure businesses and activities, serving markets from the very local to the international. The inland marine industry alone has a turnover of about £75m and employs some 5,000 people. They help to conserve what past enterprise created; the life and movement that are part of the distinctive attraction of the waterways. In the longer term, canals in particular need boat traffic or they die of siltation, reed blockage and decay of their lock mechanisms.

3.20 For the general public, the waterways have become places of active recreation, sport and leisure as well as simply places to learn, discover and enjoy. The 1988 National Survey of Boating Activity estimated that some 45% of boating takes place on inland recreational water. There are about 75,000 registered boats on the waterway system.

Some 300,000 people, 100,000 of them regularly, also fish BW's waterways.

3.21 Even these numbers are dwarfed by those using the waterways for such informal recreation activities as walking, cycling and casual visiting. BW alone estimates 130m visits annually; the NRA conservatively estimates some 10.5m for its navigations.

Special designation needed

3.22 All this adds up, we believe, to a heritage, environmental and recreational asset of quite extraordinary richness and variety, indubitably one of national, and even of European and world importance. It is fully comparable in this respect with the National Parks, although very different in character because of its uniquely extensive, linear and networked nature. It deserves the protection afforded by an official national designation and the question of a European or world designation should also be pursued.

3.23 It has been suggested that the waterways should be designated as some form of linear national park or even a World Heritage Site. Neither of these possibilities would, in our view, be worth pursuing as they are inappropriate to the unique geography and character of the waterways we refer to above.

3.24 Our initial preference is for a special new designation. The future of inland waterways depends crucially on their gaining improved national status. We therefore commend this approach. If there is widespread support amongst users, interested bodies and the public at large, we will assist in pursuing such a change.

3.25 Perhaps the first steps should be for English Heritage and English Nature (with their Scottish and Welsh equivalents) to establish jointly a Register of Heritage Waterways or Navigations, with attendant criteria for protecting their existence and character, and for government to pursue the issue of recognition at a European/world level.

Value of the waterways

3.26 We are dismayed that this outstanding national asset is frequently seen merely as a "major liability". Such a traditional valuation-based approach fails to take account of the direct and multiplier impact of waterways and the benefits they confer. We attempt in SUPPLEMENTARY PAPER 5 to schedule and, where possible, value

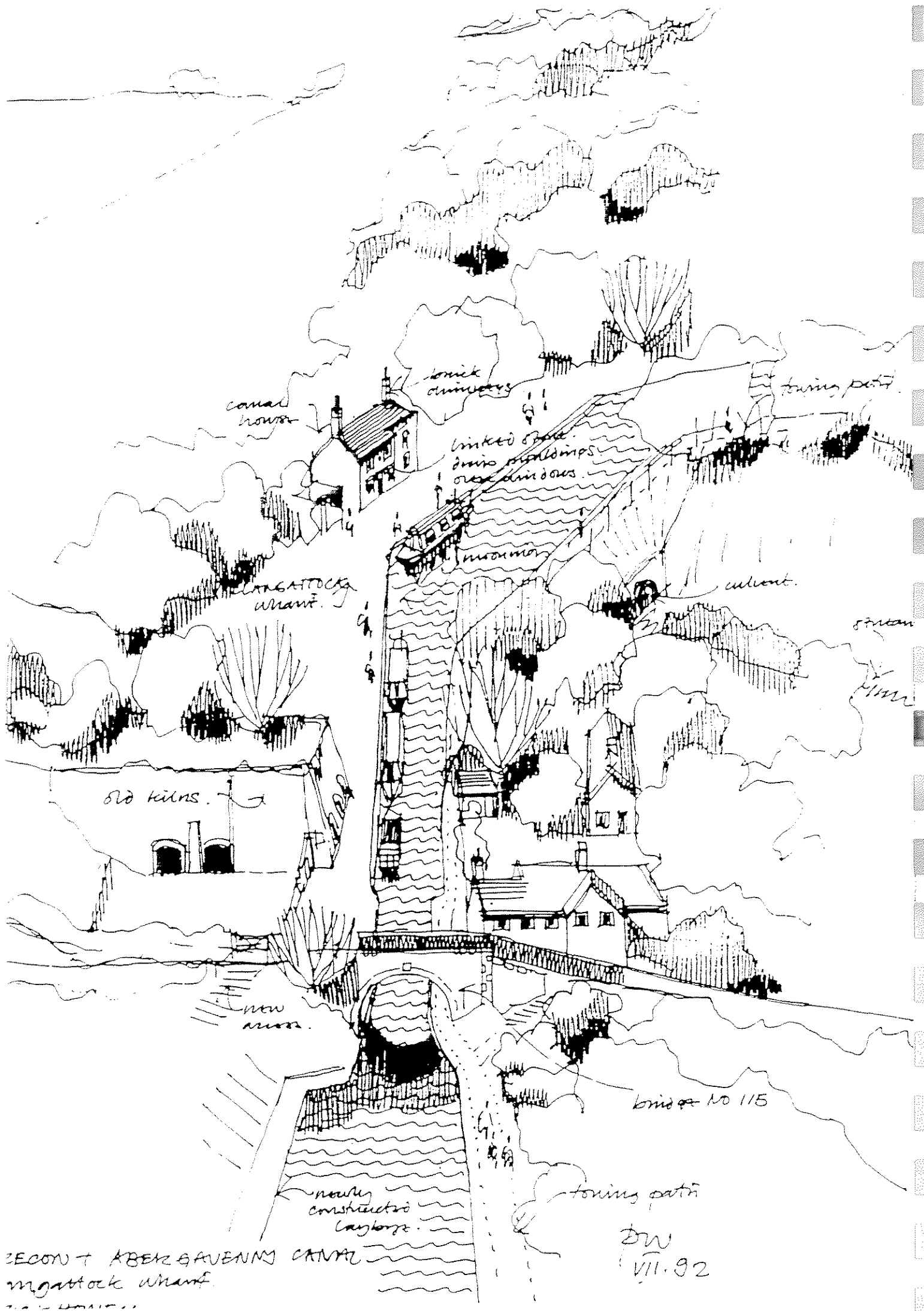
those benefits we know of. The range and scale - from jobs and income to less tangible contributions to the quality of life - are impressive. It indicates the value for money our waterways provide both the nation and local communities.

3.27 Public sector GIA support generates private sector contracts for maintenance work and underpins waterway-related businesses, uses and activities. The direct values are seen in the value of services provided, for example freight, drainage and the turnover of the leisure boating industry on the waterways, as well as heritage and environmental services less easily valued. Property values, and therefore business rates, are enhanced by proximity to water. Beyond this, there is a much more widespread multiplier effect encompassing the economic impact of spending by those, national and international, who use and enjoy the waterways and the social impact of the heritage, environmental, leisure and sporting opportunities which the waterways make accessible to a wide range of people in our society.

3.28 Our value assessment of the whole system is still tentative and we hope to do further work in this area. Meanwhile, BW has, among others, tried to put a cash value on benefits derived from its waterways. It estimates that, for its £50M annual GIA, it delivers more than £200M in benefits to the community. This alone represents outstanding value - certainly compared to, say, the annual subsidy to one of our national cultural institutions.

3.29 We cannot judge the accuracy of these estimates, but would be surprised if they are the whole picture, even for BW. Nevertheless, BW's approach is right in principle because calculating the value of the benefits to be obtained is an important element in determining priorities for investment and value for money.

3.30 Some studies already done to evaluate the benefits of waterway restoration contain many of the elements we would wish to see included - for example, Coopers and Lybrand's recent report on identifying the multiplier effects of restoring the Huddersfield Narrow Canal. BW and NRA have also done valuable research; DOE has published guidance on evaluation methods. Deploying these techniques more widely would powerfully help to change national and local perceptions of the waterways' value and potential.



canal house

brick chimneys

toning path

linked canal
drainage
over drains

LONGATOCK WHARF

curbent

stream

old kilns

new mason.

bridge No 115

toning path

newly constructed
layings

DW
VII.92

SECOND + ABERGAVENNY CANAL
LONGATOCK WHARF

4: MAINTENANCE, MANAGEMENT AND RESTORATION

4.1 We have argued (Chapter 2) that Britain's inland waterways are a wonderful, though under-appreciated, national asset. To realise that asset's full potential requires the effective management and maintenance of every navigable waterway to conserve its value into the future and to achieve cost-effective restoration of specific parts of the system that are derelict.

Maintenance task

4.2 All navigable waterways (man-made and "natural") require effective and regular maintenance. To skimp or postpone it is generally a false economy.

4.3 The maintenance burden of 200-year old man-made canals may be unwelcome but is inescapable. Such waterways cannot be left to rot. Considerable lengths have become integral parts of the local land drainage and urban storm water systems. Even if they had no other function, replacing these has been shown not to be cost-effective.

4.4 How a waterway is managed depends partly on its legislative and regulatory framework and partly on business or other imperatives and local circumstance. The waterway authorities, as we have seen in 2.11, vary tremendously in size, nature and responsibilities. Some are single purpose; others have to balance a range of environmental, recreational and commercial objectives.

4.5 Maintaining the basic integrity and safety of the waterways is complex and costly. Many waterway authorities face hard decisions on spending priorities; they need to adopt the most cost-effective solutions.

4.6 Other interests are also involved. Central and local government, for instance, have responsibilities for some road bridges crossing waterways and Railtrack for rail bridges. The NRA, quite apart from its role as a navigation authority, has responsibilities for water quality on all waterways.

4.7 Decisions about maintenance have lately become more complex for three main reasons. Society has become more conscious of the need to conserve environmental assets; people now value the waterways' built and natural heritage more highly; and, not least, active and informal recreational use has increased impressively. Moreover, what research there is suggests that some use benefits aspects of the ecology, though heavy use will damage it; buildings and structures endure better when sympathetically and economically used.

4.8 Different waterway uses and changes constantly interact: multiple uses, conservation, costs and revenues are constantly in tension. Conservation and development must therefore be a continuous and active process. A careful balance must be struck.

Condition of the waterways

4.9 No-one has a complete picture of the state of the waterways, but there are some indications available. Some smaller navigation authorities are clearly struggling to meet liabilities from limited income. The NRA claims a shortfall in capital expenditure. On the Broads, the maintenance burden does not appear to be excessive, but there is significant environmental damage requiring repair.

4.10 Because of the largely artificial nature of its system, BW has by far the largest and most onerous share of Britain's waterways. It has striven, within the constraints of its controlling statutory and government guidelines, to clear a backlog in basic maintenance - and with considerable success. Part of its total inherited maintenance backlog remains and it has yet to complete its safety and integrity programme. Other problems include: incomplete or run-down sections of towpaths; substantial dredging arrears compounded by silt contamination (with the stricter regulations now in force on its disposal); poor water quality on some waterways; and the effects of past neglect of heritage and environment.

4.11 Both market research and practical experience show that heritage and environment are the factors, above all, which attract people to the waterways. Thus conservation and, where necessary, restoration of these are essential to the system's economic well-being and potential.

Heritage and environment

4.12 Visits to BW waterways have increased our concern about the current condition of some parts of BW's estate, and about how conservation standards are applied in practice. The maintenance backlog apart, BW has statutory obligations in respect of listed buildings and structures. How detailed is its knowledge of their condition? The joint BW/ English Heritage survey of built structures, due for completion this year, does not extend to a detailed examination of condition nor to repair costs. We think its results should be published and provide the basis for an analysis of priority repairs and a costed programme of future work forming an integral part of BW's overall asset management planning.

4.13 Increasing investment in waterway restoration and improvement schemes provides opportunities to repair their heritage and improve the wider environment. Schemes can be used to reinstate lost features, make good past damage and heal the scars of past neglect. But there are dangers. Here, as with the natural environment, ill-considered solutions and inadequate design and workmanship can do long-term damage.

4.14 BW needs to review on-the-ground implementation and monitoring of its declared heritage and conservation objectives with a view to achieving higher and more consistent standards. Good quality conservation work does sometimes cost more, but in general the need is rather to spend money more carefully. A culture of care and understanding requires better direction.

4.15 BW is now also working more closely with English Nature. We welcome this and consider that a systematic evaluation be undertaken as to the strategic requirements of environmental protection and management on BW's navigations.

Sustainable integrated management planning

4.16 NRA lays stress on its integrated approach to river management, with close operational links between its functions. Its plans and strategies (2.38) aim to balance uses against environmental needs, and thus target resources to achieve sustainable solutions. BA (2.39) prepares an integrated management plan. Both are required to publish and consult on these.

4.17 Can BW achieve a comparable degree of integrated management planning? The Commercial, Cruising and Remainder categories under which it is required to operate its waterways take no account of their heritage and environmental value or their recreational and regeneration potential. They are out of date.

4.18 BW's 1984 objectives did indeed provide for maintenance standards for particular stretches of waterway to be appropriate to their use and prospects for future use. These are in place. BW also reviews the expenditure required for routine maintenance, the maintenance backlog and major repairs, as part of its annual grant bid; but the Corporate Plan has no such identifiable component for the conservation work that we believe is necessary.

4.19 Overall, however, we are in no doubt that, if the waterways are to have a viable longer-term future, they need sustainable, integrated, long-term management. Certainly this is essential if they are to conserve effectively the qualities set out above in Chapter 3. These are fragile and many components and locations have, by their very nature, strictly limited capacities for use.

4.20 Waterway authorities need to establish the capacity of each length: the extent to which it can accommodate demand for particular uses. They should, for instance, balance the level of boating use against the required quality of a waterway's ecology. They should establish the threshold of use beyond which there is likely to be both damage and reduced enjoyment by users. By these means they can arrive at the optimum sustainable balance between changing user

demands, conservation of assets, revenue and expenditure. All these should find expression in a comprehensive management plan for each waterway and be periodically updated.

4.21 But first we need research to determine carrying capacities for individual uses and interactions between them. For some authorities, including BW, sustainability and environmental evaluations need to be integrated with the long-term management of substantial property assets. Only thus can they determine long-term priorities and the best allocation of resources. We shall be looking further into these issues in our future work.

Impact of third parties

4.22 Actions of third parties can have a considerable impact upon the waterways. New building alongside embankments may increase maintenance liability; new residential and commercial development can increase storm water discharges. The degree of control or influence waterway authorities have over such changes is worryingly inconsistent.

4.23 On the Broads, BA is the planning authority; the NRA (because of its wider water management remit) is a statutory consultee. By contrast, BW and many smaller waterway bodies are not statutory consultees (as, for instance, Railtrack is), and they may not even be informed of planning applications as interested parties. Quite apart from the wider issues of conserving waterway corridor environments, we consider the present situation unacceptable on grounds of public safety. Recent cases have shown how developments near canals can drastically affect the engineering integrity of the channel and introduce new risks and liabilities over which the canal operator has had no opportunity to exert influence. We therefore would wish to see this issue addressed in the planning policy guidance document we advocated in 3.11 and support BW's claim to statutory consultee status.

Waterway restoration

4.24 Interest in restoring derelict and disused

waterways grew as the system entered apparently terminal decline as a freight carrier in the 1950s and '60s. The achievements of the restorers from the '70s onwards have been, by any standards, remarkable. They have reopened over 25 navigations totalling almost 600 km (370 mi); have 10 more navigations, totalling some 300 km (190 mi), well on the way to completion; have 6 further projects totalling some 180 km (110 mi) where substantial work is underway, and have a further 40 or so projects, totalling about 900 km (560 mi), in their early stages (SUPPLEMENTARY PAPER 6).

4.25 The scale of the task is often daunting, but schemes completed or making substantial progress show what is possible. The typical means of restoration is a partnership of voluntary group(s), local authority and waterway authority. The Waterway Recovery Group, now in its twenty-fifth year, is the national body which recruits and provides volunteers and expertise for many projects. It has been particularly effective at drawing in young people. Results have demonstrated to everyone how cost effective restoration can be, producing a whole range of benefits to local communities over and above the recreational facility thus created.

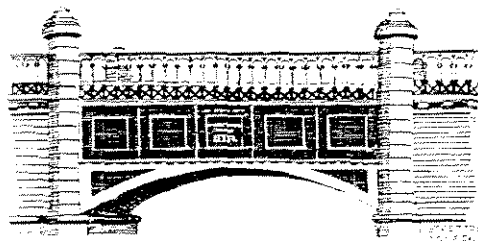
4.26 Waterway restorers do, however, encounter many obstacles. In principle, they have the support of central government. In practice, because government regards the benefits as local, this does not automatically translate into practical support. BW, though supportive, is limited by statute in its spending on Remainder canals and is, therefore, concerned at the longer-term maintenance implications. Waterway restoration may also attract opposition on nature conservation grounds, though it can bring ecological gains. For canals there is sufficient knowledge for environmental impact assessments (EIA's) to be made, allowing potential losses and gains to be evaluated and mitigation measures to be specified. For rivers, with their much more complex hydraulics and channel environment, current knowledge is inadequate for proper EIAs of navigation proposals.

4.27 Road construction also poses difficulties.

Once a waterway is abandoned, highway authorities have no automatic legal duty to provide for navigation when their roads cross it. We, like the Inland Waterways Association and others, support new criteria being developed by the Department of Transport to conserve navigation routes and clearances on waterway routes currently out of use.

4.28 The restoration process is complex.

Restorers must establish feasibility, likely user demand, and costs; identify funding sources; and secure political support and co-operation from BW or other landowners. Most of BW's derelict Remainder Waterways have been restored or restoration is planned (SUPPLEMENTARY PAPER 7). Restoration schemes also exist for several non-BW canals owned by local authorities or others. But restoration has also begun or is planned on a growing number of canals which no longer have a single owner who can take responsibility for management and maintenance of restored lengths. The restoration/extension of recreational navigation on rivers is currently restricted by land ownership and contentious issues such as navigation rights, channel ecology and water control, but we expect increased pressure for such projects in the future.



Funding imbalance: capital and maintenance

4.29 In both restoration and improvement schemes, imbalance between capital and maintenance funding can be a critical issue.

Capital projects attract significant resources; in most cases little or no allowance is made for the equally essential tasks of on-going management and maintenance.

4.30 This problem must be tackled if we are to avoid storing up trouble for the future. Capital investment without adequate maintenance

provision is not a cost-effective use of resources; it jeopardises the lasting benefits that ought to flow from restoration. There is a strong case for making viable maintenance and

management schemes a standard condition for external financial assistance. Both National Lottery funding and Derelict Land Grant observe this principle. Consideration is also needed of the scope for allocating grant funding to maintenance needs.

4.31 This said, we strongly support the drive for restoration and improvement. We would like the obstacles removed, more promotion of the benefits to potential investors and the public, and a pro-active approach by more local authorities. Since long-term maintenance and management will directly benefit their localities, local authorities ought logically to contribute more. We address this issue in Chapter 7.

RESTAURANT
Water, with terraces and
parking Retail Park and

INFORMATION PAVILION

PROPOSED FOOTBRIDGE

GARDEN CENTRE
Terraces to waterside with public
walkways. Attractive and unusual
location, including potential 'hot-house'

CANAL BASIN/ARENA
Waterspace for events and moorings
Viewed from adjacent waterside terraces
on both sides of canal

OBELISK

RETAIL PARK
Buildings to front canal in positive way
Car parks to be attractively landscaped
and screened from canal

NEW ROAD BRIDGE

TOWPATH IMPROVEMENTS

OFFICE DEVELOPMENT
With private waterside access and
moorings. Car parking to be fully
landscaped.

HOUSE
Up-market
with private

5: MARKET AND DEVELOPMENT POSSIBILITIES

Attraction factors

5.1 It is a great strength of the waterways that the recreational opportunities and attractions they offer to users and visitors are multiple. These are, moreover, in leisure fields in which demand is most likely to grow. They include opportunities for boating, fishing and walking; other kinds of recreation, both organised and informal; exploration of cultural (particularly industrial) heritage; appreciation of water and waterside environments; space for wild life habitats and nature conservation; and enjoyment and relaxation in places of relative tranquillity.

5.2 Taken together with the wide spread of our waterways and their associated towpath network, we believe these attractions add up to a sturdy base from which to develop and market the network.

5.3 But what of non-recreation uses? Is there any realistic prospect of a renaissance of freight transport on our wider waterways? For environmental reasons, as we pointed out in 2.5, national policy now supports water freight wherever practicable. We have noted that despite government incentives there is little evidence of success in achieving any transfer from road. Government should investigate further why this is so.

5.4 There are other commercial possibilities. Research shows that water adds a premium of up to 20% to the value of adjoining property and, given a favourable planning framework, there are a variety of opportunities for waterway authorities, notably BW, to exploit commercial and residential property potential further. There is other potential in the waterways' linear character, such as water transfer, storm water discharges, electricity transmission, telecommunications and even hydro-electricity. We support the continuing development of these openings as a further contribution to widening the customer base and will be looking more closely at them in future work. Our present view is, however, that the

clearest potential appears to lie in leisure, tourism and recreation and in the activities and facilities that can be developed for them.

Reducing constraints

5.5 The nature of the waterway authorities and their responsibilities do impose some constraints on the potential we see. For some of the smaller authorities recreational development is not even a goal, let alone a priority. A land drainage authority may have a duty to allow navigation but only limited general recreation objectives. For some bodies such as local authorities the free spread of recreational use is the prime objective; others seek to limit certain kinds of use for nature conservation or other reasons.

5.6 Of the major publicly funded bodies, BA has a specific duty to promote public enjoyment of the Broads; NRA is (along with other functions) charged with promoting the recreational use of all waterways, but is not a commercial organisation; BW is strongly commercial and has recreation objectives. It has substantially increased its self-generated leisure income in recent years, but it operates within the out-dated 1968 Act, government rules which limit its freedom of action (for example on investment returns), and the view that it should only operate in an enabling capacity.

5.7 These inconsistencies weaken business confidence and constrain the full, cost-effective, development of recreational potential. The higher profile among policy makers urged in Chapter 3 and which we will pursue in future work will help. Others may need a review of remits and regulations.

5.8 Some constraints there must be. Many aspects of the waterways, as we noted in chapter 4, are fragile: they have a limited carrying capacity. To conserve them as a future recreational, heritage and environmental resource, we must place limits on their use and development. Unfettered use or development would be unsustainable.

5.9 It is therefore vital that development designed to underpin their future financial viability should not erode the very quality that makes them attractive. For this reason, we propose an analysis of carefully selected existing sites and pilot projects (see 5.34 below); this would test the limits of physical development and use against possible environmental damage.

5.10 Sometimes the constraints may be physical: a long narrow stretch of waterway, for example, with only a thin towpath strip alongside. There may be no extra land available and only restricted access. Efforts need to be directed to opening-up more access points, and development concentrated on selected sites, with well-designed parking, toilets, picnic sites and children's facilities. This may require the acquisition of adjoining land in order to realise the benefit of extra investment.

Managing conflicts

(SUPPLEMENTARY PAPER 8)

5.11 Some sections of waterway show signs of boating over-use and congestion at peak times. Limits on numbers may have to be considered, and perhaps differential peak pricing.

5.12 Conflicts also occur between users. On the towpath, walking, angling and cycling sometimes conflict; these problems need to be tackled. Closer and more pro-active management of both uses and users will be needed. On some stretches a ranger service may be part of the answer.

5.13 By contrast, considerable sections are relatively little used. Here, a range of improvements will be needed: a safer and more welcoming environment, improved maintenance, better facilities, and targeted marketing of boating and other opportunities.

Waterways leisure industry

5.14 The private-sector leisure industry on the waterways is dominated by boating. With more than 500 companies, it forms a significant part of the total UK marine industry. Unlike some other leisure activities, which need sports centres or playing fields, typically provided by a local

authority or sports club, boaters require a mooring or a slipway. These have usually been provided by small and medium sized private enterprise firms. A partnership of the trade, navigation authority and local authorities makes this possible.

5.15 Other forms of commercial recreation have, with the exception of angling, hardly developed at all; they are also highly fragmented. Boating centres are an obvious focus for commercial outlets, but few make any provision at all for other recreational users.

Development of boating

5.16 In terms of revenue to waterway authorities from leisure activities, boating dominates. In 1993-4 licence and fee income earned BW almost £7M, NRA £3.2M, BA around £1M. We favour the maximum development of boating consistent with the waterways' sustainable capacity.

Actively used waterways not only yield more income for better maintenance and improvements, they are also more attractive for many other users.

5.17 Our preliminary thinking is that market opportunities for the hire-boat industry exist in further developing and promoting:

- the international market, especially heritage-oriented holidays.
- short-trip and out-of-season opportunities.
- activity holidays.

5.18 Opportunities for waterway authorities and commercial investors lie in:

- using boats and boating as a central attraction to encourage development.
- upgrading and development of boatyards.
- developing more marinas and off-line moorings.

5.19 We are aware that boat hirers currently face a variety of problems. These include: a contracting customer base caused by recession; seasonal patterns of use; growth in shared ownership of private boats; varying quality of boats; high costs

and low returns for hirers; and the relatively high cost of boating as compared with other holidays.

5.20 Subject to capacity analysis for each waterway, navigation authorities should be more radical and active in encouraging investment in boats, facilities and sites; by doing so they will be building up their revenue base. Given this support, the industry's longer-term potential looks good.

5.21 A primary task of waterway authorities must be to create the environment for such investment. We share a widely felt concern at the proliferation of linear moorings. Not only do they mar the waterway scene and hinder use; they also dampen commercial interest in investing in marinas and off-line moorings. On-line moorings may produce an immediate income for waterway authorities at little cost, but the policies of BW and others should rest on longer-term and more holistic criteria.

5.22 Private boating has also, in our view, reasonably good prospects. Despite current concern over costs, it is likely to grow in line with disposable income. We welcome the joint BW/NRA study into the price/demand relationship for boating, and would like the results used to ground a longer-term marketing strategy to encourage private investment.

Angling

5.23 Angling provides a source of revenue to waterway authorities which, though much smaller, is second only to boating's. It is Britain's largest participatory sport. NRA estimates that there are 2.3M coarse anglers in England and Wales, who annually spend £2.4 billion.

5.24 Other than the NRA's income from the National Rod Licence, waterway authorities receive little or no income from river angling. The NRA estimates that some 300,000 coarse anglers fish the canals regularly. But the income waterway authorities receive is low - in BW's case about 100,000 anglers providing (according to the latest Monopolies and Mergers Commission (MMC) report) only £5.75 per head in 1992-3. Because of the pattern of fishing rights, BW derives an

income from only about one-third of the anglers fishing its canals.

5.25 The MMC considered that BW's income from angling could be increased. We believe all anglers using BW's waterways should make a direct contribution towards their care and maintenance.

5.26 NRA's annual fishery's income is £11.8m, mostly from the National Rod Licence, but with £9.1M of its GLA earmarked for fisheries, which it has a duty to maintain, improve and develop in England and Wales. We regard angling as an important waterway use, with potential for development and revenue growth; we assume an appropriate share of NRA income goes to maintain and develop canal fisheries.

Informal recreation

5.27 The most widespread by far, but least-developed, recreational use is informal or casual recreation, at present mainly walking, sight-seeing, nature observation and cycling. Lack of development is unsurprising. Waterway authorities receive little or no direct income from it and (except for the Broads and a few other sections of waterway) no consistent external funding to develop and cater for it.

5.28 Numbers of visits to waterways for informal recreation are already very substantial (3.21), but even many of the most popular locations lack visitor facilities. Moreover they have no significant outlets for spending, and therefore little to generate income for the waterway authorities. All too often even basic signing, access, parking, information and toilet facilities are lacking.

5.29 There is an important role for local authorities in helping to fund and maintain local recreation but access to the towpath is free; it should remain so. If, therefore, towpath users and visitors to places like locks are to contribute directly to upkeep and improvement, waterway authorities must develop a range of additional visitor facilities and features that will attract more visitors and generate extra income through, for example, retail turnover or rental.

New visitor attractions

5.30 We are not advocating a "developers' charter", but careful selection and development of new ways to enable more people to enjoy the waterways. All this must be compatible with the heritage and environmental capacities as set out in the management plans (4.20) for each waterway. They should be developed in ways which enhance enjoyment, and each stretch of waterway should play its own role in a diverse range of waterside activities.

5.31 Most sections, and many sites, must remain tranquil with heritage and conservation needs to the fore; new attractions (like wild-life viewing points) must respect this environment. Other locations have the potential to recover the bustle and excitement of the waterways' commercial heyday. Some present "honey-pot" sites have developed in an unplanned way and suffer from inadequate facilities and management. Fresh investment can repair these shortcomings.

5.32 Such new initiatives will include an element of property development to cater for increased visitor numbers. This requires planning permission. To improve their chances of securing this, they need positive co-operation from local planning authorities and the clear government planning guidance we called for in 3.11 to encourage well-planned and sympathetically designed waterside schemes. Each such development must include basic facilities such as parking and toilets on an appropriate scale, and must have easy, well-signed access, including public transport where feasible.

5.33 These initiatives must be vigorously promoted throughout recreation and tourist markets, here and abroad. They need to be developed in partnership with the private sector, with the help of hotel and leisure operators and organisations experienced in the development and running of such attractions, such as the National Trust and National Trust for Scotland.

Pilot studies

5.34 Pilot evaluation studies are needed into the

feasibility of developing a range of visitor attractions of varying types and sizes. BW, for example, could, in partnership with the private sector, develop local sites, focusing on the histories of individual navigations; and also nationally marketed "icon" sites, for example the Anderton Boat Lift, Bingley Five Rise Locks, and Devizes with its great Caen Hill flight.

5.35 We are puzzled as to why these apparent commercial possibilities have not been exploited more successfully. Are local planning attitudes too negative? Do private investors find the locations and markets too marginal? For BW and NRA such investment on any scale appears to pose problems. Is amendment needed to their statutory regulations and powers? The means must be found to enable them to participate in schemes, perhaps with a degree of risk normally unacceptable with public money. We shall be testing these issues further.

5.36 At the local level the picture is different. Local communities are the main beneficiaries; it is therefore local authorities who will see the advantage of increased waterside activity, as well as increased revenue from business rates. In both urban or rural areas, such initiatives should have a strong claim on grant funding earmarked for local purposes. Like Groundwork Trusts, they could act as a focus for business, voluntary and local authority support.

A catalyst for urban regeneration

5.37 Urban waterways often adjoin derelict former industrial areas; they tend to be among the least used and most beset with problems. By the same token they frequently offer greatest potential for improvement. A rubbish-strewn waterway with muddy towpaths and poor access, lined by industry's backyards, has little commercial, recreation or community value. People perceive it as unsafe, a likely focus for vandalism and worse.

5.38 In contrast a waterway in active use brings wide-ranging benefits. It has a cared-for environment, good towpaths and access; well-designed buildings and facilities are

developing alongside it; the local community is involved. People perceive this waterway as safe; it becomes a focus for beneficial uses, a valued recreation resource and focus of local and civic pride.

5.39 Where new development and the waterway complement each other, they create a "virtuous spiral" of new investment: more activities bring more users and visitors; this brings an economic and social multiplier effect through the local community; vandalism decreases, maintenance costs are lower.

5.40 Various schemes (for instance, in Birmingham, Manchester/Salford and Glasgow) show what can be achieved. Many more have the potential for a range of uses including new business, housing and leisure activities. To realise it they need - and deserve - the support of funding bodies, including development corporations, English Partnerships and its Scottish and Welsh counterparts, central government, the European Union, and the National Lottery.

5.41 More local authorities need encouraging to take the waterways' potential seriously. The message is getting through - but too slowly. We suggest an evaluation (perhaps undertaken jointly by funding agencies and recipient bodies) of progress and problems in waterway-related urban regeneration. We urge government to provide stronger guidance and better funding through its regional offices to local authorities and other agencies in this field.

A focus for rural regeneration

5.42 Much of rural England suffers from declining services, including public transport, and shortage of jobs and affordable housing. The Rural Development Commission aims to ensure that England's countryside (including country towns and villages) should provide its people with reasonable lives and services, as well as a broad range of job opportunities; but development should respect and enhance the environment. The goals for Scotland and Wales must be very similar.

5.43 Rural waterways have often not been allowed to contribute more to the countryside through which they pass. Local planning authorities tend

to refuse what they see as ad hoc proposals in green belt or other protected areas. Opportunities are being neglected. National planning guidance and statutory plans should welcome well-designed recreational development focused on waterways, as a component of the rural regeneration process. In appropriate locations, we would also see waterway locations as nuclei for wider possibilities, including housing and small businesses, which would help to meet specific needs of rural areas and in ways that complement the local qualities of individual waterways.

5.44 Consultation on the forthcoming Countryside White Paper will give us an opportunity to advise on ways in which rural waterways can contribute to rural regeneration. We understand that targeting of selective regional assistance on urban and special areas poses difficulties in securing funds for rural areas. We intend to urge a higher priority for waterway use and development on those funding agencies (e.g. Countryside Commission, Sports Council) concerned with countryside sport and recreation.

Use, development, conservation and management

5.45 But all measures to increase use, secure investment and develop facilities must be set in the context of one overriding requirement: the long-term conservation of the waterways as a national asset. Although this report's conclusions are often directed to securing better financial performance, this is largely so that increased revenue can secure better maintenance, conservation and restoration of the waterway heritage and environment, and its appreciation and enjoyment by greater numbers of users and visitors. This is why we are so insistent that action should be taken only within a framework of clear strategic priorities and integrated management plans.

Partnership-style management

5.46 But more than this will be needed. Conflict between uses and between users is a problem now and will be liable to increase as development activity expands. Our survey of national user organisations suggests that more effective management and communication are needed to

minimise conflict. Waterway authorities can help by consultation, by bringing all user groups together, by planning and by careful management. But their on-the-ground resources are already stretched. We believe the way forward is to move towards a more partnership style of management, both nationally and locally.

National

5.47 Like the waterway authorities, Britain's waterway user organisations are very diverse in character. A national user body, the almost-50-year-old Inland Waterways Association, has a national office, regions and branches, and aims to represent all users. A number of other national organisations exist, each

representing a particular navigation-related interest. Other interest-based national organisations, for instance the Ramblers, with many members using the waterways, tend not to actively represent them in this sphere.

5.48 This fragmentation and duplication reduces the effectiveness of user groups and poses practical problems for authorities like BW, who have worked hard to improve consultation, despite the diversity of groups involved. With so many of the waterways run by national organisations, effective consultation and debate at that level are essential.

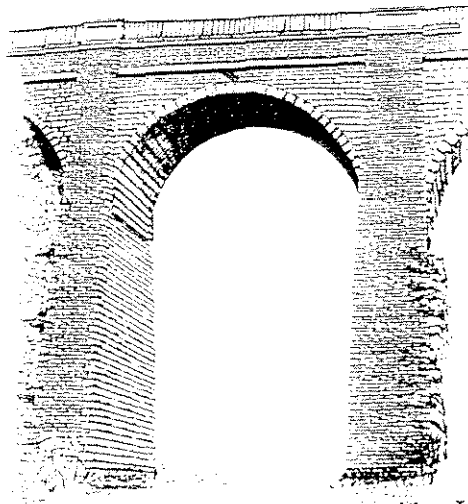
5.49 Our own survey of national user organisations (SUPPLEMENTARY PAPER 9) underlines the value of consistent and structured consultation; and we therefore warmly welcome recent moves to establish an Inland Navigation Forum to provide a more effective structure for dealings with government and waterway authorities. A way still needs to be found, however, to involve non-navigation interests effectively.

Local

5.50 The local dimension is no less important. Much waterway use is entirely local in character; many of the benefits accrue to local communities; use and development, misuse and conflict, have

mostly local impacts. There are numerous volunteer canal societies, but formal involvement of local interests is patchy and limited. We find this surprising and regrettable.

5.51 As we mentioned in 2.31, BW has made welcome changes by devolving and extending consultation. The NRA has local user panels as well as statutory regional advisory mechanisms. However, neither provide for any formal statutory input into decision-making by local authorities and interest groups at the crucial local level. In contrast the BA, like the National Park Authorities, has local interests represented on the authority.

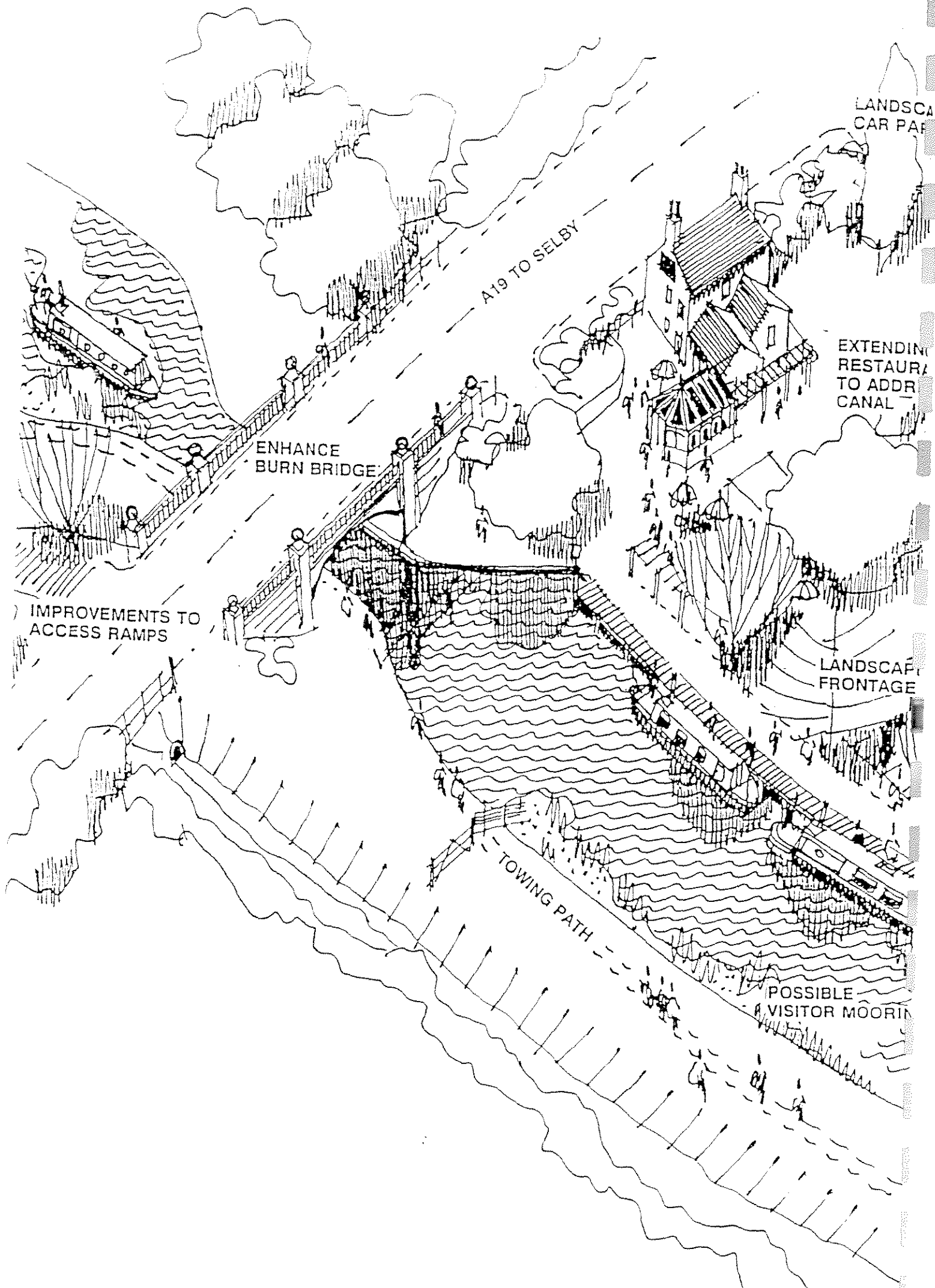


5.52 Yet here is a rich potential source area of support; it needs tapping more consistently. Our own suggestions for developing the waterways - integrated management plans, ideas for greater use, partnership projects developing wider economic and social benefits, ways of resolving conflict - would all benefit from a move towards a more partnership style of management at local level.

It would also, we believe, provide a useful mechanism in encouraging more local investment and marketing.

5.53 There are difficulties. Local authority boundaries frequently bear little or no relationship to those of waterways. Commercial organisation like BW will need to find ways of reconciling more open local management with confidentiality. Moreover the change might well require more management resources. We believe, however, that partnership would pay dividends in more third-party funding, greater and more certain local commitment, better protection, improved image, and more effective marketing. The potential gains are considerable, outweighing any extra costs.

5.54 We intend in our future work to look at examples of "best practice" at the local level, examine how support has been mobilised and explore the impact on local waterway management and the multiplier effect on local communities.



6: RAISING THE PROFILE

Importance of profile

6.1 Ensuring a healthy and profitable future for the waterways requires them to have a high and positive public image and identity. The benefits this can bring are considerable and include more revenue from visitors, funding from outside bodies, voluntary support, business sponsorship, and improved staff motivation. Such a profile creates goodwill in government, local authorities, users and others, makes their practical help and co-operation likelier and underpins recognition of the national importance and special qualities of the waterways.

Awareness and perception

6.2 Awareness of the waterways and the way people perceive them are improving. Evidence (mostly BW's; see SUPPLEMENTARY PAPER 10) suggests people now view them more positively. But much remains to be done. BW's survey data indicates that non-users generally have a more negative view of canals than users; broadly non-users thinking of them as dirty, run-down and boring. In contrast, rivers are seen as clean, natural, and offering many more leisure opportunities.

6.3 They have two particular misconceptions: who runs the waterways; and how close their nearest one is. Even BW, which has made great efforts to promote itself and its activities, has a fuzzy public image. The evidence suggests many people think BW's waterways are run by the government, the council, "water boards" or "authorities", or a trust. Many people who walk the towpath, for instance, don't seem even to have heard of BW, let alone know what it does; while the attitudes of some more organised or formal users seem to be grounded more in BW's past history than present-day reality. A few waterway authorities have strong local identities; the rest almost certainly suffer from similar public misconceptions.

6.4 People also have very curious ideas about how far they are from their nearest waterway. A BW

survey showed that where the median distance was in reality five miles, respondents on average thought it was 20 miles. Correcting this misconception is crucial to broadening the customer base.

Marketing

6.5 The waterways as a whole suffer from lack of co-ordinated national marketing. For some smaller authorities, marketing may not be feasible at all; NRA's marketing efforts seem still at a very early stage; and even BW has run its public awareness schemes at local level. The low-cost "Canals 200" project in 1993/4 (now being followed up by "Canals Alive") was BW's first attempt to launch a co-ordinated national programme of publicity and awareness. The effort devoted to the project and numbers participating were impressive, but post-project monitoring suggested (see SUPPLEMENTARY PAPER 10) that it had only limited impact on public awareness overall.

6.6 Other marketing initiatives have had solid results. Canals 200 ran in parallel with a two-year project "Discover a Whole New World". This was a BW partnership with the boat hire industry and tourist boards; it produced a significant increase in bookings, and is continuing successfully. More such initiatives are needed and perhaps closer liaison with other European waterway interests on the lines of that already being developed by BW.

Information

6.7 We have yet to look in any systematic way at the quality and availability of information about Britain's waterways. Responses to our own questionnaire and BW's own research indicate considerable demand for improved information and interpretative material; these are seen as valuable in enhancing visitors' perceptions and increasing their enjoyment. Responses reinforce our call for better signing, access and facilities information. There may be scope for waterway authorities to produce more joint publications and perhaps publicity has been targeted too much at existing users rather than the wider public. Some refocusing should be considered.

Education

5.8 We have looked briefly at the available (mostly BW) education material, and concluded that the system needs a coherent education strategy. This would promote knowledge, understanding and appreciation in the next generation. There are opportunities to prepare and target suitable material at various levels: for example, through the National Curriculum, in post-16 secondary education, and in further and higher education. Scope also exists to develop educational links with the major museums and with existing and potential heritage sites.

Future targets

6.9 We recognise and commend the considerable efforts that have been made in recent years to raise the profile, use and enjoyment of the waterways. We cannot escape the conclusion that a great deal remains to be done.

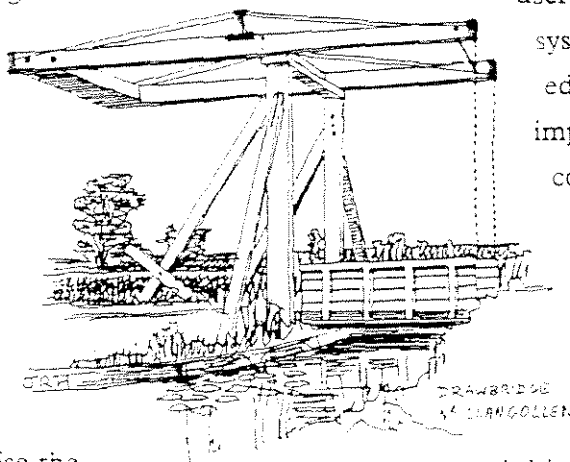
6.10 Our suggestions for a new national status and a higher profile in the policies and programmes of national agencies will assist. So will the development of waterway projects and sites with a national or regional profile. In parallel, waterway authorities need to become more pro-active, use more professional help in

packaging and selling their product in the leisure and recreation markets at home and abroad, build on the improving relationships with their customers, and develop a "feel-good" profile as custodians of a national heritage and recreation asset.

6.11 We suggest that motivation and perception need to be researched in greater depth, non-user groups targeted (how do non-users become casual users and then paying users of the system?), and information, education and management improved to help to reduce conflict and mis-use. We want to see a more systematic approach to the education market at all levels.

6.12 We see marketing initiatives as playing a key part in the development of local support networks and the partnership-style management we have advocated in 5.52.

6.13 We commend to BW, in particular, a review of the national and local effectiveness of its marketing, promotion, education and information programmes, with the aim of targeting and prioritising them to specific purposes and tailoring resources accordingly.





7: RESOURCES FOR THE WATERWAYS

Current resources

7.1 The money at present used to maintain, conserve, restore and develop our waterways comes from a variety of sources, some of them *ad hoc* in origin; this reflects the fragmented nature of the system and the historic evolution of ownership.

7.2 Existing sources include direct income from charges, licences and fees; precept income; contributions from land and property development; capital grants for specific purposes from national and local government and European Union; some maintenance funding from local authorities; investment from the business sector; support from a variety of voluntary organisations, and government grant-in-aid to NRA and BW.

7.3 There is not much consistency about it. Whether we compare the three national bodies in detail, whether we contrast them with non-funded waterways, or whether we look at the incidence of local authority and voluntary support, we have found the same anomalies as we did earlier with the structure of waterway responsibilities.

The need

7.4 We are in no doubt the waterways need more money. The system as a whole suffers from an unquantified but probably significant back-log of maintenance, and most of these arrears will have to be tackled sooner or later whether or not the affected waterways are in recreational use. BW alone has continuing arrears of maintenance which must be remedied just to ensure the safety and integrity of its network - this quite apart from the maintenance expenditure required to conserve heritage and environment and thus safeguard the value of the basic asset.

7.5 Increased resources are not only needed to make up for past deficiencies but to continue the restoration effort and fund on-going maintenance for it, release the potential identified in Chapter 5, and thus secure more of the wide-ranging economic and social benefits the waterways can provide.

7.6 It is not just the level of resources that is important; they should also be consistent and dependable. By far the largest current commitment to the waterways comes from central government in Grant-in-Aid (GIA) - it provides, as we have noted, 56% of BW's revenues and 45% of NRA's expenditure on navigation. In the light of government policy, and current trends in the GIA paid to NRA, the most immediately important resource issue for the waterways is BW's ability to maintain, and indeed increase, spending on its waterways while responding to government wishes to reduce its call on Exchequer support.

BW's liabilities

7.7 Since nationalisation, the state has accepted funding of BW waterways as an inescapable public responsibility and sought to recover their cost, as far as practicable, from users as beneficiaries. The nation could not anyway abandon the system because, quite apart from the loss to amenity value, abandonment itself would be too costly. Given this basic premise (which we see no grounds to question), we do not believe there is any realistic prospect of privatising the BW network under the current funding regime.

7.8 But there are aspects of the current grant funding regime which we would question: Why should it all come from national sources? Is the basis on which it is paid the right one? Is the basis on which it is negotiated a reasonable one? Is the downward trend in the level of grant sustainable?

National and local taxation

7.9 Funding from national taxation towards BW's basic liabilities results, as we have seen, from government acceptance of responsibility for these waterways. We consider it inequitable that the nation should accept the whole liability when so much of the use, value and potential is very local. We would, therefore, wish to see a different principle established, with national taxation still providing core support but local funding supplementing it.

7.10 However, merely exhorting local authorities to support their local waterways will clearly not provide a secure basis of core funding. Their contributions would for ever be under threat from the competing claims of other local services. Moreover, as we have noted, neither waterways nor waterway use fit tidily into local authority boundaries. Voluntary contributions by councils already pose difficulties where waterways cross several boundaries.

7.11 We have noted various possibilities including:

- (a) levying a charge per km of waterway within each local authority area through which it passes (at the same time extending BW's recreation obligations);
- (b) placing a statutory obligation on local authorities to maintain the towpath and promote its use for informal recreation;
- (c) using the local authority precept by which the NRA funds its flood protection function. A joint NRA/BW examination of the contribution BW waterways make to local land drainage could provide a rationale for the transfer to BW of the part of the precept ascribable to BW's land drainage maintenance costs.
- (d) reflecting some form of statutory local support in the annual rate support grant settlement.

7.12 We have not been able to explore these in detail but they all appear to have drawbacks of one sort or another - unpopular, complex, of doubtful feasibility or simply involving government funding by another route. We therefore suggest that some statutory mechanism, to give effect to the rebalancing of national and local core funding which we would wish to see, ought to be considered further by government.

7.13 If no such mechanism can be found, BW will still have to rely on the voluntary contributions of local authorities; and encourage them to participate by demonstrating the recreational value, business rate income and catalyst role waterways can play in local communities. The partnership-style management initiative we

advocated in Chapter 5 will be very important here.

Groundwork model for national/local funding

7.14 We also draw attention to the work of the Groundwork Foundation and its local Groundwork Trusts. These suggest a useful model for organising national/local waterway funding. Groundwork nationally is funded mainly by government, but also attracts funds from private and voluntary sectors. It then disburses money to seed local Groundwork Trusts; these are expected to produce business plans which provide for a reducing call on this national public funding. The local trusts are expected to derive most of their income from local businesses, councils and voluntary organisations.

Basis of grant payment

7.15 It can be argued that positive funding for the cost of essential maintenance activity would in principle be a better way of funding BW than negative "subsidy" paid as grant to meet deficit. A prerequisite for such a change would be that BW could specify the essential costs it incurs in maintaining responsibilities not capable of being met by direct user charges. In this way there would be a clearer relationship between funds BW receives from government and the essential maintenance activities BW provides for flood protection, stewardship of its waterway environment and heritage, and facilities for informal leisure users.

7.16 However, we do recognise that GIA funding gives BW more flexibility in its own decision-making than any other form of public financing and that such a change would therefore have negative consequences. We hope to be looking further in future work at the pros and cons of a change in the basis of grant payment.

Basis of grant calculation

7.17 We are not parties to the BW/DOE negotiations, which lead to the setting of expenditure and grant levels, but they seem to owe more to annual precedent than to rigorous evaluation of the state of the system or rational

priorities for expenditure on BW's estate or to any considered evaluation of the potential (see 3.30). We would support, therefore, BW's development of its asset management planning to incorporate environmental and heritage needs (see 4.18), as a basis for improving its knowledge of its liabilities for negotiating with government.

Future funding balance for BW: the need for continuing public funding

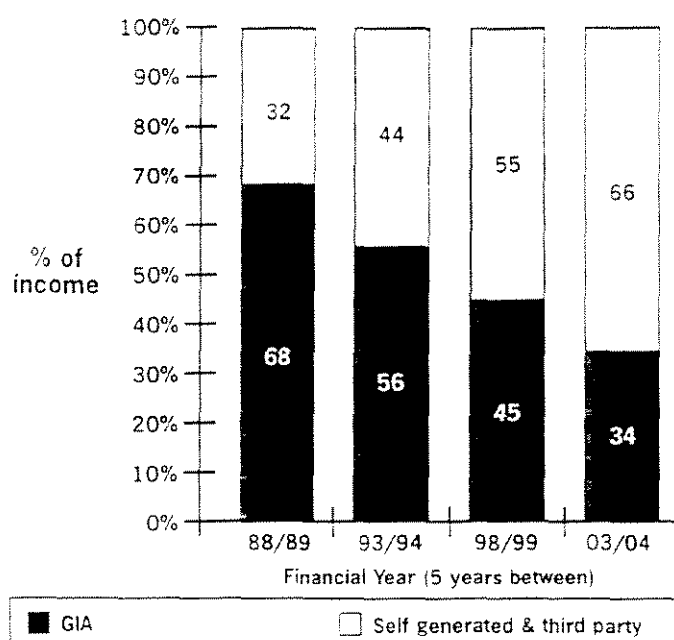
7.18 The success of BW in increasing income and efficiency in recent years has enabled it to reduce its need for GIA support. In the five years to 1993/94, government grant fell in real terms by 18%; BW increased its income by 40% and halved its maintenance backlog.

7.19 Unless BW's asset management planning reveals a whole new scale of liabilities, the continuing application of current government policy will see a steady reduction in GIA support. We have projected forward the broad trends of recent years in order to assess what might be the implications for BW's balance of revenues if they continue. We estimate (**Figure 3**) that by 2003-04 grant would then be about £30M (at constant prices) and that to achieve the same overall revenue, in real terms, as in 1993-94 BW would need to increase its non-GIA revenues from 44% of the total last year to 66% in ten years time.

7.20 Such a possible future scenario would cause us considerable concern. The element of third-party income (largely local authority funds for improvements and which BW includes in its revenues) has increased substantially in recent years but is provided for non-statutory work, not for basic maintenance obligations. In any case, given the constraints on local authority resources, we do not believe that BW will find it easy to maintain even current levels of local authority grant support. Discounting that element of non-GIA income would therefore place even more emphasis on self-generated income sources in the future, merely, it should be noted, to achieve the same level of overall revenue in real terms as was achieved in 1993-94.

Figure 3

**Future BW percentage balance of income
1988/89 & 1993/94 actual
1998/99 & 2003/04 projected on basis of recent
trends in GIA**



7.21 We do not believe that this would be a sustainable future for BW. We consider that the very high rates of growth in income, especially property income, and the increases in efficiency of recent years cannot be sustained at the level government appears to require. The additional development possibilities and sources of income that we reviewed in Chapter 5 will take time to bear fruit, dependant as they are on the production and acceptance of a new planning framework for the waterways.

7.22 We believe that whatever extra income BW is able to generate over the next few years would be better directed towards the maintenance backlog, including the heritage and environmental liabilities, towards the maintenance consequences of the extra external grant funding we envisage (see below), and towards investment in development schemes that will unlock more of the value of the waterways, than to off-setting potential reductions in deficit grant. BW should be put in a position to avoid a future of excessive cost-cutting, growing maintenance backlog and increasing neglect of conservation responsibilities. The threat would then be of irreversible damage to the asset itself.

7.23 We have concluded, therefore, that at the present time we can see nothing in the current or future situation of BW's waterways to justify further reductions in GIA support. We would go further. We suggest that the present grant should be index-linked for a period of three to five years after which the position should be reviewed to see how far BW has been able to catch up on its maintenance arrears (including heritage and environment) using the additional revenues it has brought in by exploiting the kinds of market and development possibilities we suggest in this report. For the reasons set out in 3.26 *et seq.*, the modest level of public support for BW's waterways represents value for money by any standards. It is an investment in a public asset which pays dividends nationally and locally, and throughout the private and public sectors. Only if a mechanism can be found to ensure consistent local authority, or some other funding (e.g. for land drainage) for basic maintenance obligations, would we support a *pro rata* reduction in national funding.

External funding sources

7.24 We see external sources as of increasing importance in future funding for the whole waterway system, especially the European Union, national sources including the National Lottery, and local sources. We believe that all the organisations concerned should focus on a co-ordinated approach, by developing new or revised criteria for funding which reflect the waterways' needs and potential. We intend to give this area priority in our future work.

European Union

7.25 Some waterway authorities, often working with local authorities, have succeeded in attracting European funding such as ERDF, LEADER and RECHAR funds. There is clearly potential for attracting more and for lobbying in Brussels for amended criteria where necessary. Enhanced national status, a national policy framework, and better support from departments of state and local authorities will greatly reinforce the case for such funding, but it will be

important to avoid duplication and contradictions in bids.

National sources

7.26 National sources include national government and its agencies (see 3.7 above), national business sponsorship, and national voluntary organisations. We will assist in promoting the case for waterway funding from all of these.

Lottery funding

7.27 Waterway restoration and other waterway projects are eligible for National Lottery funding. Distributed by the Millennium Commission, Arts Council, Sports Council, National Heritage Memorial Fund and the Charitable Foundation, they must be matched by applicants. Each applies different criteria, but all have relevance to the waterways.

7.28 Lottery funding is an opportunity the waterways should exploit to the maximum. Their geographical spread, their historical interest and the range of economic and social benefits they offer make them exceptionally relevant to the Millennium celebration in particular. This Commission is reported to be looking for quality projects that will make an impact in regeneration, development and social benefit fields. We will consult with the Commission to explore the possibility of formulating a policy base in order to provide a context for individual applications for lottery funding. Waterway authorities, local authorities, and business and voluntary organisations should work together to prepare carefully planned projects that meet Millennium criteria, and include convincing evidence of sustainable management and maintenance. Some, such as BW, are already well advanced. We strongly support, for instance, the imaginative bid BW has prepared for Scotland's lowland canals.

7.29 We also want to see low-cost partnership proposals prepared - for example, a National Waterways Walk, exploiting the national scale and status of the system. We know that the cost of

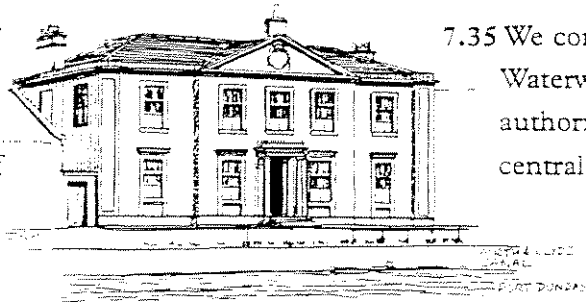
preparing bids can be high, and will consider whether we can give any practical help to selected smaller applicants.

Voluntary support

7.30 The waterways, with their wide range of heritage, recreation and environmental features, are in a strong position to develop voluntary support at both national and local levels. At the latter this is already the case, if in a somewhat selective way. The extent of voluntary input into even long-term restoration schemes (including "in kind" support to which a value can be attributed) and the sheer number of waterway societies are both pointers to this. At the national level, there is certainly support but whether this can be translated into a significant source of external funding is more problematical.

7.31 We fully recognise the potential for national voluntary funding, especially if it can tap financial support from the many who enjoy the waterways but only as casual users. We do, however, see the fragmentation of the system and the image and status of some of the authorities as significant drawbacks.

7.32 We have noted the proposed development by BW of a "Friends" scheme to help to generate income and support for its work. National organisations such as the National Trust and Royal Society for the Protection of Birds show the results that can accrue where they achieve a "feel-good" frame of mind among the public towards themselves and the precious assets they care for. Those national bodies that are set at a distance from government, are not seen as "commercial" and have some form of charitable or trust status, are in a far better position to draw upon voluntary subscription, practical help and business sponsorship, than those which are not. We applaud the thinking behind a Friends scheme but wonder if BW's image and perceived status as a nationalised industry will not add to the difficulty of establishment and limit its effectiveness. We hope to come back to this issue in future work.



Local sources

7.33 At the local level, the aim should be to develop a wide span of local support, going beyond local authorities to include a broad range of businesses, community groups and voluntary organisations; the means should be development of a partnership approach between waterway authorities and a wide range of local interests. Local decisions should reflect these local interests.

A national waterways forum

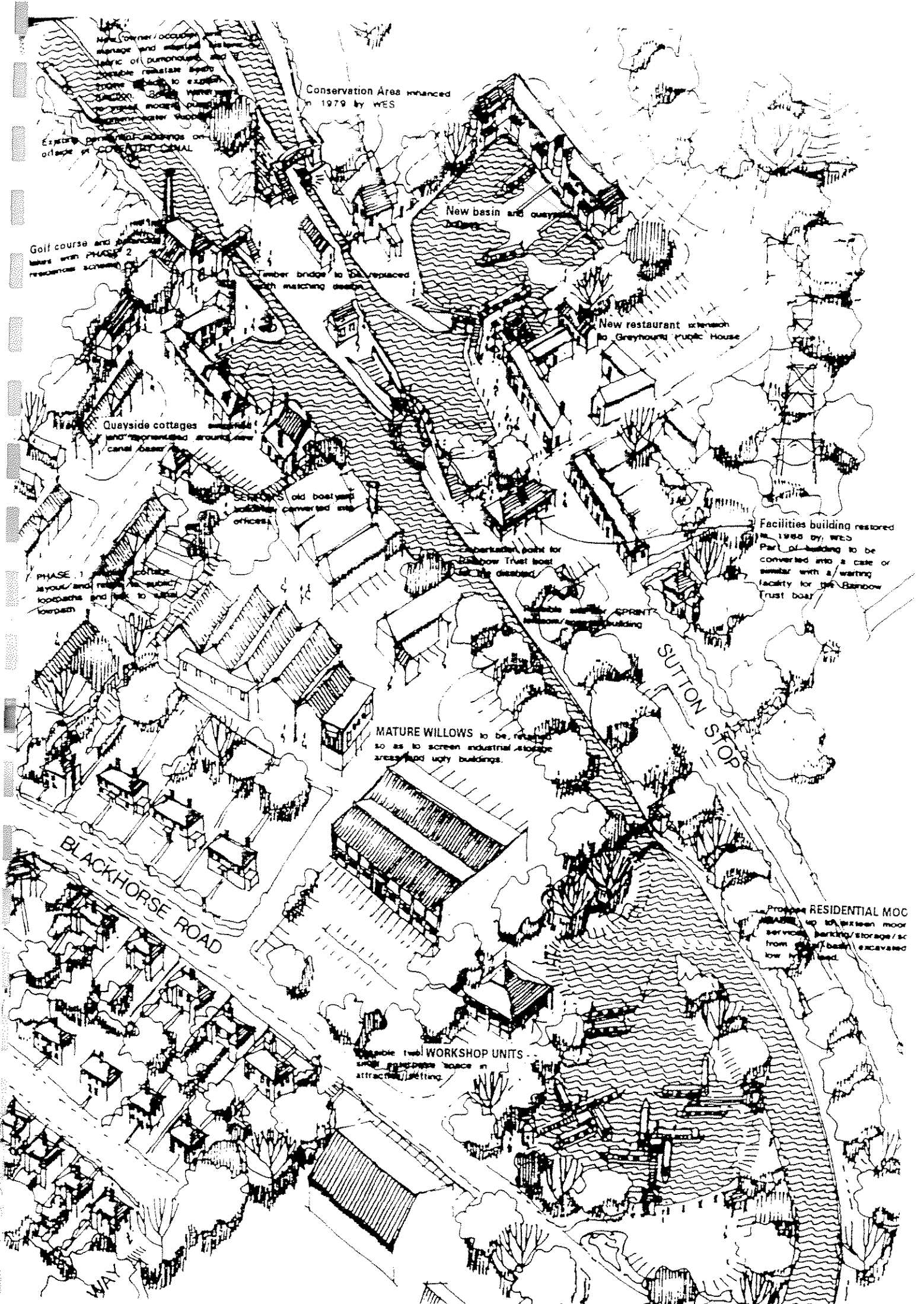
7.34 In Chapter 2 we commended steps being taken by the larger authorities towards harmonising regulations and services for waterway users, and their invitation to smaller authorities to discuss matters of mutual interest. We believe there would be substantial benefits in taking this further.

7.35 We commend the idea of a National Waterways Forum, open to all authorities and operating as a central resource for the industry.

We do not advocate a large, expensive or bureaucratic organisation; rather something in the nature of a voluntary trade association/professional institute/case-studying body.

7.36 There is useful work for such a forum to do. It should be able to prepare, consult on and arrive at a consensus on policies; talk to government; represent the views of the industry at national and international level; and lobby for recognition and participation in programmes of the various agencies able to assist waterway authorities. It could develop as a practical focus in other fields - for example, professional expertise in waterway engineering, heritage and conservation work, co-ordinating funding bids, promotion and marketing liaison, consumer protection services - if these were seen to be useful.

7.37 It is not for any single waterway authority to establish such a forum, though many may wish to lend a hand in its foundation. Perhaps we can help by exploring, in the next stage of our work, whether this is an acceptable way forward.



New owner/occupier
storage and storage
basin of pumphouse and
possible re-use of
stone to build
stone wall
to protect modern pump
station water supply
Existing stone buildings on
edge of CONSERVATION CANAL

Conservation Area enhanced
in 1979 by WES

Golf course and
land with PHASE 2
residential scheme

Timber bridge to be replaced
with matching design

New basin and quayside

New restaurant extension
to Greyhound Public House

Quayside cottages
and residential around new
canal basin

Old boatyard
converted into
offices

PHASE 1
layout and roads
footpaths and
to water

Exhibition point for
Barnbow Trust boat
at the disused

Proposed utility/SPRINT
station/warehouse building

Facilities building restored
in 1988 by WES
Part of building to be
converted into a cafe or
similar with a waiting
facility for the Barnbow
Trust boat

Mature willows to be retained
to act as screen industrial storage
areas and ugly buildings.

SUTTON STREET

BLACKHORSE ROAD

Proposed two WORKSHOP UNITS
with parking space in
attractive setting

Proposed RESIDENTIAL MOC
BASED UP TO SIXTEEN MOOR
service parking/storage/sc
from street level excavated
low height build.

8: THE FUTURE OF THE INLAND WATERWAYS

The waterways scene

3.1 We compiled this report on the inland waterways scene in order to help and guide us in our statutory remit to advise the Secretary of State for the Environment and British Waterways. Our work has enabled us to identify much to approve and applaud. There can be little doubt that our waterways are in better shape, more professionally managed, and enjoy a higher public profile than at any time for at least a generation. This is progress on which we must all build.

3.2 On the other hand, we have found significant defects. We have seen (Chapter 2) that the structure within which the system as a whole is being managed, developed and funded is fragmented and uneven. We have found (Chapter 3) a heritage, environmental and recreational resource of enormous richness and variety, an asset fully comparable with others already recognised by the nation, yet one that does not enjoy the status and profile which they do and therefore is failing to maximise the opportunities it offers for business development, recreation, education and the myriad of other ways it adds to the quality of life of millions of our citizens.

3.3 Above all, our waterways and their environs lack an appropriate policy framework which will ensure that the basic asset is protected and conserved to a standard that will provide for the legacy we have inherited to continue to benefit future generations.

3.4 We have looked (Chapter 3) at how waterways are treated in the policies and programmes of those whose decision-making will affect their future; we have looked (Chapter 4) at how they are being managed as heritage and recreational assets; we have looked (Chapter 5) at market and development possibilities; we have looked (Chapter 6) at how they are being marketed and promoted;

we have looked (Chapter 7) at the resources available for their maintenance and development.

3.5 Taken as a whole, in all these areas, we have found a worrying lack of consistency and direction and an emphasis on short-term financial performance to the detriment of sustainable long-term management.

What needs to be done

3.6 We see a higher status for the system as fundamental to the changes we want to see. This should start with agreement on a special new designation (3.24) to reflect the scale, character, qualities and national value of the asset itself. Armed with this, the necessary lobbying for a higher profile for the waterways in the objectives, policies and programmes of the European Union, government departments and the wide range of national agencies (3.7) will be more effective. An early priority is to advise government to produce a tailor-made planning policy framework for waterway development and protection (3.9) including giving British Waterways, and possibly other authorities, statutory consultee status (4.23) in the planning control system.

3.7 Management policies (4.16 *et seq.*) can contribute by promoting a sustainable integrated approach to care of the asset and by working towards partnership-style management (5.46) which will mobilise extra resources and support at national and local level. Marketing and promotion should build on this (6.10) by emphasising the stewardship of the asset. The waterway authorities themselves should do more collectively (7.34) to lobby, promote and market the system.

3.8 More resources are clearly needed for conservation and development. Given a new designated status and this new planning framework, we see extra income for the waterways

being obtained through further development of the leisure, recreation, sport and tourism markets (5.14 *et seq.*); through the promotion of new visitor attractions (5.30 *et seq.*) via partnership projects in appropriate locations; through the creation of new foci for waterside business, leisure and residential uses in both urban and rural settings (5.37 *et seq.*); through a substantial increase in targeted grant (7.29 *et seq.*) from European and national (including the Lottery) agencies, and through an extension of current voluntary support (7.30).

Conservation: the strategic priority

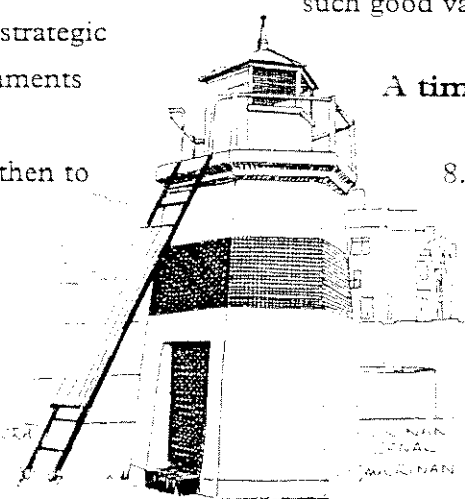
8.9 We are in no doubt that the strategic priority for our waterway environments and landscapes must be effective conservation, first to secure and then to maintain their basic heritage, environmental and recreational value for the enjoyment of everyone - navigators, anglers, ramblers, nature-lovers, and many other users and potential users among the general public.

8.10 A basic dilemma has therefore to be faced. Conservation costs money. The most likely sources of future income we can see are the further use and development of the waterways for leisure, recreation, sport and tourism but increased use and development can easily erode the fragile qualities it is most desired to conserve. Resolution of this dilemma lies not in putting our waterways in aspic but in shaping such use and development to conservation-based objectives, a difficult, but essential, strategy which need not always involve conflicts of interests but which certainly requires more work and a new management approach.

8.11 In turn, this means accepting some limitations on the ability of the waterways to generate their own income. Waterway

management must continue to be cost-effective but public sector support remains essential, whether overwhelmingly from core national funding as now or, as we have suggested, somewhat rebalanced between national and local statutory support.

8.12 Whatever the financial mechanisms, it would be wrong to see such support as different in kind from that given to our other national heritage and recreational assets. As with these, it ensures the maintenance and conservation of a resource of value to us all and it underpins the wide range of economic and social benefits that make, and that continue to make, investment in our waterways such good value for money.



A time for change

8.13 During the last fifty years, public awareness of our inland waterways has emerged from serious neglect and indifference to a level of growing love and affection. Appreciation of this rich and varied world needs now to be strengthened and harnessed

so as to engage all concerned in the necessary structural and policy changes in status and value that are now so obviously required.

8.14 It is hoped that, in this respect, our report will have assisted in the search for imaginative initiatives that reflect the importance of the issues.

8.15 A historic freight transport medium has changed into a national heritage and recreational resource offering enjoyment, pleasure, jobs, sport and recreation. It is evident to us that new terms of reference are needed for the system. New ideas that are responsive to the cultural landscape through which our waterways wind and flow need to be forged. The same enterprise and initiatives which created our inland navigations must be rekindled. Our waterways deserve no less.

THE DOE'S "REVIEW OF NAVIGATION" - OUR RESPONSE IN JUNE 1995

8.16 *In the context of this report, we have considered and responded to the DOE's consultation paper "British Waterways and the National Rivers Authority - Review of Navigation Functions" (February 1995). Our full response is set out in*

SUPPLEMENTARY PAPER 11. In it we have reiterated one of the conclusions of this report (see 7.34 et seq.) that the creation of a voluntary forum of navigation authorities is desirable in its own right.

8.17 *A forum alone, however, would not bring about the radical changes that we consider are required. We have weighed the DOE options against criteria developed from this report and our considered view (which we note matches that of many other respondents) is that a new national statutory body to manage both the BW and NRA waterways is needed. Such a body, equipped with new powers and a fresh remit for long-term*

management, conservation and development, offers in our view the best chance to put the running of our waterways on a sound and cost-effective footing.

8.18 *Out of a new body would come most of the changes that we have concluded are needed: a new national status for the system; a central focus on long-term conservation and sustainable use; devolution to local partnership management; a legislative basis for local authority support; the commercial ethos to draw in external investment; a profile and perception commensurate with the national value of the waterways, and a flexible relationship with the independent navigation authorities.*

8.19 *Such a structural change, coupled with the external policy changes we have called for, would maximise the social and economic value of the waterways to the nation and to local communities and ensure for them a healthy and viable future through the twenty-first century.*

SUPPLEMENTARY PAPER 1

IWAAC's Statutory Functions and Duties, and the current focus of its work.

SUMMARY OF IWAAC'S STATUTORY FUNCTIONS AND DUTIES.

TRANSPORT ACT 1968

Primary functions - Section 110

The functions of the Council are:-

- (a) to advise the Minister on any proposal to add to or reduce the Cruising Waterways;
- (b) to consider, and, where it appears to be desirable, to make recommendations to BW or the Secretary of State with respect to, any other matter:-
 - i) affecting the use or development of the Cruising Waterways for amenity or recreational purposes;
 - ii) with respect to the provision for those purposes of services or facilities in connection with the Cruising or Commercial Waterways,being a matter which has been:-
 - referred to the Council by BW or the Secretary of State;
 - the subject of representations by any other person; or
 - a matter to which it appears to the Council that consideration ought to be given.

Consultation relating to re-classification of certain waterways - Schedule 13 - 2. -(2)

The Secretary of state is required to consult the Council before making an order re-classifying a waterway (Section 104 (3)) which either:

- a) adds to or reduces the waterways that are classed as Cruising Waterways; or
- b) removes a waterway from the Commercial classification without adding it to the Cruising classification (providing such a waterway is used to a substantial extent by cruising craft).

IWAAC's Statutory functions & duties and current focus (Continued)

Consultation relating to maintenance standards - Schedule 13 - 3

The Secretary of State is required to consult the Council before making an order which alters BW's duty to maintain a Cruising waterway in a suitable condition for cruising craft of a size that were customarily using that waterway in 1967, or which can use it as a result of restoration or improvement, or in relation to a Commercial Waterway that is used to a substantial extent by cruising craft (refer to Section 105 for full statutory requirements relating to the Secretary of State and BW).

BRITISH WATERWAYS ACT 1974

Consultation in relation to pleasure boat charge changes - Section 36

The Council shall be consulted before increases are made to charges for the registration of pleasure boats under section 7 of the British Waterways Act 1971.

BRITISH WATERWAYS ACT 1983

Byelaws prescribing boat standards - Section 3(b)

Repealed by British waterways Act 1995.

Transfer of property or undertakings of other navigation authorities to BW - Schedule 1

The Secretary of State is required to consult the Council before deciding whether to make any order transferring the undertakings or property of any navigation authority to BW under Section 10 of the 1983 Act.

TRANSPORT AND WORKS ACT 1992

The Transport and Works Applications and Objections Procedure Rules 1992 requires:-

Rule 3(2) : Schedule 2

The Council must be served with a notice of any intended application under the Act whose works will affect a BW owned inland waterway.

Rule 8(3) : Schedule 5

The Council must be issued with a copy of the application and documents for works which will affect a BW owned inland waterway.

IWAAC's Statutory functions & duties and current focus (Continued)

BRITISH WATERWAYS ACT 1995

Standards for the construction and equipment of vessels - Schedule 2, Part II

Before prescribing, revoking or amending standards for the construction of vessels BW is required to consult the Council (and others) and have regard to the advice of the Council (and others). (Para. 6. (c) and 8).

The Council is required to maintain a list of organisations which claim to represent a substantial number of builders, owners and operators that may be affected by the proposed standards (Para. 9).

BW are required to give notice to the Council of the date upon which the proposed standards are to be prescribed, revoked or amended (Para. 7).

BW must have regard to the advice of the Council as to the steps to be taken to bring the standards and the date of their introduction to the notice of those likely to be affected (Para. 8).

If BW decide not to introduce standards notice must be given to the Council (Para. 7).

The Council is required to appoint one member of the Standards Appeals Panel (Para. 12)

IWAAC's Statutory functions & duties and current focus (Continued)

IWAAC's CURRENT FOCUS

In April 1993 the then Minister, Lord Strathclyde, announced a new emphasis in the Council's work:

"IWAAC's primary role will be to advise Ministers and the Board on the development of the general policies, strategy and criteria that might be adopted by the Board with respect to its priorities, especially on heritage and environmental issues. IWAAC will also continue to fulfil its other statutory duties. IWAAC's main focus will be on the future, especially the long term development of the amenity value of the waterways.

The combination of a clearer, strategic, focus for IWAAC and improved arrangements at BW for responding to customers, will I believe, provide a better framework both for current operations and the future development of the waterways."

The Council was requested by the Department of the Environment to advise in particular on:

- ways of maximising the amenity benefit from the waterways, especially by broadening the customer base, increasing the revenue from beneficiaries and developing their commercial potential whilst conserving their heritage and environment;
- criteria for determining a reasonable balance between the interests of different users; and
- criteria for determining strategic long-term priorities particularly in relation to heritage and environmental issues.

The decision to re-focus IWAAC's work was taken against a background of a radically changed BW (with its new customer complaints procedures and the appointment of an Ombudsman) and; the growing importance of heritage and environmental issues, the growth in use of the waterways in increasingly diverse ways, increasing pressures on the waterways through use and associated conflicts of interests, and the need to increase the resources available to BW.

In order to achieve this objective, IWAAC's capacity to advise on strategic issues was developed by the Minister "inviting on to IWAAC people who, though may not be expert on how waterways are run now, have the experience from related fields and the imagination to envisage how their potential could be developed".

SUPPLEMENTARY PAPER 2

Inland Waterways of Great Britain and Northern Ireland

The attached is a draft of what is intended to be a definitive list of the inland waterways of Great Britain and Northern Ireland with details of the waterway authority, if one exists, the length of the waterway and whether it is open, derelict or being restored. We hope that all who receive this paper will help us to ensure that it does become a definitive list of waterways and that we are kept informed as waterways are restored and re-opened.

"INLAND WATERWAY"

We have not tried to define "inland waterway" exactly but in general terms have taken it to be a navigable channel (which was (generally) constructed for, or used regularly by, freight or passenger carrying boats or barges). We have not included those minor waterways which it is thought might have been constructed or might have been used by boats or barges but where this is not certain. There are some rivers which were occasionally used but were not improved for navigation and on which no right of navigation ever existed. We have not included these in the schedule.

We have included estuaries which are linked with inland waterways. However, this inclusion may not be entirely consistent at present and further work is required. We have included lakes, Lochs, and Loughs which are connected to and form part of an inland waterway but excluded those which are not.

EXPLANATION and KEY

WATERWAY NAME

Generally we have used the pre 1947 waterway names rather than those names which have evolved in recent years. In most cases, where waterways were grouped by pre-nationalisation amalgamation, the original waterway name has been noted as well as the grouped name.

\$ - For the meaning of this symbol see **LENGTH** below.

WATERWAY AUTHORITY

These are the authorities (or bodies) that are understood to own or control the greater part of the named waterway. They are not necessarily "navigation authorities" as some of the navigations have been abandoned and the right of navigation has been removed. In other cases the waterway has been fully or partially restored, but the body that controls the waterway is not formally a navigation authority, although it may act as such to a greater or lesser degree if navigation is permitted.

Inland waterways of Great Britain and Northern Ireland (Continued)

If ?? has been added after the name this indicates that the authority is believed to be as indicated, but this needs to be confirmed.

?? in the column indicates that it is believed that an authority exists, but its name has not yet been established.

Most of the NRA waterways are rivers and for these the following key has been used:

NRA - This indicates that the NRA is the navigation authority.

NRA - Byelaws - This indicates that no controlling body exists, but NRA Land Drainage Byelaws or Pollution Control Byelaws have been applied.

NRA - Conservancy - In this case the NRA is the navigation authority acting under inherited "conservancy" legislation.

NRA - Ownership - These are canals which are in the ownership of the NRA (this includes long leases).

In the case of British Waterways (BW) the current status of each waterway is shown, that is whether they are "Commercial", "Cruising" or "Remainder" waterways (see SP 3 for statutory definitions).

AUTHORITY TYPE

The following categories of authority types have been used:

NA **No authority** or principle owner exists. In the case of a river there is no navigation authority although it should be noted that the NRA has, in general terms, duties relating to flood defence, pollution control, fisheries, conservation and recreation on all rivers. In the case of a canal NA indicates that the "land" ownership of the waterway has been significantly fragmented.

BW **British Waterways**

NRA **The National Rivers Authority**

BA **The Broads Authority**

DANI **The Department of Agriculture for Northern Ireland**

DA **Drainage authorities.** A range of commissioners, boards and the like.

DC **Development Corporation.**

LA **Local authority.**

Inland waterways of Great Britain and Northern Ireland (Continued)

- PA** **Port (or harbour) authority.** A range of bodies that manage coastal harbours or ports, but have navigational responsibilities for sections of rivers, estuaries or canals.
- T** **Trust.** (Generally charitable trusts in which a variety of bodies may be involved.)
- Co** **A private or public company.**
- C** **Commissioners** other than those which are primarily drainage authorities.

NAVIGATION TYPE

This column broadly identifies the type of navigation. The key is:

- TB** **Tub-boat canal.** Canals that were constructed for small box-type boats in the order of 20' by 6' (6.10m by 1.83m) but with considerable variation. Often these canals used incline planes and boat lifts instead of pound locks.
- CN** **Narrow canal.** The nominal boat size is 72' by 7' (21.98m by 2.13m) although many of the South Wales canals were navigated by craft of about 60' by 9' (18.29m by 2.74m).
- CB** **Broad canal.** With lock sizes in excess of about 10' (3.05m) wide and able to take "barges" rather than "boats". Dimensions vary considerable from waterway to waterway.
- CS** **Ship canal.** A canal constructed for navigation by sea-going vessels.
- C?** **Canal size unknown.** A canal whose lock dimensions are not known.
- DC** **Drainage canal.** A drainage "canal" which was once used or is still used for navigation.
- L** **Lake, Loch or Lough.** A natural inland water body that is connected to an inland waterway.
- RL** **River with locks or staunches.** A river navigation whose water levels were controlled and navigation assisted by pound locks, flash locks, staunches or similar.
- RO** **An open river.** A river that was or can be navigated, but where no navigational works were or are provided. (The break point between an open river and tidal navigation is variable and some open rivers are semi-tidal.)
- RON** **Right of navigation** - An open river on which a right of navigation exists.
- RT** **Tidal river.** A tidal river navigation.

Inland waterways of Great Britain and Northern Ireland (Continued)

TE/R Tidal river/estuary. A tidal river navigation which extends into an estuary (The point at which a tidal river becomes an estuary is often not clear.)

STATUS

This is the navigational state of the waterway. The key is

- O Open** - A waterway that has remained essentially navigable throughout its history.
- D Derelict** - A waterway that is no longer navigable and which is likely to have been formally abandoned.
- RP Restoration proposed** - A waterway where a constituted body is actively proposing or pursuing restoration. Physical restoration work on many such projects has commenced, but is not yet on a substantial scale.
- RS Substantial restoration** - A waterway where substantial restoration work has commenced.
- RA Restoration well advanced** - A waterway whose restoration is well advanced. Extensive sections are likely to be already in use for navigation and other recreational uses.
- R Restored** - A waterway that has been fully restored (which is generally, but not always available for navigation) or a restored section of a waterway which is connected to the national network.

(Note - Due to the nature of restoration projects, the difficulties of allocation and the ever changing position our division into these categories should be used as a general guide only and is not definitive.)

LENGTH

These have been rounded to the nearest half-mile and then converted to kilometres.

\$ - This symbol indicates that the length of the waterway has been roughly estimated only.

NOTES

The following notes have been added to assist with identification and provided a key for further analysis:

- c Connected network** - These waterways are part of the waterways system of England and Wales that once formed, essentially, an inter-connected network.
- b The Broads system** - These waterways form the Broads area connected network.

Inland waterways of Great Britain and Northern Ireland (Continued)

- s** **The Scottish system** - The waterways of Scotland. These do not form a connected network other than the Lowland canals.
- i** **The Northern Ireland system** - The waterways of Northern Ireland
- ic** **Irish connected system** - A waterway which is part of the connected system of Northern (and Southern) Ireland.
- sw** **Southwest system** - The waterways of south-west England. These are not a connected network, but they, generally, have a distinct regional character.
- wls** **South Wales system** - The waterways of South Wales. These are not a connected network, but they do, generally, have a distinct regional character.

Acknowledgements

We would like to thank Neil Edwards, David Carnell, David Turner and Caroline Woodhead for their help in producing this schedule.

Revisions:

- A - Various minor corrections 10/5/95
- B - Northern Ireland waterways added 8/6/95
- C - Amended to incorporate the NRA's comments and various errors corrected 3/7/95
- D - Cross references added and further refinements added 19/7/95
- E - Amended to incorporate the Department of Agriculture for Northern Ireland's comments 24/8/95
- F - Minor corrections 5/9/95
- G - Further minor corrections 8/11/95
- H - Minor additions including "connected" lengths of restored waterways.

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Inland Waterways of Great Britain and Northern Ireland

NOTES

Shannon Erne Waterway - A further 52 Km (32 miles) of the Shannon Erne Waterway lies in the Republic of Ireland. 10.7 Km (7 miles) of navigation forms the border between Northern Ireland and the Republic and has been included in the total within the schedule.

Trent & Mersey Canal - Middlewich to Preston Brook - This section of canal has been shown as being a broad canal. However, the stop lock at Dutton, the aqueduct at Middlewich and the closure of the Anderton Lift restrict the size of vessel able to use this section.

Ulster Canal - A further 32 Km (20 miles) of the Ulster Canal lies within the Republic of Ireland.

Witham Navigable Drains - We have taken those connected drains with an air draught of over approximately 5' 0" and with a reasonable depth of water as being navigable.

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
<i>A&CN Aire & Calder Navigation:-</i>							c
A&CN - Bamsley Canal		NA	CB	RP	24.2	15.0	c
A&CN - Branches		NA	CB	D	2.4	1.5	c
A&CN - Knottingley & Goole Canal	BW	BW-Cm	CB	O	27.4	17.0	c
A&CN - New Junction Canal	BW	BW-Cm	CB	O	8.9	5.5	c
A&CN - River Aire	BW	BW-Cm	RL	O	37.8	23.5	c
A&CN - River Aire - Tidal section		NA	RT	D	27.4	17.0	c
A&CN - Selby Canal	BW	BW-Cm	CB	O	6.4	4.0	c
A&CN - Wakefield Section	BW	BW-Cm	RL	O	12.1	7.5	c
Aberdare Canal		NA	CN	D	11.3	7.0	w/s
Aberdeenshire Canal		NA	CN	D	29.0	18.0	s
Adelphi Canal		NA	TB	D	0.8	0.5	
Adur	NRA - Byelaws	NRA	RT	O	20.9	13.0	
Aike Beck		NA	RL	D	3.2	2.0	c
<i>Aire - See the Aire & Calder Navigation</i>							c
Alde - Estuary		NA	TE/R	O	33.8	21.0	
Ancholme - Humber to Harlem Hill Lock	NRA	NRA	RL	O	26.6	16.5	
Ancholme - Harlem Hill Lock to Bishopbridge	NRA	NRA	RL	RA	4.0	2.5	
Andover Canal		NA	CN	D	35.4	22.0	
Ant	Broads Authority	BA	RO	O	12.9	8.0	b
Arun - Arundel Bridge to Pallingham	NRA - Byelaws	NRA	RT	O	29.8	18.5	c
Arun - Sea to Arundel Bridge	Local Authority Services Ltd	Co	RT	O	11.3	7.0	c
Arun Navigation - Hardham Cut		NA	CB	D	4.0	2.5	c
Ashby-de-la-Zouch Canal - Marston Jct. to Snarestone	BW	BW-Cr	CN	O	35.4	22.0	c
Ashby-de-la-Zouch Canal - Snarestone to Moira		NA	CN	RP	12.9	8.0	c
Ashton-under-Lyne Canal - (a) Ducie Street to Dukinfield Jct.	BW	BW-Cr	CN	R	10.5	6.5	c
Ashton-under-Lyne Canal - (b) Dukinfield Jct. to Huddersfield Canal	BW	BW-R	CN	R	0.8	0.5	c
Ashton-under-Lyne Canal - (c) Stockport Branch		NA	CN	D	8.1	5.0	c
Ashton-under-Lyne Canal - (d) Hollingwood Branch		NA	CN	D	7.2	4.5	c
Ashton-under-Lyne Canal - (e) Beat Bank Branch		NA	CN	D	4.8	3.0	c
Ashton-under-Lyne Canal - (f) Minor branches		NA	CN	D	4.0	2.5	c
<i>Avon (Bristol) - (a) Above Hanham Lock - See the Kennet & Avon Canal</i>							c
Avon (Bristol) - (b) Hanham Lock to Cumberland Basin Lock	Port of Bristol Authority ??	PA	RL	O	8.1	5.0	c
Avon (Bristol) - (c) Cumberland basin Lock to Avonmouth	Port of Bristol Authority	PA	RT	O	11.3	7.0	c
Avon (Hants.)		NA	RL	D	58.0	36.0	c
Avon (Worcs.) - Upper	Upper Avon Navigation Trust	T	RL	R	28.2	17.5	c
Avon (Worcs.) - Lower	Lower Avon Navigation Trust	T	RL	R	45.1	28.0	c
Aylsham Navigation		NA	RL	D	14.5	9.0	b

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Barnsley Canal - <i>See the Aire & Calder Navigation</i>							c
Basingstoke Canal - Greywel Tunnel to Basingstoke		NA	CB	RP	10.5	6.5	c
Basingstoke Canal - River Wye to Greywel Tunnel	Basingstoke Canal Authority	LA	CB	R	49.9	31.0	c
Baybridge Canal		NA	CB	D	5.6	3.5	
BCN <i>Birmingham Canal Navigations:-</i>							c
<i>Branches, Arms and Loops:-</i>							c
- Derelict	BW	BW-R	CN	D	4.8	3.0	c
- Derelict		NA	CN	D	46.7	29.0	c
- Open to navigation	BW	BW-R	CN	O	6.4	4.0	c
- Open to navigation	BW	BW-Cr	CN	O	1.6	1.0	c
- Restored to navigation	BW	BW-R	CN	R	7.2	4.5	c
<i>(a schedule of these branches, arms and loops is available)</i>							
BCN - Bentley Canal		NA	CN	D	5.6	3.5	c
BCN - Birmingham & Fazeley Canal - Fazeley Jct. to Whittington Brook ("Coventry Canal" section)	BW	BW-Cr	CN	O	8.9	5.5	c
BCN - Birmingham & Fazeley Canal - Old Turn Jct. to Fazeley Jct.	BW	BW-Cr	CN	O	24.2	15.0	c
BCN - Cannock Extension Canal - Pelsall Jct. to Watling St. Bridge	BW	BW-R	CN	O	2.4	1.5	c
BCN - Cannock Extension Canal - Watling St. Bridge to Hednesford		NA	CN	D	6.4	4.0	c
BCN - Daw End Branch	BW	BW-R	CN	O	8.1	5.0	c
BCN - Dudley Canal No 1 - Black Delph to Parkhead Jct.	BW	BW-Cr	CN	O	3.2	2.0	c
BCN - Dudley Canal No 1 - Parkhead Jct. to Tipton Jct. (Dudley Tunnel section)	BW	BW-R	CN	R	4.0	2.5	c
BCN - Dudley Canal No 2 - (a) Parkhead Jct. to Windmill End Jct.	BW	BW-Cr	CN	O	4.0	2.5	c
BCN - Dudley Canal No 2 - (b) Windmill End Jct. to Coombeswood	BW	BW-R	CN	R	4.0	2.5	c
BCN - Dudley Canal No 2 - (c) Coombeswood to Selly Oak Jct.		NA	CN	RP	9.7	6.0	c
BCN - Main line	BW	BW-Cr	CN	O	25.0	15.5	c
BCN - Netherton Tunnel Branch	BW	BW-Cr	CN	O	4.8	3.0	c
BCN - Old Main Line	BW	BW-R	CN	O	9.7	6.0	c
BCN - Rushall Canal	BW	BW-R	CN	O	4.8	3.0	c
BCN - Tame Valley Canal	BW	BW-R	CN	O	13.7	8.5	c
BCN - Tipton Green & Toll End Communication Canal		NA	CN	D	2.4	1.5	c
BCN - Titford Canal	BW	BW-R	CN	R	3.2	2.0	c
BCN - Walsall Canal	BW	BW-R	CN	O	11.3	7.0	c
BCN - Wednesbury Old Canal - Pudding Green Jct. to Ryders Green Jct.	BW	BW-R	CN	O	0.8	0.5	c
BCN - Wednesbury Old Canal - Ryders Green Jct. to the spine road	BW	BW-R	CN	R	0.8	0.5	c

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Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
BCN - Wednesbury Old Canal - The spine road to terminus		NA	CN	D	5.6	3.5	c
BCN - Wyrley & Essington Canal - Horseley Fields Jct. to Ogley Jct.	BW	BW-R	CN	O	26.6	16.5	c
BCN - Wyrley & Essington Canal - Ogley jct. to Huddlesford Jct. ("Lichfield Canal")		NA	CN	RP	11.3	7.0	c
Bentley Canal - See "BCN"							c
Beverley Beck	Beverley District Council	LA	RL	O	1.6	1.0	c
Birmingham & Fazeley Canal - See "BCN"							c
Birmingham & Liverpool Jct. Canal - See SUC							c
Birmingham & Warwick Jct. Canal - See GUC							c
Birmingham Canal Navigations - See "BCN"							c
Black Sluice Navigation	??	DA	DC	D	33.8	21.0	c
Blyth Navigation		NA	RL	D	14.5	9.0	
Bond End Canal - See Trent							c
Bottisham Lode (Cam)		NA	DC	D	4.0	2.5	c
Bourne Eau (Glen/Welland)		NA	RL	D	5.6	3.5	
Bow Back Rivers - See the Lee Navigation							
Bradford Canal		NA	CB	D	4.8	3.0	c
Brandon - See Little Ouse							c
Brecon & Abergavenny Canal	BW	BW-Cr	CN	R	53.1	33.0	ws
Breda		NA	RL	D	12.9	8.0	
Bridgewater Canal - Castleford to Runcom	Manchester Ship Canal Co	Co	CB	O	44.3	27.5	c
Bridgewater Canal - Leigh Branch	Manchester Ship Canal Co	Co	CB	O	16.9	10.5	c
Bridgewater Canal - Runcom & Weston Canal	Manchester Ship Canal Co	Co	CB	D	1.6	1.0	c
Bridgewater Canal - Runcom Locks	??	NA	CB	D	0.8	0.5	c
Bridgwater & Taunton Canal	BW	BW-R	CB	R	24.2	15.0	sw
Broads - Various dykes, meres, cuts, etc	Broads Authority	BA	RO	O	8.1	5	b
Brown's Canal (Somerset)		NA	TB	D	1.6	1.0	sw
Bude Canal - (a) Ship section	North Cornwall District Council	LA	CS	O	0.8	0.5	sw
Bude Canal - (b) Barge section	North Cornwall District Council	LA	CB	RP	1.6	1.0	sw
Bude Canal - (c) Holsworthy Branch	North Cornwall District Council ??	LA	TB	D	8.1	5.0	sw
Bude Canal - (d) The balance		NA	TB	D	48.3	30.0	sw
Bure	Broads Authority	BA	RO	O	50.7	31.5	b
Bure Navigation - Upper - See Aylsham Navigation							b
Burntuck Canal - Fife		NA	TB	D	4.0	2.5	s
Burwell Lode (Cam)	NRA	NRA	DC	O	4.8	3.0	c
Caistor Canal		NA	CB	D	6.4	4.0	
Calder & Hebble Navigation - A&CN to Greenwood Lock	BW	BW-Cm	RL	O	14.5	9.0	c
Calder & Hebble Navigation - Greenwood lock to Sowerby Bridge	BW	BW-Cr	RL	O	20.1	12.5	c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Calder & Hebble Navigation - Halifax Branch		NA	CB	D	3.2	2.0	c
Caldon Canal - <i>See Trent & Mersey Canal</i>							c
Caledonian Canal	BW	BW-Cm	CS	O	96.6	60.0	s
Cam	NRA	NRA	RL	O	20.9	13.0	c
Cam - Upper section	Conservators of the River Cam	C	RL	O	1.6	1.0	c
Campeltown Canal		NA	C?	D	4.8	3.0	s
Cann Quarry Canal		NA	TB	D	3.2	2.0	sw
Cannock Extension Canal - <i>See "BCN"</i>							c
Car Dyke - <i>Believed to be a Roman navigation (not included)</i>							
Carlingwark Canal		NA	C?	D	3.2	2.0	s
Carlisle Canal		NA	CB	D	17.7	11.0	
Cassington Cut (Thames)		NA	CB	D	1.6	1.0	c
Chard Canal		NA	TB	D	21.7	13.5	sw
Chamwood Forest Canal - <i>See Leicester Nav.</i>							c
Chelmer & Blackwater Navigation	The Company of the Proprietors of Chelmer & Blackwater Navigation	Co	RL	O	21.7	13.5	
Chelmer & Blackwater Navigation	The Company of the Proprietors of Chelmer & Blackwater Navigation	Co	RL	R	0.8	0.5	
Chester Canal - <i>See Shropshire Union Canal (SUC)</i>							c
Chesterfield Canal - (a) Stockwith to Retford	BW	BW-Cr	CB	O	24.2	15.0	c
Chesterfield Canal - (b) Retford to Worksop	BW	BW-Cr	CN	O	17.7	11.0	c
Chesterfield Canal - (c) Worksop to Norwood	BW	BW-R	CN	RS	11.3	7.0	c
Chesterfield Canal - (d) Norwood to Staveley		NA	CN	RS	13.7	8.5	c
Chesterfield Canal - (e) Staveley to Chesterfield	Derbyshire County Council	LA	CN	RS	5.6	3.5	c
Chesterfield Canal - (f) Branches		NA	CN	D	3.2	2.0	c
Chet	Broads Authority	BA	RO	O	5.6	3.5	b
Chichester Canal - <i>See Portsmouth & Arundel Canal (P&AC)</i>							c
Cinderford Canal		NA	C?	D	1.6	1.0	
Clay Dike	??	DA	DC	D	4.8	3.0	c
Clyde	Clydeport	PA	TE/R	O	47.5	29.5	s
Colne Navigation	Colchester Borough Council	LA	RT	O	17.7	11.0	
Coombe Hill Canal	??	NA	CB	D	4.8	3.0	c
Cotswold Canals - <i>See Stroudwater Navigation and Thames & Severn Canal</i>							c
Cottenham Lode		DA	DC	O	3.2	2.0	c
Counter Wash Drain	NRA	NRA	DC	O	4.8	3.0	c
Coventry Canal (excl. BCN section)	BW	BW-Cr	CN	O	52.3	32.5	c
Coventry Canal - Griff Arm		NA	CN	D	1.6	1.0	c
Crayford Creek - <i>See Dartford & Crayford Navigation</i>							c
Crinan Canal	BW	BW-Cm	CS	O	14.5	9.0	s
Cromford Canal - (a) Langley Mill section	BW	BW-R	CB	R	0.8	0.5	c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Cromford Canal - (b) Langley Mill to Butterley Tunnel		NA	CB	RP	6.4	4.0	c
Cromford Canal - (c) Butterley Tunnel to Ambergate		NA	CN	D	7.2	4.5	c
Cromford Canal - (d) Ambergate to Cromford	Derbyshire County Council	LA	CN	RP	8.9	5.5	c
Cromford Canal - (e) Pinxton Branch		NA	CB	D	3.2	2.0	c
Cromford Canal - (f) Minor branches		NA	CN	D	3.2	2.0	c
Crouch - River	Crouch Harbour Authority	PA	TE/R	O	28.2	17.5	
Croydon Canal		NA	CN	D	14.5	9.0	c
Cyfarthfa Canal		NA	CN	D	3.2	2.0	ws
Darenth River - <i>See Dartford & Crayford Navigation</i>							c
Dart	Dart Harbour & Navigation Authority	PA	TE/R	O	16.1	10.0	
Dartford & Crayford Navigation	??	NA	RT	O	4.8	3.0	c
Deame & Dove Canal - <i>See S&SYN</i>							c
Debden		NA	TE/R	O	17.7	11.0	
Dee - Tidal section	NRA - Conservancy Authority	NRA	RT	O	35.4	22.0	c
Dee - Upper section	Chester City Council	LA	RO	O	16.1	10.0	c
Derby Canal		NA	CB	RP	23.3	14.5	c
Derby Canal - Little Eaton Branch		NA	CB	RP	4.8	3.0	c
Derwent (Derbyshire)		NA	RL	D	16.1	10.0	c
Derwent (Yorks.) - Barmby to Stamford Bridge	NRA - Byelaws	NRA	RL	O	35.4	22.0	c
Derwent (Yorks.) - Stamford Bridge to Malton		NA	RL	D	25.8	16.0	c
Dick Brook (Worcs.)		NA	RL	D	1.6	1.0	c
Doctor's Canal		NA	CN	D	1.6	1.0	ws
Don - <i>See S&SYN</i>							c
Donnington Wood Canal		NA	TB	D	12.1	7.5	c
Dorset & Somerset Canal - <i>Not completed and never opened</i>							
Douglas		NA	RL	D	24.2	15.0	c
Douglas - Tidal		NA	RT	O	6.4	4.0	c
Driffield Navigation - Frodingham Beck	Driffield Navigation Commissioners	C	RL	O	3.2	2.0	
Driffield Navigation - Great Driffield to Snakeholme lock	Driffield Navigation Commissioners	C	RL	RP	4.8	3.0	
Driffield Navigation - Snakeholm Hill Lock to Struncheon Lock	Driffield Navigation Commissioners	C	RL	O	6.4	4.0	
Driffield Navigation - Struncheon Hill Lock to Aike	Driffield Navigation Commissioners	C	RT	O	6.4	4.0	
Droitwich Barge Canal	Droitwich Canals Trust	T	CB	RA	9.7	6.0	c
Droitwich Junction Canal	Droitwich Canals Trust	T	CN	RP	2.4	1.5	c
Duckett's Canal - <i>See GUC (Hertford Union)</i>							c
Dudley Canals - <i>See "BCN"</i>							c
Dutch River		NA	RT	D	12.9	8.0	c
Earl of Ashburnham's Canal		NA	CN	D	2.4	1.5	ws
Edinburgh & Glasgow Union Canal	BW	BW-R	CB	RS	51.5	32.0	s
Ellesmere & Chester Canal - <i>See SUC</i>							c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Ellesmere Canal - <i>Later Ellesmere & Chester Canal - See SUC</i>							c
Emmet's Canal		NA	C?	D	1.6	1.0	
Erewash Canal - <i>See GUC</i>							c
Exeter Ship Canal	Corporation of the City of Exeter	LA	CS	O	8.1	5.0	sw
Fleet Canal		NA	C?	D	0.8	0.5	c
Fletcher's Canal		NA	CN	D	2.4	1.5	c
Forth & Cart Canal		NA	CB	D	0.8	0.5	s
Forth & Clyde - Branches	BW	BW-R	CB	D	8.1	5.0	s
Forth & Clyde Canal	BW	BW-R	CB	RS	56.4	35.0	s
Forth - Estuary	Forth Ports Authority	PA	TE/R	O	99.8	62.0	s
Foss - Monk Bridge to Sheriff Hutton		NA	RL	D	16.1	10.0	c
Foss - River Ouse to Monk Bridge	York Corporation	LA	RL	O	1.6	1.0	c
Fosdyke Canal	BW	BW-Cr	CB	O	17.7	11.0	c
Fowey	Fowey Harbour Commissioners	PA	TE/R	O	11.3	7.0	
Frome	NRA - Byelaws (Poole Harbour Commissioners)	NRA	TE/R	O	12.9	8.0	
Galton's Canal (Somerset)		NA	TB	D	2.4	1.5	sw
Gand Union Canal - <i>See GUC</i>							c
General Warde's Canal (Dafen)		NA	C?	D	0.8	0.5	ws
General Warde's Canal (Yspitty)		NA	C?	D	1.6	1.0	ws
Giant's Grave & Briton Ferry (Jersey) Canal		NA	CN	D	0.8	0.5	ws
Gibson's Canal - <i>See Tattershall Canal</i>							
Gipping - <i>See Ipswich & Stowmarket Navigation</i>							
Glamorganshire Canal	??	NA	CN	D	41.1	25.5	ws
Glan-y-wern Canal (see the Tennant Canal)	Port Tennant Co Ltd	Co	CN	RP			ws
Glasgow Paisley & Johnstone Canal		NA	CN	D	17.7	11.0	s
Glastonbury Canal		NA	CB	D	22.5	14.0	sw
Glen	NRA	NRA	R?	O	18.5	11.5	
Gloucester & Berkeley Ship Canal - <i>see Gloucester & Sharpness Canal</i>							c
Gloucester & Sharpness Canal	BW	BW-Cm	CS	O	27.4	17.0	c
Goole Canal - <i>See the Aire & Calder Navigation</i>							c
Grand Junction Canal - <i>See GUC (GJ)</i>							c
Grand Surrey Canal		NA	CB	D	4.8	3.0	c
Grand Surrey Canal - Peckham Branch		NA	CB	D	0.8	0.5	c
Grand Union (old) - <i>See GUC</i>							c
Grand Western Canal - Lowdells to Tiverton	Devon County Council	LA	CB	R	17.7	11.0	sw
Grand Western Canal - Taunton to Lowdells		NA	TB	D	21.7	13.5	sw
Grantham Canal	BW	BW-R	CB	RS	53.1	33.0	sw
Greasbrough (Park Gate) Canal		NA	CB	D	2.4	1.5	c
Great Ouse - (a) The Wash to Denver Sluice	NRA	NRA	RT	O	25.8	16.0	c

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Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Great Ouse - (b) Denver Sluice to Barford Lock	NRA	NRA	RL	O	74.1	46.0	c
Great Ouse - (c) Barford Lock to Bedford	NRA	NRA	RL	R	20.9	13.0	c
Grosvenor Canal	Westminster City Council	LA	CB	O	1.6	1.0	c
<i>GUC Grand Union Canal (GJ = Grand Junction):-</i>							c
GUC (GJ) - Aylesbury Arm	BW	BW-Cr	CN	O	9.7	6.0	c
GUC (GJ) - Buckingham Branch		NA	CN	RP	16.9	10.5	c
GUC (GJ) - Northampton Arm	BW	BW-Cr	CN	O	8.1	5.0	c
GUC (GJ) - Paddington Branch	BW	BW-R	CB	O	21.7	13.5	c
GUC (GJ) - Slough Arm	BW	BW-Cr	CB	O	8.1	5.0	c
GUC (GJ) - Wendover Arm - Main line to Tringford	BW	BW-R	CB	O	2.4	1.5	c
GUC (GJ) - Wendover Arm - Tringford to Wendover	BW	BW-R	CB	RP	8.1	5.0	c
GUC - ("old" GU) - Welford Arm	BW	BW-R	CN	R	2.4	1.5	c
GUC - ("old" GU) - Foxton to Norton	BW	BW-Cr	CN	O	37.0	23.0	c
GUC - (L&NU) - Leicester to Market Harborough	BW	BW-Cr	CB	O	38.6	24.0	c
GUC - Birmingham & Warwick Jct	BW	BW-Cr	CN	O	4.0	2.5	c
GUC - Erewash Canal	BW	BW-Cr	CB	O	19.3	12.0	c
GUC - Grand Junction main line	BW	BW-Cr	CB	O	150.5	93.5	c
GUC - Hertford Union	BW	BW-Cr	CB	O	1.6	1.0	c
GUC - Leicester Navigation	BW	BW-Cr	CB	O	25.8	16.0	c
GUC - Loughbrough Navigation	BW	BW-Cr	RL	O	14.5	9.0	c
GUC - Regent's Canal	BW	BW-Cr	CB	O	16.1	10.0	c
GUC - Warwick & Birmingham	BW	BW-Cr	CB	O	36.2	22.5	c
GUC - Warwick & Napton	BW	BW-Cr	CB	O	22.5	14.0	c
Hackney Canal (Devon)		NA	CB	D	0.8	0.5	sw
Haddiscoe Cut	Broads Authority	BA	CB	O	4.0	2.5	b
<i>Halesworth Navigation - See Blyth Navigation</i>							
Hamble	Hampshire County Council	LA	RT	O	12.1	7.5	
<i>Hatherton Canal - See S&WC Hatherton Branch</i>							c
Herefordshire & Gloucestershire Canal		NA	CN	RP	54.7	34.0	c
Hertford Union - See GUC							c
Hopkin's Canal		NA	C?	D	0.8	0.5	ws
Horncastle Navigation		NA	RL	D	19.3	12.0	c
Horsey Mere/Hickling Broad	Broads Authority	BA	RO	O	9.7	6	b
Huddersfield (Broad) Canal	BW	BW-Cr	CB	O	6.4	4.0	c
Huddersfield (Narrow) Canal	BW	BW-R	CN	RA	32.2	20.0	c
Hull	Hull Corporation	LA	RT	O	25.8	16.0	
Humber - River	Associated British Ports	PA	TE/R	O	58.8	36.5	
<i>Hundred Foot River - See New Bedford River</i>							c
Idle (Nottinghamshire)		NA	RO	D	16.1	10.0	c
Ipswich & Stowmarket Navigation		NA	RL	RP	27.4	17.0	
Isle (Somerset)		NA	RL	D	1.6	1.0	sw
<i>Isle of Dogs Canal - Became part of the South West India Dock</i>							
Itchen		NA	RL	D	16.9	10.5	
Ivel (Bedfordshire)		NA	RO	D	17.7	11.0	c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Ivel (Somerset) - See Yeo							SW
Ivelchester & Langport Navigation - See Yeo (Somerset)							SW
K&A - Kennet & Avon Canal:-							c
K&A - (a) Avon Navigation	BW	BW-Cr	RL	O	18.5	11.5	c
K&A - (b) Kennet & Avon Canal - Bath to Hamstead Lock	BW	BW-R	CB	R	86.1	53.5	c
K&A - (c) Kennet & Avon Canal - Hamstead Lock to Newbury	BW	BW-Cr	CB	O	5.6	3.5	c
K&A - (d) Kennet Navigation - Newbury to Bulls lock	BW	BW-Cr	RL	O	4.0	2.5	c
K&A - (e) Kennet Navigation - Bulls lock to Tyle Mill lock	BW	BW-R	RL	R	12.9	8.0	c
K&A - (f) Kennet Navigation - Tyle Mill lock to Reading	BW	BW-Cr	RL	O	12.9	8.0	c
Kennet - Reading section	NRA	NRA	RL	O	1.6	1.0	c
Kensington Canal	??	NA	CB	D	3.2	2.0	c
Ketley Canal		NA	TB	D	2.4	1.5	c
Kidwelly & Llanelly Canal		NA	TB	D	15.3	9.5	WS
Kilbagie Canal		NA	C?	D	1.6	1.0	s
Kington & Leominster Canal - See Leominster Canal							
Knottingley & Goole Canal - See Aire & Calder Navigation							
Kyme Eau - See Sleaford Navigation							c
Kymer's Canal		NA	CN	D	4.8	3.0	WS
L&L Leeds & Liverpool Canal:-							c
L&L - Lancaster Canal section - Walton Summit Branch	BW	BW-R	CB	D	4.8	3.0	c
L&L - Lancaster Canal section - Wigan to Johnson's Hillock	BW	BW-Cr	CB	O	16.1	10.0	c
L&L - Leigh Branch	BW	BW-Cr	CB	O	11.3	7.0	c
L&L - Main Line - Leeds to Aintree	BW	BW-Cr	CB	O	174.7	108.5	c
L&L - Main Line - Aintree to Liverpool	BW	BW-R	CB	O	13.7	8.5	c
L&L - Rufford Branch	BW	BW-Cr	CB	O	11.3	7.0	c
Lakenheath Lode		NA	DC	D	4.8	3.0	c
Lancaster Canal - (a) Preston to Tewitfield	BW	BW-Cr	CB	O	67.6	42.0	
Lancaster Canal - (b) Tewitfield to Kendal	BW	BW-R	CB	RP	19.3	12.0	
Lancaster Canal - (c) Glasson Dock Branch	BW	BW-Cr	CB	O	4.0	2.5	
Lapal Canal - See BCN, Dudley Canal No. 2							
Lark - Judes Ferry to Bury St. Edmunds		NA	RL	D	17.7	11.0	c
Lark - River Ouse to Judes Ferry	NRA	NRA	RL	O	20.9	13.0	c
Lee Navigation - Bow Creek		PA	RT	O	1.6	1.0	c
Lee Navigation - Hertford to Limehouse Basin	BW	BW-Cm	RL	O	44.3	27.5	c
Lee Navigation - Bow Back Rivers	BW ?	BW-R ?	RT	RA	4.8	3.0	c
Leicester Navigation - Chamwood Forest Canal		NA	CB	D	12.9	8.0	c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Leicester Navigation - See GUC							c
Leicestershire & Northamptonshire Union - See GUC							c
Leominster Canal		NA	CN	D	29.8	18.5	
Leven Canal	??	NA	CB	D	4.8	3.0	c
Lichfield Canal - See "BCN"							c
Linton Lock - See Ouse (Yorkshire)							c
Liskeard & Looe Union Canal		NA	CB	D	9.7	6.0	sw
Little Ouse - (a) Great Ouse to Brandon Staunch	NRA	NRA	RO	O	20.9	13.0	c
Little Ouse - (b) Brandon Staunch to Brandon	NRA	NRA	RL	R	2.4	1.5	c
Little Ouse - (c) Brandon to Thetford		NA	RL	D	16.9	10.5	c
Llangollen Canal - See SUC							c
Llansamlet Canal		NA	CN	D	4.8	3.0	ws
Lord Thanets's Canal - see Leeds & Liverpool Canal (L&LC) Branches							c
Loughborough Navigation - See GUC							c
Louth Canal		NA	CB	RP	19.3	12.0	
Lowestoft Cut	Associated British Ports	PA	CB	O	3.2	2.0	b
Lugg	NRA - Byelaws	NRA	RL	D	8.1	5.0	
Lydney Canal	NRA - ownership	NRA	CS	O	1.6	1.0	
Macclesfield Canal	BW	BW-Cr	CN	O	42.7	26.5	c
Manchester & Salford Junction Canal		NA	CB	D	0.8	0.5	c
Manchester Ship Canal	Manchester Ship Canal Co	Co	CS	O	58.0	36.0	c
Manchester, Bolton & Bury Canal	BW	BW-R	CN	RP	17.7	11.0	c
Manchester, Bolton & Bury Canal - Bury Branch	BW	BW-R	CN	RP	8.1	5.0	c
Mardyke		NA	CB	D	8.1	5.0	
Market Weighton Canal	Market Weighton Drainage Board	DA	CB	D	14.5	9.0	
Medway	NRA	NRA	RL	O	27.4	17.0	
Medway - Tidal section	Medway Ports Authority	PA	RT	O	40.3	25.0	
Melton Mowbray Navigation		NA	RL	D	24.2	15.0	c
Mersey	Mersey Docks & Harbour Board	PA	TE/R	O	10.5	6.5	c
Mersey & Irwell Navigation (The Manchester Ship Canal was built over sections)	Manchester Ship Canal Co	Co	RL	D	16.1	10.0	c
ML - Middle Level Navigations:-							c
ML - Bevvilles Leam	Middle Level Commissioners	DA	DC	O	8.1	5.0	c
ML - Black Ham Drain & Yaxley Lode	Middle Level Commissioners	DA	DC	O	5.6	3.5	c
ML - Farcet River	Middle Level Commissioners	DA	DC	D	5.6	3.5	c
ML - Forty Foot River - Jct. with Sixteen Foot river to Jct. with Counter Wash Drain	??	DA	DC	R	4.0	2.5	c
ML - Forty Foot River - Old Nene to Sixteen Foot Drain	Middle Level Commissioners	DA	DC	O	12.1	7.5	c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
ML - Great Raveley Drain	Middle Level Commissioners	DA	DC	D	4.0	2.5	c
ML - King's Dyke	Middle Level Commissioners	DA	DC	O	6.4	4.0	c
ML - Middle Level Drain	Middle Level Commissioners	DA	DC	D	3.2	2.0	c
ML - Monks Lode	Middle Level Commissioners	DA	DC	O	2.4	1.5	c
ML - New Dyke	Middle Level Commissioners	DA	DC	O	4.8	3.0	c
ML - Old Nene	Middle Level Commissioners	DA	RL	O	41.9	26.0	c
ML - Popham's Eau	Middle Level Commissioners	DA	DC	O	4.0	2.5	c
ML - Ramsey High Lode	Middle Level Commissioners	DA	DC	O	1.6	1.0	c
ML - Sixteen Foot River	Middle Level Commissioners	DA	DC	O	15.3	9.5	c
ML - Twenty Foot River	Middle Level Commissioners	DA	DC	O	16.9	10.5	c
ML - Vermuyden's Drain - <i>See Forty Foot River</i>							c
ML - Well Creek	Middle Level Commissioners	DA	RL	R	8.9	5.5	c
ML - Whittlesey Dyke	Middle Level Commissioners	DA	DC	O	9.7	6.0	c
Monkland Canal	BW	BW-R	CB	D	24.2	15.0	s
Monmouthshire & Brecon Canal - <i>See Brecon & Abergavenny and Monmouthshire Canals</i>							ws
Monmouthshire Canal - (a) Pontymoyle to Crown Bridge	BW	BW-Cr	CN	R	1.6	1.0	ws
Monmouthshire Canal - (b) Crown Bridge to Cwmbran	BW	BW-R	CN	R	1.6	1.0	ws
Monmouthshire Canal - (c) Cwmbran to Newport	Local authorities ??	LA	CN	RP	12.9	8.0	ws
Monmouthshire Canal - (d) Crumlin Arm	Local authorities ??	LA	CN	RP	17.7	11.0	ws
Montgomery Canal - <i>See SUC</i>							c
Morris's canal		NA	C?	D	1.6	1.0	ws
Muirkirk Canal		NA	C?	D	1.6	1.0	s
Nar (Norfolk)		NA	RL	D	24.2	15.0	
Neath		NA	RL	D	2.4	1.5	ws
Neath Canal	LA?	LA?	CN	RS	20.9	13.0	ws
Nene - (a) The Wash to Bevis Hall	Port of Wisbech	PA	RT	O	22.5	14.0	c
Nene - (b) Bevis Hall to "Dog" lock	NRA	NRA	RT	O	18.5	11.5	c
Nene - (c) "Dog" lock to Northampton	NRA	NRA	RL	O	105.5	65.5	c
New Bedford River	NRA	NRA	DC	O	32.2	20.0	c
Newcastle-under-Lyme Canal		NA	CN	D	6.4	4.0	c
Newcastle-under-Lyme Jct. Canal		NA	CN	D	1.6	1.0	c
Newdigate Canals		NA	TB	D	8.9	5.5	c
New Junction Canal - <i>See Aire & Calder Navigation</i>							

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Newport Pagnell Canal		NA	CN	D	1.6	1.0	c
North Walsham & Dilham Canal	North Walsham & Dilham Canal Co.	Co	CB	RP	14.5	9.0	b
North Wilts Canal - see <i>Wilts & Berks Canal</i>							c
Northern Stratford - See <i>Stratford-upon-Avon Canal</i>							c
Norwich & Lowestoft Navigation - See <i>River Yare and Haddiscoe Cut</i>							b
Nottingham Canal - Branches			CB	D	5.6	3.5	c
Nottingham Canal - Langley Mill to Lenton		NA	CB	D	19.3	12.0	c
Nottingham Canal - Lenton to Meadow lane	BW	BW-Cm	CB	O	4.0	2.5	c
Nutbrook Canal		NA	CB	D	7.2	4.5	c
Oakhams Canal		NA	CB	D	24.2	15.0	c
Old Bedford River	NRA	NRA	DC	O	19.3	12.0	c
Oulton Dyke & Broad	Broads Authority	BA	RO	O	4.0	2.5	b
Ouse (Sussex) - Above Lewes		NA	RL	D	37.0	23.0	
Ouse (Sussex) - Sea to Lewes	NRA - Byelaws	NRA	RT	O	14.5	9.0	
Ouse (Yorkshire) - (a) Trent Falls to Goole	Associated British Ports	PA	RT	O	16.1	10.0	c
Ouse (Yorkshire) - (b) Goole to Naburn Lock	BW	BW-Cm	RT	O	43.5	27.0	c
Ouse (Yorkshire) - (c) Naburn to Clifton Bridge (York)	BW	BW-Cm	RL	O	12.9	8.0	c
Ouse (Yorkshire) - (d) Clifton Bridge to Widdington Ings	BW	BW-Cr	RL	O	10.5	6.5	c
Ouse (Yorkshire) - (e) Widdington Ings to Swale Nab (Linton Lock Navigation)	Linton Lock Navigation Commissioners	C	RL	R	15.3	9.5	c
Oxford Canal - Branches	BW	BW-R	CN	O	2.4	1.5	c
Oxford Canal - New line	BW	BW-Cr	CN	O	124.8	77.5	c
Oxford Canal - Old loops (derelict)		NA	CN	D	16.9	10.5	c
Oxford Canal - Old loops (used)	BW	BW-R	CN	O	4.8	3.0	c
P&AC Portsmouth & Arundel Canal:-							c
P&AC - (a) Ford to Hunston		NA	CB	D	13.7	8.5	c
P&AC - (b) Hunston to Birdham	LA	LA	CB	RP	4.8	3.0	c
P&AC - (c) Birdham to Salterns	LA	LA	CB	O	1.6	1.0	c
P&AC - (d) Chichester Branch	LA	LA	CB	RP	2.4	1.5	c
P&AC - (e) Portsea Canal		NA	CB	D	4.0	2.5	
Par Canal		NA	CB	D	3.2	2.0	sw
Parrett - (a) Sea to Bridgwater	Sedgemoor District Council	LA	RT	O	30.6	19.0	sw
Parrett - (b) Bridgwater to Oath	??	NA	RT	O	14.5	9.0	sw
Parrett - (c) Oath to Thorney		NA	RL	D	10.5	6.5	sw
Peak Forest Canal - (a) Dukinfield to Marple	BW	BW-Cr	CN	R	12.9	8.0	c
Peak Forest Canal - (b) Marple to Jct. with Whaley Bridge Branch	BW	BW-Cr	CN	O	9.7	6.0	c
Peak Forest Canal - (c) Jct. to Bugsworth	BW	BW-R	CN	O	1.6	1.0	c
Peak Forest Canal - (d) Whaley Bridge Branch	BW	BW-Cr	CN	O	0.8	0.5	c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Pembrey Canal		NA	C?	D	3.2	2.0	ws
Pen-clawdd canal		NA	C?	D	5.6	3.5	ws
Penrhiwtyn Canal		NA	C?	D	2.4	1.5	ws
Pensnett Canal		NA	CN	D	1.6	1.0	c
Petworth Canal - <i>see Rother - Petworth Branch</i>							
Pidcock's Canal		NA	CN	D	2.4	1.5	ws
Plas Kynaston Canal		NA	CN	D	0.8	0.5	c
Pocklington Canal - Cottingham to Melbourne	BW	BW-R	CB	R	7.2	4.5	c
Pocklington Canal - Melbourne to Canal Head	BW	BW-R	CB	RA	8.9	5.5	c
Portsea Canal - <i>See P&AC</i>							
Portsmouth & Arundel Canal - <i>See P&AC</i>							c
Reach Lode	NRA	NRA	DC	O	4.8	3.0	c
Red Jacket Canal - <i>See the Tennant Canal</i>							ws
Regent's Canal - <i>See GUC</i>							c
Ripon Canal - Lower section	BW	BW-Cr	CB	O	1.6	1.0	c
Ripon Canal - Upper section	BW	BW-R	CB	RA	1.6	1.0	c
Rochdale Canal	Rochdale Canal Co.	Co	CB	RA	51.5	32.0	c
Rochdale Canal - Branches	Rochdale Canal Co.	Co	CB	D	3.2	2.0	c
Rochdale Canal - "The nine"	Rochdale Canal Co.	Co	CB	R	1.6	1.0	c
Roding Navigation	Barking & Ilford Navigation Co	Co	RT	O	3.2	2.0	c
Rolle Canal - <i>See Torrington Canal</i>							sw
Romford Canal - <i>Work started but not completed.</i>							
Rother - Eastern	NRA - Byelaws	NRA	RL	D	25.8	16.0	
Rother - Petworth Branch		NA	CB	D	1.6	1.0	
Rother - Western		NA	RL	D	17.7	11.0	
Royal Military Canal	NRA - ownership	NRA	CB	D	48.3	30.0	
Runcom & Latchford Canal - <i>Part of Mersey & Irwell Navigation</i>							c
Rushall Canal - <i>See "BCN"</i>							c
S&SYN <i>Sheffield & South Yorkshire Navigation:-</i>							c
S&SYN - Deame & Dove Canal		NA	CB	RP	16.1	10.0	c
S&SYN - Deame & Dove Canal - Branches		NA	CB	RP	6.4	4.0	c
S&SYN - River Don - Stainforth to Tinsley	BW	BW-Cm	RL	O	41.9	26.0	c
S&SYN - River Don - Fishlake to Stainforth		NA	RL	D	4.8	3.0	c
S&SYN - Sheffield Canal	BW	BW-R	CB	O	4.8	3.0	c
S&SYN - Stainforth & Keadby Canal	BW	BW-Cm	CB	O	20.9	13.0	c
S&WC <i>Staffordshire & Worcestershire Canal:-</i>							
S&WC - Branches		NA	CN	D	3.2	2.0	c
S&WC - Hatherton Branch	BW	BW-R	CN	RP	9.7	6.0	c
S&WC - Main Line	BW	BW-Cr	CN	O	74.1	46.0	c
Salisbury & Southampton Canal		NA	CN	D	20.9	13.0	
Salwarpe - <i>Works not completed, superseded by the Droitwich Canal</i>							c
Sankey Brook - <i>See St Helens Canal</i>							
Selby Canal - <i>See the Aire & Calder Navigation</i>							c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Severn - Avonmouth to Gloucester		NA	TE/R	O	78.9	49.0	
Severn - Gloucester to Stourport	BW	BW-Cm	RL	O	70.0	43.5	c
Severn - Stourport to Pool Quay		NA	RON	D	80.5	50.0	c
Sheffield & South Yorkshire Canal - See S&SYN							c
Sheffield Canal - See S&SYN							c
Shrewsbury Canal - See SUC							c
Shropshire Canal		NA	TB	D	16.9	10.5	c
Shropshire Union Canal - See SUC							c
Sir John Glynne's Canal		NA	C?	D	1.6	1.0	
Sir John Ramsden's Canal - See Huddersfield Broad Canal							c
Sir Nigel Gresley's Canal		NA	CN	D	4.8	3.0	c
Slea - See Sleaford Navigation							c
Sleaford Navigation		NA	RL	RS	16.1	10.0	c
Soar - See GUC Loughborough & Leicester Navigations							c
Soham Lode	??	NA	DC	O	7.2	4.5	c
Somersetshire Coal Canal		NA	CN	D	29.0	18.0	c
Southern Stratford - See Stratford-upon-Avon Canal							c
Southwick Canal	Shorham Port Authority	PA	CS	O	3.2	2.0	
St Columb Canal		NA	TB	D	10.5	6.5	sw
St Helens Canal	BW	BW-R	CB	RP	19.3	12.0	
St Helens Canal - Branches		NA	CB	D	8.9	5.5	
Staffordshire & Worcestershire Canal - See S&WC							c
Stainforth & Keadby Canal - See S&SYN							c
Stalham Dyke	Broads Authority	BA	RO	O	1.6	1	b
Stevenston Canal		NA	C?	D	3.2	2.0	s
Stort	BW	BW-Cr	RL	O	22.5	14.0	c
Stour (Essex)	NRA	NRA	RL	RP	40.3	25.0	
Stour (Kent) - (a) The sea to Sandwich	Sandwich Port & Haven Commissioners	C	RT	O	6.4	4.0	
Stour (Kent) - (b) Sandwich to Fordwich		NA	RON	O	24.2	15.0	
Stour (Kent) - (c) Fordwich to Canterbury		RL	RL	D	4.0	2.5	
Stour (Worcs.) - Works not completed, superceded by Staffs. & Worcs. Canal							c
Stourbridge Canal	BW	BW-Cr	CN	R	10.5	6.5	c
Stourbridge Canal - Stourbridge Arm	BW	BW-R	CN	R	2.4	1.5	c
Stourbridge Canal - Fens Branch	BW	BW-R	CN	D	1.6	1.0	c
Stourbridge Extension Canal		NA	CN	D	3.2	2.0	c
Stourbridge Extension Canal - Branches		NA	CN	D		1.0	c
Stover Canal (Devon)		NA	CB	D	3.2	2.0	sw
Stratford-upon-Avon Canal - Kings Norton to Lapworth	BW	BW-Cr	CN	O	20.1	12.5	c
Stratford-upon-Avon Canal - Lapworth to Stratford	BW	BW-R	CN	R	20.1	12.5	c
Stroudwater Navigation	Company of Proprietors of the Stoudwater navigation	Co	CB	RS	12.9	8.0	c
SUC Shropshire Union Canal:-							c
(E&C is Ellesmere and Chester Canal and B&LJ is Birmingham & Liverpool Jct. Canal)							c

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Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
SUC - (a) - B&LJ Main line, Autherly to Nantwich	BW	BW-Cr	CN	O	63.6	39.5	c
SUC - (b) Chester Canal	BW	BW-Cr	CB	O	30.6	19.0	c
SUC - (c) E&C Wirral Line	BW	BW-Cr	CB	O	14.5	9.0	c
SUC - (d) B&LJ Newport Branch		NA	CN	D	16.9	10.5	c
SUC - (e) Shrewsbury Canal - Shrewsbury to Wappenshall Jct.		NA	CN	D	24.2	15.0	c
SUC - (f) Shrewsbury Canal - Wappenshall Jct. to Wombridge Canal		NA	TB	D	3.2	2.0	c
SUC - (g) E&C Middlewich Branch	BW	BW-Cr	CN	O	16.1	10.0	c
SUC - (h) E&C Liangollen Canal - Hurlston to Liangollen	BW	BW-Cr	CN	R	74.1	46.0	c
SUC - (i) E&C Whitchurch Branch		NA	CN	RP	1.6	1.0	c
SUC - (j) E&C Prees Branch - to the marina	BW	BW-R	CN	R	2.4	1.5	c
SUC - (k) E&C Prees Branch - end section	BW	BW-R	CN	D	3.2	2.0	c
SUC - (l) E&C Llanymynech Branch (part of the "Montgomery Canal")	BW	BW-R	CN	RA	19.3	12.0	c
SUC - (m) E&C - Weston Branch		NA	CN	D	8.1	5.0	c
SUC - (n) Montgomeryshire Canal - "Eastern Branch"	BW	BW-R	CN	RA	25.8	16.0	c
SUC - (o) Montgomeryshire Canal - Guilsfield Branch	BW	BW-R	CN	D	3.2	2.0	c
SUC - (p) Montgomeryshire Canal "Western Branch"	BW	BW-R	CN	RA	12.1	7.5	c
Swaffham Bulbeck Lode		NA	DC	O	5.6	3.5	c
Swansea Canal	BW	BW-R	CN	RP	24.2	15.0	wls
Swansea Canal - Branches		NA	CN	D	1.6	1.0	wls
Tamar Manure Navigation		NA	RL	D	4.8	3.0	sw
Tame Valley Canal - See "BCN"							c
Tamar	Queen's Harbour Master	PA	TE/R	O	30.6	19.0	
Tattershall Canal - Absorbed by the Horncastle Navigation							
Tavistock Canal	National Power ??	Co	TB	D	6.4	4.0	sw
Tavistock Canal - Branch		NA	TB	D	3.2	2.0	sw
Tay - Estuary	Dundee Harbour Trust	PA	TE/R	O	49.9	31.0	s
Tees - Upper section	Teeside Development Corporation	DC	RL	O	17.7	11.0	
Tees - Lower section	Teeside Development Corporation	DC	TE/R	O	20.9	13.0	
Terne (Worcs.)		NA	RO	D	2.4	1.5	c
Tennant Canal	Port Tennant Co. Ltd.	Co	CN	RP	8.1	5.0	wls
Tem (Shropshire)		NA	RL	D	2.4	1.5	c
Thames & Medway Canal	Railtrack	Co	CB	RP	8.1	5.0	
Thames & Medway Canal (Strood tunnel)	Railtrack	Co	CB	D	3.2	2.0	
Thames & Severn Canal		NA	CB	RS	62.8	39.0	c
Thames & Severn Canal - Cirencester Branch		NA	CB	D	2.4	1.5	c

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Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Thames - (a) Below Teddington	Port of London Authority	PA	RT	O	25.8	16.0	c
Thames - (b) Teddington Lock to Inglesham	NRA	NRA	RL	O	202.1	125.5	c
Thames - (c) Lechlade to Cricklade	NRA	NRA	RO	D	15.3	9.5	c
Thorney River		NA	DC	D	5.6	3.5	c
Thurne	Broads Authority	BA	RO	O	9.7	6.0	b
Tinsley Canal - See S&SYN Sheffield Canal							c
Tipton Green & Toll End Communication Canal - See "BCN"							c
Titford Canal - See "BCN"							c
Tone - (a) Burrow Br. to New Br.		NA	RT	O	6.4	4.0	sw
Tone - (b) New Br. to Firepool		NA	RL	D	12.1	7.5	sw
Tone - (c) Upstream of Firepool	??	NA	RL	R	1.6	1.0	sw
Torington Canal		NA	TB	D	9.7	6.0	sw
Trent & Mersey - Minor branches		NA	CN	D	4.0	2.5	c
Trent & Mersey Canal	BW	BW-Cr	CN	O	124.0	77.0	c
Trent & Mersey Canal	BW	BW-Cr	CB	O	26.6	16.5	c
Trent & Mersey Canal - Caldon Br	BW	BW-Cr	CN	R	28.2	17.5	c
Trent & Mersey Canal - Leek Branch	BW	BW-Cr	CN	R	4.0	2.5	c
Trent & Mersey Canal - Leek Branch End section		NA	CN	D	0.8	0.5	c
Trent & Mersey Canal - Uttoxeter Branch		NA	CN	D	20.9	13.0	c
Trent - (a) Trent Falls to Gainsborough	Associated British Ports	PA	RT	O	41.9	26.0	c
Trent - (b) Gainsborough to Cromwell Lock	BW	BW-Cm	RT	O	41.9	26.0	c
Trent - (c) Cromwell Lock to Nottingham Canal	BW	BW-Cm	RL	O	46.7	29.0	c
Trent - (d) Nottingham Canal to Wilden Ferry	BW	BW-Cr	RL	O	17.7	11.0	c
Trent - (e) Wilden Ferry to Burton		NA	RL	D	32.2	20.0	c
Trent - (f) Bond End Branch		NA	CB	D	1.6	1.0	c
Trewyddfa canal		NA	CN	D	2.4	1.5	ws
Tyne - River	Port of Tyne Authority	PA	TE/R	O	30.6	19.0	
Ulverston Canal	Glaxo	Co	CS	D	2.4	1.5	
Union Canal - See Edinburgh & Glasgow Union Canal							s
Ure Navigation	BW	BW-Cr	RL	O	12.9	8.0	c
Uttoxeter Canal - See Trent & Mersey Canal							c
Vmwy - Not included							
Walsall Canal - See "BCN"							c
Wansbeck	Wansbeck District Council	LA	RL	O	4.8	3.0	
Warwick & Birmingham Canal - See GUC							c
Warwick & Napton Canal - See GUC							c
Waterbeach Lode		NA	DC	D	0.8	0.5	c
Waveney - Geldeston Lock to Bungay		NA	RL	D	6.4	4.0	b
Waveney - River Yare to Geldeston Lock	Broads Authority	BA	RO	O	33.8	21.0	b
Wear	Port of Sunderland Authority	PA	TE/R	O	16.9	10.5	

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
Weaver Navigation	BW	BW-Cm	RL	O	25.8	16.0	c
Weaver Navigation - Frodsham Cut	BW	BW-R	RL	D	1.6	1.0	c
Weaver Navigation - Weston Canal	BW	BW-Cm	CS	O	6.4	4.0	c
Wednesbury Old Canal - See "BCN"							c
Welland - (a) Wash to Fosdyke Bridge	Port of Fosdyke Ltd	PA	RT	O	3.2	2.0	
Welland - (b) Fosdyke Br. to Spalding	NRA	NRA	RT	O	10.5	6.5	
Welland - (c) Spalding to Folly River	NRA	NRA	RL	O	22.5	14.0	
Welland - (d) Folly River to Stamford	NRA	NRA	RL	D	21.7	13.5	
Welsh Canal - see SUC "Llangollen Canal"							c
Wensum	Broads Authority	BA	RO	O	3.2	2.0	b
Wern Canal		NA	C?	D	1.6	1.0	ws
Weston Canal - See Weaver navigation							c
Westport Canal	NRA - ownership	NRA	CB	D	3.2	2.0	sw
Wey	National Trust	T	RL	O	24.2	15.0	c
Wey & Arun Canal		NA	CB	RS	29.8	18.5	c
Wey (Godalming)	National Trust	T	RL	O	7.2	4.5	c
Wicken Lode	NRA	NRA	DC	O	2.4	1.5	c
Wilts & Berks Canal		NA	CN	RP	82.1	51.0	c
Wilts & Berks Canal - Calne Branch		NA	CN	RP	4.8	3.0	c
Wilts & Berks Canal - Chippenham Branch		NA	CN	RP	3.2	2.0	c
Wilts & Berks Canal - Minor branches		NA	CN	RP	1.6	1.0	c
Wilts & Berks Canal - North Wilts Canal		NA	CN	RP	14.5	9.0	c
Wisbech Canal	Wisbech Corporation	LA	CB	D	8.1	5.0	c
Wissey	NRA	NRA	RO	O	19.3	12.0	c
Witham - Boston to the Wash	Port of Boston	PA	RT	O	8.1	5.0	c
Witham - Lincoln to Boston	BW	BW-Cr	RL	O	53.1	33.0	c
WND - Witham Navigable Drains							c
WND - Bell Water Drain	Witham Fourth Internal Drainage Board	DA	DC	D	8.1	5.0	c
WND - Castle Dyke	Witham Fourth Internal Drainage Board	DA	DC	O	4.0	2.5	c
WND - Cowbridge Drain	Witham Fourth Internal Drainage Board	DA	DC	D	2.4	1.5	c
WND - East Fen Catchwater Drain	Witham Fourth Internal Drainage Board	DA	DC	D	7.2	4.5	c
WND - Fodder Dyke	Witham Fourth Internal Drainage Board	DA	DC	D	4.8	3.0	c
WND - Frith Bank Drain	Witham Fourth Internal Drainage Board	DA	DC	O	3.2	2.0	c
WND - Hobhole Drain	Witham Fourth Internal Drainage Board	DA	DC	O	21.7	13.5	c
WND - Howbridge Drain	Witham Fourth Internal Drainage Board	DA	DC	D	4.0	2.5	c
WND - Lush's Drain	Witham Fourth Internal Drainage Board	DA	DC	D	2.4	1.5	c

Inland Waterways of Britain

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Status	Km	Mileage	Notes
WND - Maud Foster Drain	Witham Fourth Internal Drainage Board	DA	DC	O	4.0	2.5	c
WND - Medlam Drain	Witham Fourth Internal Drainage Board	DA	DC	D	10.5	6.5	c
WND - Newham Drain	Witham Fourth Internal Drainage Board	DA	DC	O	5.6	3.5	c
WND - Stone Bridge Drain	Witham Fourth Internal Drainage Board	DA	DC	O	6.4	4.0	c
WND - West Fen Catchwater Drain	Witham Fourth Internal Drainage Board	DA	DC	D	10.5	6.5	c
WND - West Fen Drain	Witham Fourth Internal Drainage Board	DA	DC	O	10.5	6.5	c
Wombridge Canal		NA	TB	D	3.2	2.0	c
Woodeaves Canal		NA	C?	D	2.4	1.5	
Worcester & Birmingham Canal	BW	BW-Cr	CN	O	48.3	30.0	c
Worsley Underground Canals - <i>Not included</i>							c
Wreak - <i>See Melton Mowbray Navigation</i>							c
Wye		NA	RON	D	111.9	69.5	
Wyrley & Essington Canal - <i>See "BCN"</i>							c
Yare - Breydon Water to the sea	Great Yarmouth Port Authority	PA	RT	O	11.3	7.0	b
Yare - R Wensum to Breydon Water	Broads Authority	BA	RO	O	37.0	23.0	b
Yeo (Somerset)	Sedgemoor District Council	LA	RL	D	12.9	8.0	sw
	TOTALS:-				8457.3	5254.0	
c i WAAC							
Revision F - 5/9/95							

Inland Waterways of Northern Ireland

Waterway Name	Waterway Authority	Authority Type	Navigation Type	Km	Mileage	Status	Notes
Ballinamore & Ballyconnell Canal - See Shannon Erne Waterway							
Bann Navigation - Lower	DANI	DANI	RL	51.5	32.0	O	ic
Bann Navigation - Upper	DANI	DANI	RL	33.8	21.0	D	ic
Blackwater Navigation - Ulster	DANI	DANI	RO	17.7	11.0	D	ic
Brohamis Canal		NA	C?	3.2	2.0	?	i
Coalisland Canal		NA	CB	6.4	4.0	D	ic
Duchart's canal		NA	TBC	5.6	3.5	D	ic
Erne Navigation	DANI	DANI	RL/L	80.5	50.0	O	ic
Foyle Navigation	Strabane & Foyle Navigation Co.	Co	RT	54.7	34.0	O	i
Lagan Navigation	DANI	DANI	CB	41.9	26.0	D	ic
Lough Neagh	DANI	DANI	L	30.6	19.0	O	ic
Maghery Cut	DANI	DANI	CB	0.8	0.5	D	ic
Newry Canal	Local authorities	LA	CB	29.8	18.5	RP	ic
Newry Ship Canal	Local authorities	LA	CS	4.8	3.0	RP	ic
Shannon Erne Waterway (Northern Ireland and border section)	DANI	DANI	CB/RL	12.1	7.5	R	ic
Strabane Canal	Strabane & Foyle Navigation Co.	Co	CB	6.4	4.0	D	i
Tyrone Navigation - See Coalisland Canal							
Ulster Canal (Northern Ireland section)		NA	CB	38.6	24.0	RP	ic
TOTALS:-				418.6	260.0		
© IWAAC							
Revision E - 26/8/95							

Notes:-

- a) A further 51 Km (32 miles) of The Shannon-Erne Waterway lies in the Irish Republic. The 10.7 Km (7 miles) which forms the border between Northern Ireland and the Republic has been included in the total.
- b) A further 32 Km (20 miles) of the Ulster Canal lies within the Irish Republic.

SUPPLEMENTARY PAPER 3

Summary of the legislation relating to BW, the NRA and the Broads Authority

A BRITISH WATERWAYS

1.0 Introduction

1.1 The British Waterways Board (now known as British Waterways and abbreviated as BW) was established under the 1962 Transport Act (TA 62) to manage the inland waterways, and associated docks of Great Britain that had been nationalised in 1947. In addition to its other duties BW was required to review its waterways and formulate proposals for putting them to the "best use". This review effectively resulted in the 1968 Transport Act (TA 68) which acknowledged, to some extent, the changing role of the waterways. No primary legislation relating to BW has been enacted since this date.

1.2 The 1968 Act divided BW's waterways into three categories. These are:

- "the Commercial Waterways" - which are to be principally available for the commercial carriage of freight;
- "the Cruising Waterways" - which are to be principally available for cruising, fishing and other recreational purposes; and
- "the Remainder".

1.3 BW's fundamental functions, duties and rights remain as enshrined in the 1962 and 1968 Transport Acts, but a whole series of public and private acts have been passed since the 1968 Act, that either directly or indirectly affect BW's management of its waterways. In addition it has inherited rights and obligations from the hundreds of Enabling Acts that the nationalised canal and river navigation companies operated under. The statutory position is thus complex and often regarded as outdated.

2.0 Principal Functions and Duties

2.1 **Provision of services and facilities** - TA 62 s.10(1) & TA 68 s.107(1) - In the exercising of its statutory powers, having due regard to efficiency and safety, BW has the duty to provide, to the extent it thinks expedient:

1. services and facilities on the Commercial and Cruising Waterways; and
2. port facilities at its harbours.

2.2 **Maintenance** - TA 68 s.105 - BW has a duty to maintain the Commercial and Cruising Waterways in a suitable condition for the use by commercial and cruising craft respectively; "with a view to securing the general availability of the Commercial and Cruising waterways for public use".

British Waterways (Continued)

- 2.3 **Remainder Waterways** - TA s.107(2) (a) - BW has a duty to deal with the Remainder Waterways in the most economical manner possible consistent with public health, safety and amenity. The BW Act 1995 - s.(2) (d) - amends this duty by requiring it to take into account the desirability of protecting such a waterway should it have potential for future use as a Cruising waterway.
- 2.4 **Assets not required for services or facilities** - TA 68 s.107(2) (b) - BW 's duty is to deal with assets, other than waterways or harbours, not required in connection with the provision of services and facilities so as to secure the best possible financial return by exploitation, development or disposal.
- 2.5 **Duty to act commercially** - TA 68 s.134 - BW is required to act in certain cases as if it were a company engaged in commercial enterprise, for example the development of non-operational land.

3.0 Financial duties

- 3.1 BW has a statutory duty not to make a loss on its revenue account "taking one year with another" - TA 68 s. 41 (2). It raises revenue from a wide variety of commercial activities relating to its assets, it charges fees and dues for navigation and fisheries, and receives grants from a variety of sources, particularly local authorities. However, it has no rights to raise income for such uses as land drainage and the general provision of fisheries. Local authorities have the powers to contribute towards the maintenance of BW's waterways, but this relies upon local agreements (TA 68 s.114).
- 3.2 BW's expenditure has exceeded the income it can derive from commercial or chargeable sources since was created. The difference between its income and inescapable liabilities is financed by an annual grant-in-aid.

4.0 General environmental and recreational duties

- 4.1 The BW Act 1995 (s.22) made it a duty of BW: "in formulating or considering any proposals relating to their functions" (which includes duties and powers), to take into account, or have regard for, certain general environmental and recreational considerations. In summary these are:

Sub-section (1)

- (a) further the conservation and enhancement of natural beauty and the conservation of flora and fauna and geological or physiographical features of special interest, so far as this is consistent with the purposes of any enactment relating to its functions;
- (b) to have regard to the desirability of conserving buildings, sites and objects of archaeological, architectural, engineering or historic interest; and

British Waterways (Continued)

- (c) to take into account any effect which the proposals would have on the beauty or amenity of any area or the features and objects listed in (a) and (b) above.

Sub-section (2) requires BW to take into account the desirability of maintaining public access to towing paths, open land, and the features and objects described in (b) above. However, this sub-section is secondary to the duties laid down in the first sub-section regarding conservation.

5.0 The Board

- 5.1 The members of the British Waterways Board are appointed by the Secretary of State for the Environment from among persons who have had experience of the management of inland navigations, have special knowledge of some aspect of BW's work, or have shown capacity in transport, industry, commerce, and the like (TA 62 s.1 (6)).

6.0 Advisory bodies

- 6.1 The 1968 Act also created the Inland Waterways Amenity Advisory Council (IWAAC). The Council's principal function is to make recommendations to the Secretary of State, or the Board, on any matter affecting the use or development for recreation of the Cruising Waterways and the provision of facilities on Commercial and Cruising waterways. It has certain other limited functions and its Chairman and members are appointed by the Secretary of State for the Environment (TA 68 s.110.) The matters that BW are required to consult with or seek recommendations from IWAAC are only limited (see Supplementary Paper 1).
- 6.2 The legislation does not require any regional or local advisory bodies to be established.

7.0 Consultation and publication of plans

- 7.1 BW is not required to consult interested parties or publish any of its planning documents.

8.0 Other matters

- 8.1 BW is allowed to enter into a agreements with certain third parties to maintain Remainder Waterways on its behalf or to transfer them completely (TA 68 s.114) .
- 8.2 BW is afforded an advantageous status under the water resources management provisions of the Water Resources Act 1991 (WRA 91 s.66). (see also TA 62 s63 provisions for further rights and restrictions)

B NATIONAL RIVERS AUTHORITY

1.0 Introduction

- 1.1 The National Rivers Authority was established under the Water Act 1989 (WA 89). This act amalgamated some of the functions of the regional water authorities in England and Wales and prepared the water authorities, as water supply and sewerage disposal companies, for privatisation. Functions in respect of pollution and water abstraction control, flood defence and fisheries were given to the NRA and a range of harbour, conservancy and navigational functions were also transferred to it. Legislation relating to the NRA's functions was consolidated by the Water Resources Act 1991 (WRA 91). A Bill is before Parliament to transfer all of the NRA's functions to the proposed Environment Agency (EA).
- 1.2 The NRA's statutory position is complex due to the nature and range of its functions rather than an historical accumulation of rights and obligations. However, in relation to navigation on some rivers it has inherited certain rights and obligations that date back to much earlier legislation.

2.0 Principal Functions and Duties

- 2.1 The functions of the NRA are as follows. In general terms these functions apply to all inland and coastal waters with the exception of navigation that applies only to specific waterways:

Water resources - The management of water resources - WRA 91 s.19-81.

Water Pollution - The control of the pollution of water resources - WRA 91 s 82-104.

Flood Defence - The general supervision of flood defence including the issuing of levies - WRA 91 s.107-113.

Fisheries - The maintenance, improvement and development of all fisheries - WRA 91 s. 114-116.

Navigation - The Water Act 1989 transferred to the NRA the various rights and duties that the Water Authorities had largely inherited from a range of other bodies. In a similar way to BW there are a wide range of local and special Acts and Orders, some dating back many years. (WA 89 s.142)

- 2.2 The NRA has a duty (WRA 91 s.(2)); "to such extent as it considers desirable, generally to promote:
- (a) the conservation and enhancement of the natural beauty and amenity of inland and coastal waters and of land associated with such waters;

The National Rivers Authority (Continued)

- (b) the conservation of flora and fauna which are dependant on an aquatic environment; and
- (c) the use of such waters for recreational purposes".

3.0 Financial duties

- 3.1 The NRA receives grant-in-aid (GIA), which is allocated by ministerial order to certain of its functions (and activities) (WRA 1991 s.117 (1). However, a substantial proportion of its income is "self-generated" and derived from a variety of statutory charging rights that it has. These rights include water abstraction and discharge fees, precepts and levies for land drainage, the National Rod Licence for fisheries, and charges for navigation.

4.0 General environmental and recreational duties

- 4.1 In addition to the conservation and recreational functions detailed within section 2 (2) of the Water Resources Act 1991 the NRA also has general environmental and recreational duties that are very similar to those of BW outlined in section 4.0 above. A difference is that the duties are not only imposed on the NRA, but also the relevant Ministers of State when considering proposals relating to the authority (WRA 1991 s.16 (4)).
- 4.2 Related to the NRA's general environmental and recreational duties the "Ministers" have the power to approve "codes of practice" relating to these duties. These codes are for the purpose of giving practical guidance and promoting desirable practices. Before such codes are issued the Minister is required to consult such bodies as the Countryside Commission, the Sports Council, English Heritage and others (WRA 91 s.18).

5.0 The Authority's Board

- 5.1 Two members of the authority's Board are appointed by the Minister and the remainder by the Secretary of State. In making such appointments they are required to; "have regard to the desirability of appointing a person[s] who has experience of, and has shown capacity in, some matter relevant to the functions of the Authority" (WRA 1991 s.1 (4)).

6.0 Advisory Bodies

- 6.1 The NRA is required to establish and maintain regional "river" advisory committees, an advisory committee covering Wales, regional and local fisheries advisory committees, and regional and local flood defence committees. In addition it is required to consult these committees on a wide range of matters (WRA 1991 Ch. II).
- 6.2 The Authority is required to appoint to the Regional Advisory Committees members who have an interest in matters likely to be affected by the manner in which the Authority carries out its functions. The Authority has the duty to consult these committees about proposals relating generally to the manner in which it

The National Rivers Authority (Continued)

carries out its functions. In addition the Authority must consider any representations made to it by an advisory committee. (WRA 1991 s.7).

7.0 Consultation and Publication of Plans

7.1 The NRA is required to publish an annual report on its activities (WRA s.187 (1)).

C THE BROADS AUTHORITY

1.0 Introduction

1.1 The Broads Authority (BA) was established under the Norfolk and Suffolk Broads Act 1988 (N&SBA 88). There are many similarities between the BA and the National Park authorities, for example composition, planning responsibilities and status and funding arrangements.

2.0 Principal Functions and Duties

2.1 The general duties of the BA is to manage the Broads for the purposes of (N&SBA 88 s.2 (1)):

- (a) conserving and enhancing the natural beauty of the Broads;
- (b) promoting the enjoyment of the Broads by the public; and
- (c) protecting the interest of navigation.

2.2 In addition the BA is required to have regard to (N&SBA 88 s.2 (3)):

- (a) the national importance of the Broads as an area of natural beauty and one which affords opportunities for open-air recreation;
- (b) the desirability of protecting the natural resources of the broads from damage; and
- (c) the needs of agriculture and forestry and the economic and social interest of those who live or work in the Broads.

2.3 The BA is the sole district planning authority for the Broads area (N&SBA 88 s.2 (5)).

2.4 The authority also has a wide range of miscellaneous functions including, for example; providing facilities, undertaking conservation work on buildings or vessels, the compulsory purchase of land including the creation of new rights, and the publication of information, delivery of lectures, and the like (N&SBA 88 s. 2 (6) Part II of Schedule 3).

The Broads Authority (Continued)

2.5 The BA has the power; "to do anything which is necessary or expedient for the purpose of enabling it to carry out its functions" (N&SBA 88 s. 2 (7)).

2.6 In relation to navigation the authority is required to maintain the defined "navigation area" to the navigational standards that it feels to be reasonably required and to take steps to improve and develop the navigation area as it thinks fit.

3.0 Financial duties

3.1 The BA is required to manage its affairs such that the expenses it incurs on its navigation functions are covered by its navigation related charges. No expenditure incurred in connection with the conservation of the natural beauty of the area can be charged to its navigation function. (N&SBA 88 s.13).

3.2 The BA is able to raise income by making levies on the local authorities within the Broads area (N&SBA 88 s.14).

3.3 The Secretary of State may: "make grants to the Authority for such purposes, and on such terms and conditions, as he thinks fit". He is required to consult with the Countryside Commission about the level of such grant and the purposes for which it is made. (N&SBA 88 s.15).

4.0 General environmental and recreational duties

4.1 The fundamental functions of the BA include conservation of the environment and recreational promotion (see section 2.0 above.)

5.0 The Authority

5.1 The Broads Authority is a corporate body consisting of the following members: eighteen appointed by each of the seven County, District, Borough and City Councils within the Broads area; two by the Countryside Commission; one by the Nature Conservancy Council; two by the Great Yarmouth Port and Haven Commissioners; one by the NRA; nine by the Secretary of State, which must include at least three representing boating interests, and at least two representing farming and land owning interests; and two from the "navigation Committee" - see 5.2 below. (N&SBA 88 s.1)

5.2 The Authority is required to appoint a "Navigation Committee" which it must consult on certain matters and to which it can delegate its functions in relation to the navigation area. The Navigation Committee comprises of seven members of the Authority itself and seven members appointed after consultation with bodies such as hire boat companies, boating interests and other users of the navigation area. (N&SBA 88 s.9).

6.0 Advisory Bodies

6.1 With the Act requiring the membership of the Authority to represent a wide cross section of interests and with the specialist navigation committee no advisory bodies are required by legislation.

The Broads Authority (Continued)

7.0 Consultation and Publication of Plans

- 7.1 The Authority is required to draft, consult on and publish a plan setting out its policy with respect to its functions. It is required to review this plan every five years (N&SBA 88 s.3).
- 7.2 The Authority is also required to prepare a map showing areas within the Broads whose natural beauty it is particularly important to conserve.

D LEGISLATION RELATING TO INLAND WATERWAYS GENERALLY

1.0 Other provisions relevant to inland waterways generally

- 1.1 The 1968 Transport Act also contains certain wider inland waterway provisions. These are:
 - 1. The Secretary of State has the power to extinguish statutory rights and obligations in respect of non-BW canals (TA 68 s.112).
 - 2. The Secretary of State can confer on a waterway authority powers to make byelaws (TA 68 s.113).
 - 3. The Act also has an important general provision allowing local authorities to; "assist any other person (whether financially, by the provision of services or facilities, or otherwise) in maintaining or improving for amenity or recreational purposes", any inland waterway within its area (TA 68 s.114).
- 1.2 Under the British Waterways Act 1983, the Secretary of State may, on application by BW, make an order transferring the undertaking, functions and property of a navigation authority to BW. The section makes clear that such an authority can be a body that no longer has members, or one which is responsible for a waterway that is no longer navigable. (BWA 83 s.10)
- 1.3 The Water Resources Act contains a number of more general provisions:-
 - 1. The NRA can apply to the Minister for the transfer of the functions or property of a navigation authority to it (WRA 91 s.2 schedule 2). (See also Land Drainage Act 1991 (s. 35).

General waterways legislation (Continued)

2. The NRA, "with a view to improving the drainage of any land", may enter into arrangements to transfer from a navigation authority to them: the whole or part of the authority, or its duties, etc.; the alteration or improvement of any works; and related payments (WRA 91 s.111). This right also applies to the Drainage Boards under the Land Drainage Act 1991 (s. 19)
 3. The NRA has the right to exempt from water abstraction charges, or levy reduced charges, any person whose "works"; "have made, or will make, a beneficial contribution towards the fulfilment of the purposes of the functions of the Authority" (WRA 91 s. 126 (1) & (2).
 4. The Minister has the power to order that the owners and occupiers of fisheries in an area to pay contributions to the Authority in respect of the NRA's expenses in carrying out its fisheries function within that area (WRA 91 s.142 (1)).
 5. The Secretary of State can order that tolls be imposed upon navigable waters that are not subject to the control of any navigation authority (WRA 91 s.143 (3)). (See also the Land Drainage Act 1991 (s. 56)
- 8.3 The Town and Country Planning Act General Development Order 1988 classes certain works on inland waterways as "permitted development" and thus they are deemed to have planning consent.

SUPPLEMENTARY PAPER 4

British Waterways' Statement of Objectives

The attached document is the "Statement of Objectives" which the British Waterways Board agreed with the Department of the Environment in 1984 (dated 31 July 1984). No revised objectives have published since this date.

**British Waterways Board: statement of objectives agreed with the
Department of the Environment (31 July 1984)**

General 1. Consistant with its statutory obligations and powers, the Board should, so far as practicable, run its affairs on a commercial basis.

2. In promoting the fullest practicable use of the waterways for leisure, recreation and amenity, and for freight transport where appropriate, the Board should aim (a) to achieve value for money in all its activities including the maintenance of waterways, (b) to secure an adequate rate of return on specific activities and (c) consistently with its other objectives to increase opportunities for private sector participation in the business for example through direct investment, joint ventures, asset sales, contracting out and hiving off. By these means the Board's demands on Exchequer funds should be kept to a minimum.

3. The Board should comply with financial targets and external financing limits set by the Secretary of State and should achieve performance aims, agreed with the Secretary of State, for manpower and other operating costs for each part of the Board's activities. Proposals by the Board for capital investment should be subject to proper investment appraisal as in the Department's guidelines dated 25 May 1983. Those outside the delegated limits agreed from time to time between the Secretary of State and the Board should be submitted for approval. The currently agreed limit for this is £200,000.

Freight 4. That part of the network which is suitable for freight transport should be managed (in addition to the purposes set out below) primarily for the commercial traffic of private operators. The Board's direct freight activities (as distinct from the upkeep of the waterways) should be confined to those which can achieve an adequate rate of return. Those which do not should be sold off or closed down. Opportunities to attract private sector capital for the expansion and development of commercial freight traffic, including the relevant waterways, possibly by means of joint ventures, should be pursued. Maintenance standards should be appropriate to the actual use (including land drainage where necessary), and the prospects of use, of the stretches of each waterway.

Leisure, recreation and amenity 5. The greater part of the network is unlikely to be suitable for freight transport and should be managed imaginatively for the purposes of leisure, recreation, amenity, conservation (and land drainage as necessary). Public use and enjoyment of the waterways should be enhanced including where practicable that of the disabled. Opportunities to expand and develop profitable activities (in conjunction with the private sector where possible) should be pursued in ways which would increase the Board's resources. Charges should be kept under review, with the aim of maximising revenue. Maintenance standards should be appropriate to the actual use (including land drainage where necessary) and the prospects of use, of the various stretches of each waterway.

Land holdings 6. The Board should define as operational only such land as (a) is essential to the maintenance of the waterways, or (b) must be held by the Board for running its freight, leisure, recreation and amenity activities. Non-operational holdings of land and buildings should be sold freehold to the private sector as soon as this is commercially sensible, or developed with the private sector through profitable joint ventures. The Board should maintain an up-to-date appraisal of their land holdings and their capital valuation.

Maintenance and engineering works 7. The scope and standards of maintenance of particular stretches of waterway should be appropriate to their use and to prospects for future use. They should be kept under review taking into account the number and size of vessels using them.

The Board should make proposals to the Secretary of State for any desirable changes in the statutory standards and classifications of commercial, cruising and remainder waterways. The Board should contract out maintenance work to the private sector wherever that is cost effective. In the case of waterways which are also 'main rivers' for land drainage purposes the Board should seek to co-operate with the relevant authority (the Regional Water Authority in England and Wales) to maintain the waterways as economically as possible. The possibilities of either the Board or the relevant authority undertaking all work subject to reimbursement should be pursued.

Research and development

8. The Board's research programmes should be geared to its objectives and should be settled annually with the approval of the Secretary of State as required by section 46 of the Transport Act 1968.

Corporate Plan

9. The Board should develop procedures whereby its objectives and performance are kept under review, the efficiency and effectiveness of its operation are monitored and the results reported to the Secretary of State. This will require the early adoption of a corporate plan, updated annually, for approval by the Secretary of State, the settling of performance aims and indicators, and the further development of performance review and financial monitoring.

Accounts and audit

10. The Board should adopt management accounting systems compatible with the form of accounts directive, and its businesses as defined in the Corporate Plan. The auditors, who are appointed by the Secretary of State, will carry out a proportion of value-for-money audit annually, reporting on that and other audit matters to the Board in the first instance.

Relations with users

11. The Board should consult waterways users and others affected by the Board's activities about their needs and about the Board's policies. On matters affecting leisure, recreation and amenity the Board should liaise closely with the Inland Waterways Amenity Advisory Council, making use of the Council's links with user organisations; and, so far as practicable, consulting the Council in advance of decisions upon proposals of significant interest to them.

Source: DoE.

Subject
to amendment

SUPPLEMENTARY PAPER 5

SP5 Page 1

THE WATERWAYS - Benefits, beneficiaries, direct income and value

Use (or asset)	Benefits	Beneficiary	Direct Income to Waterway Authority	Value
For flood prevention	<ul style="list-style-type: none"> • Much of the canal system has become an integral part of the land drainage system • Many highways discharge storm water into canals (Such discharges can add significantly to maintenance costs.) • On rivers land drainage improvements can be used as a cost effective means of maintaining and restoring navigation. 	<ul style="list-style-type: none"> • Land owners • Local communities • The highway authorities 	<ul style="list-style-type: none"> • Generally none (However, the NRA and Land Drainage Authorities receive precept funding.) 	<ul style="list-style-type: none"> • The total value is not known • It is estimated that, in BW's case alone, the drainage value provided by its canals is £60m p.a.
As a utility	<ul style="list-style-type: none"> • Total use is limited at present, but not un-important. 			<ul style="list-style-type: none"> • The existing value of all utility uses is largely (but, not entirely) represented by the current direct income.
For water transfer and supply	<ul style="list-style-type: none"> • The national waterways system has the potential for a far more significant role particularly the connected network. 	<ul style="list-style-type: none"> • The water companies • The nation 	<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • The potential value could be highly significant.
As a services route	<ul style="list-style-type: none"> • The waterways network links most major English cities and many major towns. • Largely a "single-owner" route. 	<ul style="list-style-type: none"> • The utility company 	<ul style="list-style-type: none"> • Yes (But, the privatised utilities have inherited advantageous rights) 	<ul style="list-style-type: none"> • The potential value is believed to be significant.
For hydro-electric generation	<ul style="list-style-type: none"> • A sustainable and environmentally friendly energy source. • Not yet developed to any great extent. 	<ul style="list-style-type: none"> • The utility company • The nation 	<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • The potential value, especially in environmental terms, is believed to be significant.

THE WATERWAYS - Benefits, beneficiaries, direct income and value

SP5 Page 2

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	Value
For freight haulage	<ul style="list-style-type: none"> Water transport has substantial environmental advantages over road haulage. (Just one Euro-barge size vessel carries a load equivalent to 30 or more heavy lorries and is 5 times more fuel efficient.) 	<ul style="list-style-type: none"> The freight haulier. Local communities. The nation 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> The current value is only partially represented by the existing income. The potential economic and environmental value is thought to be substantial (but, significant investment would be required).

LEISURE, RECREATION AND TOURISM USE

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	Value
Overview	<ul style="list-style-type: none"> The waterways provide a unique sporting, recreational and tourist resource for a wide variety of active, open-air activities. These provide a wide range of benefits. The waterways have a special quality as a relaxing environment. The waterways geographical spread, range of uses and other factors make them of national importance, but, in addition, they are "local" to most major centres of population (50% of the population live within 5 miles of a BW waterway). Demand for active, open-air, recreation is growing and interest in heritage and the environment is growing. Recreational and tourist spending provides a significant contribution to local economies and the national economy. The multiplier effect is particularly significant. 	<ul style="list-style-type: none"> The nation. Local communities. Related businesses Their users 	<ul style="list-style-type: none"> Mixed Yes - in the case of formal users such as powered boating. Generally none from informal users such as walkers. The Broads Authority receives national and local funding in recognition of the recreational importance of its area. Some individual waterways are fully or partially funded by local authorities in recognition of their economic and social value. 	<ul style="list-style-type: none"> Total value not known and is certainly not represented by the income received by the waterway authorities. The current social and economic value is known to be highly significant. Recent research has found that the "willingness to pay" value of BW's canals is in the order of £150 million. It is estimated that in the order of 15 million people (over 25% of the population) use the waterway for recreation each year. The waterways have a significant potential for increased recreational, sporting and tourist uses and thus increased value.

RECREATIONAL, SPORTING AND TOURIST USE (Continued)

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	Value
As a major national and international tourist attraction	<ul style="list-style-type: none"> • The waterways are a significant attraction for overseas visitors bringing substantial economic benefits. • Home tourism brings a range of economic and environmental benefits . 	<ul style="list-style-type: none"> • The user • The tourist industry • Local communities • The nation 	<ul style="list-style-type: none"> • Yes (in the case of formal activities.) • No (in the case of most informal activities.) 	<ul style="list-style-type: none"> • Total value not known, but total UK tourism is a £28 billion industry. • The waterways have the potential for greater tourist use in a wide range of ways thus delivering an increased commercial, economic and social value. • The multiplier effect of waterway related tourism is know to be substantial.
<p>Powered boating</p> <p><i>(This includes hire boating private boating, trip boats, youth and community boats, etc.)</i></p>	<ul style="list-style-type: none"> • Many other users benefit as boating activity is an important part of the attraction of the waterways for them. • Boating holidays attract overseas tourists and reduce the taking of overseas holidays by UK residents. 	<ul style="list-style-type: none"> • The boat user • Many other waterway users • The inland marine industry • Local communities • The nation 	<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Represented, to some extent, by the direct income obtained (In BW's case this is almost £7 million p.a. or 18% of self-generated income). • Boating has a greater value than its direct income in particular due to the attraction moving boats provide for other users and the economic activity generated. (The inland marine industry alone has a turnover of about £75 million p.a. and employs some 5,000 people.)
Non-powered boating	<ul style="list-style-type: none"> • Provides, formal and informal, active, outdoor, recreation for a wide variety of people. • Such use has only a limited impact on the environment. 	<ul style="list-style-type: none"> • The user • The marine industry • Local communities • The nation 	<ul style="list-style-type: none"> • Yes (but only limited) 	<ul style="list-style-type: none"> • The total current value is not known. • The potential for greater use, providing far greater social (and economic) value, is viewed as being significant.

RECREATIONAL, SPORTING AND TOURIST USE (Continued)

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	Value
Angling <i>(Angling is the most popular participant leisure activity in the UK)</i>	<ul style="list-style-type: none"> • Angling is an inexpensive, open-air, recreational activity for a wide range of people. 	<ul style="list-style-type: none"> • The user • The angling industry • Local communities • The nation 	<ul style="list-style-type: none"> • Not in all cases. • The NRA has overall responsibility for fisheries in England and Wales and receives all of the income from the National Rod Licence. • BW receives no income from the majority of anglers who use its canals. 	<ul style="list-style-type: none"> • The total value is not known. It is only partially represented by the direct income obtained. • Over 300,000 coarse anglers fish in the canals of England and Wales. • The total annual spend by all coarse anglers in England & Wales is estimated to be £2.4 billion.
Informal uses <i>(such uses include long distance and local walking, cycling, and a range of general and specialist visiting)</i>	<ul style="list-style-type: none"> • The waterways provide for a wide range of informal recreational uses. • The towpath system provides a unique, inter-connected, traffic free, national footpath system which penetrates many urban areas. 	<ul style="list-style-type: none"> • The user • Local communities • The nation (No associated industry of any size has developed yet.) 	<ul style="list-style-type: none"> • None • BW receives no specific national funding and only limited (and inconsistent) local funding for the informal recreational use of its waterways and its development. (see also comments under "overview".) 	<ul style="list-style-type: none"> • The total value is not known • The value of the informal use of BW's waterways alone has been calculated to be in the order of £75 million p.a. • The waterways have a great potential for increased informal recreational use.

HERITAGE AND ENVIRONMENT

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	Value
<p>Built environment:-</p> <p>Scheduled Monuments and listed structures</p>	<ul style="list-style-type: none"> • The waterways, particularly the canal system, are a unique heritage of civil engineering and transport infrastructure. • They contain a substantial number of listed structures and monuments. 	<ul style="list-style-type: none"> • The nation • Local communities • Many waterway users 	<ul style="list-style-type: none"> • Generally none. (but see overview below) • BW which is responsible for the most significant part of the waterways' built heritage receives no specific national funding in recognition of its responsibilities. 	<ul style="list-style-type: none"> • The value is not known (but, see overview below)
<p>Other built environment features</p>	<ul style="list-style-type: none"> • The extent and importance of such features has been partially recognised by the extensive designation of waterways as Conservation Areas or by Scheduling. 	<ul style="list-style-type: none"> • The nation • Local communities • Many waterway users 	<ul style="list-style-type: none"> • Generally none. (but see overview below). • In general terms no specific, national or local funding is provided to those Waterway Authorities who are responsible for the care and maintenance of extensive lengths of such designated areas. 	<ul style="list-style-type: none"> • The value is not known. (but see overview below)
<p>Natural environment:-</p> <p>Nationally designated sites of special scientific interest</p>	<ul style="list-style-type: none"> • The waterways contain a significant number of formally designated sites such as SSSI's 	<ul style="list-style-type: none"> • The nation • Local communities • Some users 	<ul style="list-style-type: none"> • Generally none (but see overview below) • The BA has a special status and funding regime in recognition of its responsibilities. 	<ul style="list-style-type: none"> • The value is not known (but see overview below)

HERITAGE AND ENVIRONMENT (Continued)

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	value
<p>Natural environment:-</p> <p>Locally designated sites of importance for nature conservation</p>	<ul style="list-style-type: none"> • The waterways contain an extensive number and range of such sites. 	<ul style="list-style-type: none"> • The nation • Local communities • Many users 	<ul style="list-style-type: none"> • Generally none (but see overview below) • The BA has a special status and funding regime in recognition of its responsibilities. 	<ul style="list-style-type: none"> • The value is not known (but see overview below)
<p>Waterway museums</p>	<ul style="list-style-type: none"> • The two national waterway museums play a vital role in preserving the history and culture of a key part of Britain's industrial past. • The museums provide an important educational resource. 	<ul style="list-style-type: none"> • The nation • Their visitors. 	<ul style="list-style-type: none"> • Yes (if owned by the Waterway Authority) • Unlike most other national museums, the national waterways museums receive no significant funding from the Department of National Heritage. 	<ul style="list-style-type: none"> • Value not known. • The cultural heritage of the national waterways museums can be compared with that of other national museums.
<p>The preservation and use of historic boats</p> <p><i>(including those used for freight haulage)</i></p>	<ul style="list-style-type: none"> • These boats are an integral and important part of the waterways' heritage. • Their use helps to maintain traditional skills. • Such boats are an attraction for most recreational users. 	<ul style="list-style-type: none"> • The nation • Local communities • Many users in a variety of ways 	<ul style="list-style-type: none"> • Yes (directly from the owners of such craft) 	<ul style="list-style-type: none"> • Value not known.

THE WATERWAYS - Benefits, beneficiaries, direct income and value

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HERITAGE AND ENVIRONMENT (Continued)

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	value
Overview	<ul style="list-style-type: none"> • The waterways are a heritage of both national and international importance. BW alone is responsible for more listed structures than the National Trust and is second only to the Church and Crown. No other transport system dating from the industrial revolution has survived in such a complete form and is versatile enough to cater for modern day recreational, commercial and economic requirements. • The special qualities of the water environment, the human scale of the structures, the extent of the system and its geographical spread make the importance of the waterways comparable to that of the National Parks. • They are a "local" heritage resource - 50% of the population lives within 8 km (5 miles) of a BW waterway. • Some 600 km (370 miles) of waterway have been fully restored to date, some 525 km (325 miles) are under restoration and well over 750 km (500 miles) have future potential for restoration. These projects plus a wide range of improvement projects have already, or have the potential, to restore and ensure the economic retention of hundreds, if not thousands, of heritage features. 	<ul style="list-style-type: none"> • The nation • Local communities • Associated industries • Most users 	<ul style="list-style-type: none"> • Generally none (However, the special qualities and visual attraction of the waterways' heritage and environment is fundamental to their social and economic value and much of their commercial value.) 	<ul style="list-style-type: none"> • Value not known. • The "existence value" of BW's waterways alone has been calculated to be in the order of £150 million p.a. (The associated research shows that the public see the canals as a precious heritage resource) • The waterways' heritage and environment is central to the commercial, economic and social values identified under most other uses of the waterways in addition to their very significant value as a national and international heritage in their own right.

PROPERTY ("Use" by adjacent property owners and nearby businesses)

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	Value
Commercial and residential property and developments	<ul style="list-style-type: none"> • Certain types of commercial development derive significant additional value due to the presence of a waterway. • Most residential property adjacent to a waterway has an enhanced value. • Well designed waterside developments within urban areas can both gain value from the waterway and enhance the value of the waterway itself. • Property owned by the Waterway Authorities can be used to provide an income to help to sustain the waterway. • Many waterside buildings are an important part of the waterways' heritage. Commercial uses can provide the resources for their conservation. 	<ul style="list-style-type: none"> • The development owner. • The user. • Local communities 	<ul style="list-style-type: none"> • None (except where the property is owned by the Waterway Authority or partnerships can be established). 	<ul style="list-style-type: none"> • Not known • However studies have shown that a living waterway significantly enhances the value of much of the property that adjoins it (in many cases by 10% or more). • There are thousands of sites around the country that have the potential to be combined with a waterway to gain value and enhance the value of the waterway.
Businesses <i>(that draw trade from the waterway or because of the presence of the waterway, e.g. shops, restaurants and pubs)</i>	<ul style="list-style-type: none"> • They can derive significant trade directly from the waterway or due to the attraction it provides. • These businesses provide facilities for both informal and formal users. 	<ul style="list-style-type: none"> • The businesses. • Waterway users (in the widest sense). • Local communities 	<ul style="list-style-type: none"> • Generally none (except where the Waterway Authority can make an access charge e.g. for marinas.) • Some local authorities provide funding, to various extents, in recognition of the economic stimulus that their local waterway provides. 	<ul style="list-style-type: none"> • Value not known

THE WATERWAYS - Benefits, beneficiaries, direct income and value

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PROPERTY (continued)

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	Value
Residential boats <i>Boats used as residential homes and which are generally static or semi-static.</i>	<ul style="list-style-type: none"> • These boats help to meet a strong demand for low cost housing. • They cater for the demand for a flexible and more informal way of life. • The presence of residential boats can provide security for other users and the waterways' infrastructure. 	<ul style="list-style-type: none"> • The boat resident. • Local communities 	<ul style="list-style-type: none"> • Generally yes. 	<ul style="list-style-type: none"> • Value not known.

EDUCATION

Use (Asset)	Benefit	Beneficiary	Direct Income to Waterway Authority	Value
As an educational resource	<ul style="list-style-type: none"> • The waterways provide a very good base resource for a wide range of educational work at many levels. • They provide an important, local, easily accessible and relatively safe resource for a wide range of educational fieldwork projects. 	<ul style="list-style-type: none"> • The students • Local communities • The nation 	<ul style="list-style-type: none"> • Generally none (but, in the longer term, the waterway authorities can obtain financial benefits through increased awareness, appreciation and care for the waterways.) 	<ul style="list-style-type: none"> • Not known (but, it is believed to be significant and to have far greater potential)

WATERWAYS AS A FOCUS FOR RE-GENERATION, ENVIRONMENTAL IMPROVEMENT AND COMMUNITY INVOLVEMENT

Use (Asset)	Benefits	Beneficiary	Direct Income to Waterway Authority	Value
As a catalyst for re-generation	<ul style="list-style-type: none"> • Waterways per se provide an extremely good focus for re-generation projects in both urban and rural areas. • Waterway restoration and improvement projects act as an important re-generation catalyst particularly within urban areas. • The multiplier effect is highly significant. • Such restoration and improvement projects can turn liabilities into significant assets. • These projects provide wide-ranging social and economic benefits.. • They increase the recreational capacity and potential of the waterways. • The direct and in-direct commercial potential of the waterway is increased significantly. • The restoration and enhancement of the waterways' heritage and environment can be an integral part of such projects. 	<ul style="list-style-type: none"> • The nation • Local communities • Property owners. • Local businesses. 	<ul style="list-style-type: none"> • No (although some Waterways Authorities receive direct income from property development and increased formal recreational use.) • Most restoration and improvement projects are not self-financing. The return upon investment accrues from the considerable economic and social benefits that follow. • Some local authorities provide continuing maintenance and management funding for restored or improved waterways as well as capital. 	<ul style="list-style-type: none"> • Total value not known. • Coopers & Lybrand have found that one 32 Km (20 mile) restoration project will generate £135m of private sector investment, 3,3000 full time jobs, 600,000 sq. ft of business space and has a good public to private sector leverage ratio. • Over 40 restoration projects covering in excess of 1,000 km (620 miles) of waterway are proposed or are in progress. • A great many miles of urban waterway have the potential to make a significant contribution to the re-vitalisation of adjoining areas.
As a focus for community involvement <i>(applies in particular to urban waterways)</i>	<ul style="list-style-type: none"> • Waterways, particularly restoration and improvement projects can provide an extremely important focus for the active involvement of communities, particularly for younger people. • Such involvement can ease social problems, reduce vandalism and make the waterway safer for other users. • Opportunities for active youth involvement and skills training have been shown to be considerable. 	<ul style="list-style-type: none"> • The nation • Local communities • The community user. • Other users 	<ul style="list-style-type: none"> • Generally none (but costs can be reduced) • However, some local authorities provide continuing maintenance and management funding in recognition of the wide ranging community value of their local waterways. 	<ul style="list-style-type: none"> • Not known. • A wide range of organisations and groups are involved in waterway restoration and improvement projects (probably well in excess of 1,000) with many tens of thousands of people being involved. • There are 5,000 km (3,110 miles) of navigable waterway and over 1,000 km (620 miles) of derelict waterway under restoration all with potential for community use and involvement.

SUPPLEMENTARY PAPER 6

Waterway Restoration Projects of Great Britain and Northern Ireland

INTRODUCTION

The attached schedule is a listing of waterway restoration projects in Great Britain and Northern Ireland. *[For our definition of "restoration" see below.]* This list includes those waterways (or significant features) that have been restored from dereliction, are in the process of being restored, or where a proposal has been put forward for restoration by a formally constituted body. We have also listed the projects for the construction of new waterways and those projects that have been abandoned (at present).

We have identified separately those projects where restoration is understood to be well advanced (i.e. where significant lengths are already available for navigation) and those major projects where substantial work is in progress. The status of projects in the latter category is wide ranging. Some are at a very early stage with little or no physical work having been carried out and planning work at an early stage. Others are at the stage where substantial funding packages are being put together and major work is expected to commence soon. Inevitably this allocation is, to some extent, subjective and the picture is a moving one. It should be used as a general guide only.

This list is not intended to be definitive. Its purpose is to give a flavour of the extent, scale and nature of waterways restoration projects around the country. A full review of restoration projects covering such key areas as partnership techniques, funding sources, actual or projected benefits, post restoration management and funding, etc. would undoubtedly provide benefits to all who have an interest in waterways restoration.

We acknowledge that this listing may contain errors and omissions. We would be grateful if those who receive this paper would assist us by informing us of such errors and providing information to fill any gaps.

"Restoration" - definition

We have defined "restoration" as the re-establishment of a waterway such that it can be navigated by boats larger than canoes or other small craft. Locks must be in working order and bridges at a height to allow the passage of such vessels.

(Generally waterways are restored for a wide range of uses and reasons, but with boating being the fundamental use. However, in some cases waterways have been restored with boating not being the fundamental use. The Grand Western Canal in Devon is an example of this.)

Waterway restoration projects (Continued)

EXPLANATION AND KEY

WATERWAY NAME

We have used the current common name for the waterway not the historically correct name.

NAVIGATION TYPE

This column broadly identifies the type of navigation. The key is:

- TB Tub-boat canal.** Canals that were constructed for small box-type boats in the order of 20' by 6' (6.10m by 1.83m), but with considerable variation. Often these canals used incline planes and boat lifts instead of pound locks.
- CN Narrow canal.** The nominal boat size is 72' by 7' (21.98m by 2.13m) although many of the South Wales canals were navigated by craft of about 60' by 9' (18.29m by 2.74m).
- CB Broad canal.** With lock sizes in excess of about 10' (3.05m) wide and able to take "barges" rather than "boats". Dimensions vary considerable from waterway to waterway.
- CS Ship canal.** A canal constructed for navigation by sea-going vessels.
- DC Drainage canal.** A drainage "canal" which was once used or is still used for navigation.
- RL River with locks or staunches.** A river navigation whose water levels were controlled and navigation assisted by pound locks, flash locks, staunches or similar.
- RO An open river.** A river that was navigable or which can still be navigated, but where no navigational works were originally provided. (The break point between an open river and tidal navigation is not always clear.)
- RON Right of navigation** - An open river on which a right of navigation exists.

LENGTH

In the case of "Fully Restored" waterways the length used is generally the length of waterway that has been restored not the length of the named navigation.

In the case of waterways where restoration has started, or is well advanced, the length shown is the total length on which restoration is proposed, not the length that is currently un-navigable.

Waterway restoration projects (Continued)

YEAR COMPLETED

This is the year the project was "completed", that is when the waterway was opened to through navigation or the project practically completed.

RESTORATION BODY

This is the principal types of organisation(s) that are managing the project and raising funds. With many projects a wide range of organisations are involved to varying extents.

- BW** **British Waterways**
- DA** **Drainage authority**
- DANI** **Department of Agriculture for Northern Ireland**
- GT** **Groundwork Trust**
- LA** **Local authority**
- NPA** **National Park Authority**
- NRA** **National Rivers Authority**
- VB** **Voluntary body such as a charitable trust or society**
- WA** **Water Authority (prior to the creation of the NRA)**

WATERWAY AUTHORITY

These are the authorities (or bodies) that are understood to own (or manage) the greater part of the named waterway. In some cases whilst the greater part of the waterway is owned by the named authority some shorter sections may be owned by third parties. "Multiple ownership" indicates that the ownership of the line of the canal has been split up and is now vested in many individual owners.

In the case of BW waterways we have indicated whether the waterway is classed as a "Remainder Waterway" in accordance with the 1968 Transport Act. "Upgraded" means that it has subsequently been up-graded to a "Cruiseway". It should be noted that BW still own some isolated sections of waterways that are now the subject of restoration proposals. An example of this is Manchester, Bolton and Bury Canal. BW's role in such restoration projects is constrained by the Transport Act 1968. However, the British Waterways Act 1995 obliges BW to take into account the desirability of protecting Remainder Waterways for future use as cruising waterways when carrying out its statutory functions.

Waterway restoration projects (Continued)

The NRA in carrying out its functions can have a considerable impact on many restoration projects. For example flood prevention works can be designed to allow for navigation and decisions relating to water resources are often very important in relation to the feasibility of projects. The NRA's legislation does not include any specific references to waterway restoration. However, it has a duty to promote the recreational use of all inland waters and associated land in England and Wales.

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Revisions

- A - Revised to incorporate NRA and other comments 3/7/95
- B - Major revision to incorporate information supplied by the IWA 25/8/95
- C - Further significant additions 25/10/95
- D - Comments column and cover paper revised 10/1/96

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Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
FULLY RESTORED							
Ashton-under-Lyne Canal (to Dukinfield Junction)	CN	10.5	6.5	1974	VB/LA/BW	BW Remainder (upgraded)	An urban waterway which was a substantial liability. Now an important amenity.
Avon - Lower (Worcs.)	RL	45.1	28.0	1962	VB	Lower Avon Navigation Trust	Restored and maintained by a voluntary body.
Avon - Upper (Worcs.)	RL	28.2	17.5	1974	VB	Upper Avon Navigation Trust	Effectively a new navigation constructed by a voluntary body. Extensive use made of prison and borstal labour, and the armed service.
Basingstoke Canal (to Greywell Tunnel)	CB	49.9	31.0	1991	VB/LA	Basingstoke Canal Authority	Canal compulsorily purchased by the local authorities. Substantial use made of volunteers and MSC schemes. Long sections of the canal are now SSSIs.
Bridgwater & Taunton Canal (includes 1 mile of the River Tone)	CB	25.8	16.0	1994	LA/BW/VB	BW Remainder	An attractive rural waterway. Informal recreational use well catered for.
"Caldon Canal"	CN	28.2	17.5	1974	VB/LA/BW	BW Remainder (upgraded)	A very attractive rural waterway close to a major conurbation.
"Caldon Canal" - Leek Branch (excludes final section into Leek)	CN	4.8	3.0	1974		BW Remainder (upgraded)	This canal does not reach Leek as the final section has an industrial estate built on it.
Chelmer & Blackwater Navigation	RL	0.8	0.5	1993	VB	The Company of Proprietors of the Chelmer & Blackwater Navigation	This project has helped the regeneration of part of Chelmsford. Plans approved for the navigation to be extended.
Dilham Dyke (Part of Broads navigations)	CB	0.8	0.5	1972	VB	Broads Authority	Owned and restored by the East Anglian Waterways Association
Dudley Canal No 2 - BCN (Windmill End to Halesowen)	CN	4.0	2.5	1974	LA/BW/VB	BW Remainder	An attractive urban waterway. Gives access to large off-line moorings
Dudley Tunnel - BCN (Includes associated access sections of canal)	CN	4.0	2.5	1972	VB/LA/BW	BW Remainder	Includes 2.9 km (1.8 mile) long tunnel. Restored in 1972, but was then closed due to the failure of the tunnel. Recently re-opened again. Part of the tunnel is a very popular visitor attraction.

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
Forty Foot River	DC	17.7	11.0	1991	VB/DB	Middle Level Commissioners	Restoration of Welches Dam Lock allowed through navigation. However, due to leakage problems the waterway is not regularly available for navigation.
Grand Western Canal (Barge section)	CB	17.7	11.0	1973	LA	Devon County Council	Ex BW Remainder waterway. Restored by the County Council who have designated it a Country Park.
Great Ouse	RL	20.9	13.0	1978	VB/WA	NRA	Restoration combined with land drainage works.
Kennet & Avon Canal (canal section Bath to Hamstead Lock)	CB	86.1	53.5	1990	VB/LA/BW	BW Remainder	A very attractive rural waterway with considerable potential. Through navigation is now possible, but extensive further work is required in particular to improve water supplies.
Kennet & Avon Canal (Kennet Navigation - Bulls Lock to Tyle Mill Lock)	RL	13.7	8.5	?	VB/LA/BW	BW Remainder	In addition to this section and that listed above parts of the Kennet Navigation and the Canal section remained open and were classed as Cruiseways in the 1968 Transport Act.
Little Ouse	RL	2.4	1.5	1995	NRA	NRA	Extends navigation to Brandon
Llangollen Canal	CN	74.1	46.0	1955	BW	BW	Its use for water supply led to its restoration from semi-dereliction.
"Monmouthshire & Brecon Canal" (to Crown Bridge)	CN	54.7	34.0	1970	LA/BW/NPA	BW Remainder (upgraded)	A very attractive rural waterway within the National Park
Birmingham Canal - Old Main Line "loops"	CN	6.4	4.0	1970's	LA/BW/VB	BW Remainder	Urban waterways. Three loops that were part of "Brindley's" original canal line. Each loop gives access to either moorings, boatyards, or BW property.
Ouse (Yorkshire) - Linton Lock	RL	15.3	9.5	1966	VB/BW	Linton Lock Navigation Commissioners	Linton Lock is in danger of closing again due to structural problems.
Peak Forest Canal - "Lower"	CN	12.9	8.0	1974	VB/LA/BW	BW Remainder (upgraded)	An attractive and well used waterway.
Pocklington Canal (lower section)	CB	6.4	4.0	1986	VB/BW	BW Remainder	The completion of the restoration of upper section is on hold as parts of the canal are a SSSI.
Prees Branch (Llangollen Canal)	CN	2.4	1.5	1980	BW	BW Remainder	An attractive rural waterway that gives access to off-line moorings. Contains two of the last four Welsh canal lift bridges.

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
"Ridgeacre Canal" (Part of the BCN's Wednesbury Old Canal)	CN	2.4	1.5	1970's	LA/BW	BW Remainder	A short urban waterway little used by boats. Part of the restored waterway has been isolated by a new road.
Rochdale Canal - "The nine"	CB	1.6	1.0	1974	VB	Rochdale Canal Co.	A key link in the restored Cheshire Ring of waterways. The canal company is owned by a property company. Restoration carried out by the Peak Forest Canal Society.
"Shannon-Eme Waterway" (Formerly the Ballinamore & Ballyconnell Canal)	CB	12.1	7.5	1994	DANI	Department of Agriculture for Northern Ireland	A joint restoration project with the Irish Republic.
Stourbridge Canal	CN	10.5	6.5	1967	VB/BW	BW	An attractive urban waterway. A key waterway in the history of canal restoration.
Stourbridge Arm	CN	3.2	2.0	1981	VB/LA/BW	BW Remainder	An attractive urban waterway that is now well used.
Stratford-upon-Avon Canal - Southern section	CN	20.1	12.5	1964	VB	BW Remainder	The project that effectively started the canal restoration movement. Restored under the auspices of the National Trust. Now transferred back to BW but still classed as a Remainder Waterway despite its heavy use.
Titford Canal - BCN	CN	3.2	2.0	1974	LA/BW/VB	BW Remainder	An urban waterway with potential, but with water supply problems. In recent years it has fallen into a state of semi-dereliction. However, the Coombeswood Canal Trust and BW are carrying out improvement works.
Welford Arm (Grand Union Canal - Leicester section)	CN	2.4	1.5	1969	BW	BW Remainder	An attractive rural waterway that is an important water feeder.
Well Creek (Part of Middle Level navigations)	RL	8.9	5.5	1975	VB/MLC	Middle Level Commissioners	An important link in the Middle Level navigations.
		586.0	364.0				

Waterway Restoration Projects in Great Britain and Northern Ireland

[illegible]

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
PROJECTS THAT ARE WELL ADVANCED							
Ancholme, River	RL	4.0	2.5		?	NRA	[Information required]
Bow Back Rivers	RT	6.4	4.0		LA/VB/BW	BW ?	An inter-connected series of river channels in the East End of London.
Droitwich Barge Canal	CB	11.3	7.0		VB/LA	Droitwich Canals Trust	The final major push to complete the restoration is expected to commence soon. Links with BW waterways.
"Union Canal"	CB	51.5	32.0		LA/BW/VB	BW Remainder	Part of BW's Millennium bid. The combined Forth & Clyde and Union Canals link Glasgow with Edinburgh.
Forth & Clyde Canal	CB	56.4	35.0		LA/BW/VB	BW Remainder	Part of BW's Millennium bid. The combined Forth & Clyde and Union Canals link Glasgow with Edinburgh.
Huddersfield Canal (Includes a short section of the Ashton canal)	CN	33.8	21.0		LA/VB/BW	BW Remainder	An attractive waterway running through a densely populated area. The Coopers & Lybrand report into this restoration highlights the significant economic benefits of such projects.
Montgomery Canal	CN	57.2	35.5		LA/BW/VB	BW Remainder	A very attractive rural waterway which connects with the busy Llangollen canal. Contains several SSSIs and many significant heritage features.
Pocklington Canal (Upper section)	CB	8.9	5.5		VB/BW	BW Remainder	Restoration work is largely complete, but has stopped due to ecological considerations.
Ripon Canal	CB	3.2	2.0		BW/LA	BW Remainder	Access via Linton Lock (see entry above)
Rochdale Canal	CB	51.5	32.0		VB/LA	Rochdale Canal Co.	An attractive waterway running through a densely populated area. The canal company is owned by a property development company.
Sleaford Navigation	RL	16.1	10.0		VB	None	A river navigation. The NRA is providing some assistance.
		300.3	186.5				

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
Other Projects							
Castlefields Basins - Bridgwater Canal	CB				LA	Bridgwater Canal Trust	Being used as a focus for urban re-generation. The area has been designated a "Urban Heritage Park".
Bugsworth Basins - Peak Forest Canal	CN				VB	BW Remainder	The basins are a canal/tramway interchange. They have been designated as a scheduled ancient monument and are owned by BW.
Brecon terminus - Brecon & Abergavenny Canal	CN				?	?	[Information required. Understood to be part of a development package.]
Dudley underground canals					VB	?	A system of underground canals linked to Dudley Tunnel. A popular visitor attraction. Some new tunnels constructed.
MAJOR PROJECTS WHERE SUBSTANTIAL RESTORATION WORK IS IN PROGRESS							
Chesterfield Canal (Norwood to Chesterfield terminus)	CN	19.3	12.0		VB/LA	Part Derbyshire County Council	Links with the BW section of the Chesterfield Canal where major restoration works have commenced.
Chesterfield Canal (Worksop to Norwood Tunnel)	CN	11.3	7.0		VB/LA/BW	BW Remainder	Major works to restore the complete the restoration of this section have recently commenced
Grantham Canal	CB	53.1	33.0		BW/LA/VB	BW Remainder	An attractive rural waterway. Major works have recently commenced.
Neath Canal	CN	20.9	13.0		LA/VB	?	Major works undertaken by the local authority.
Stroudwater Navigation	CB	12.9	8.0		VB	Company of Proprietors of the Stroudwater navigation	Part of the Thames to Severn link (see below).

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
Thames & Severn Canal	CB	62.8	39.0		VB	No single owner.	A very attractive waterway with great potential. The divided ownership and damage since abandonment are significant problems to be overcome, but support for the restoration is growing. DoT road proposals at Latton are a serious problem at present.
Wey & Arun Canal	CB	29.8	18.5		VB	No single owner	An attractive waterway with great potential. The divided ownership and damage since abandonment are significant problems to be overcome. However, good progress is being made.
		180.3	112.0				
OTHER RESTORATION PROJECTS AND PROPOSALS							
Ashby-de-la-Zouch Canal (Upper section)	CN	12.9	8.0		LA	Multiple ownership	A project manager has recently been appointed by the local authority to pursue the restoration of the canal. Links with a BW waterway.
Barnsley Canal	CB	24.2	15.0		VB	Multiple ownership	The canal runs through old mining areas.
Basingstoke Canal (Greywell Tunnel to Basingstoke)	CB	10.5	6.5		LA/VB	Multiple ownership	The local authority has recently launched a major consultation exercise with local interests.
Blackwater Navigation (Northern Ireland)	RO	17.7	11.0		?	Department of Agriculture for Northern Ireland	Links Lough Neagh with the Ulster Canal
Buckingham Branch (Grand Union Canal)	CN	16.9	10.5		VB	Multiple ownership	[information required]
Bude Canal (barge section)	CB	1.6	1.0		VB/LA	North Cornwall District Council	Some work has been carried out by the Waterway Recovery Group (WRG)
"Chichester Canal"	CB	7.2	4.5		VB	Local authority	It is proposed that the restoration project is used to provide flood relief to Chichester.

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
Cromford Canal (Broad section - south of Butterly Tunnel)	CB	9.7	6.0		VB	Multiple ownership (part BW Remainder)	Major study recently published that proposes full restoration. The canal links with a BW Cruiseway
Cromford Canal (Upper narrow section)	CN	8.9	5.5		LA	Derbyshire County council	Former BW Remainder Waterway. Partially restored some years ago. Managed as a nature reserve.
Deame & Dove Canal (Includes branches)	CB	22.5	14.0		VB	Multiple ownership	The canal runs through old mining areas. Major problems to be overcome.
Derby Canal	CN	24.2	15.0		VB	Multiple ownership	Major study recently published proposing restoration.
Driffeld Navigation (Upper section)	CB	4.8	3.0		VB	Driffeld Navigation Commissioners	Restoration subject to local difficulties at present.
Droitwich Junction Canal	CN	3.2	2.0		VB/LA	Droitwich Canals Trust (complete line not owned)	Includes the most "modern" extant narrow locks in the country. See also Droitwich Barge Canal.
"Lapal Canal"	CN	9.7	6.0		VB	Multiple ownership	The route includes the Lapal tunnel which is still owned by BW.
"Hatherton Canal"	CN	9.7	6.0		VB	Multiple ownership (part BW Remainder)	Part a BW Remainder Waterway used as a feeder. Links with the northern BCN
Herefordshire & Gloucestershire Canal	CN	54.7	34.0		VB	Multiple ownership	A good deal of the canal line has been lost. However, the local authorities are taking a positive attitude towards the restoration and protecting the line of the canal.
Ipswich & Stowmarket Navigation	RL	27.4	17.0		VB/NRA	NRA (as the drainage authority)	Some work has been carried out by the NRA in conjunction with land drainage works.
Lancaster Canal - "The Northern Reaches"	CB	19.3	12.0		VB/LA	Partially BW Remainder	A restoration trust is in the process of being formed by the local authorities.
"Lichfield Canal"	CN	8.9	5.5		VB	Multiple ownership	This restoration is viewed by many as being an important element in the rejuvenation of the northern BCN Remainder Waterways. The Birmingham Northern Relief Road will cut the line of the canal (at public inquiry stage at present).
Louth Canal	CB	19.3	12.0		VB	?	[Information required]

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
Manchester, Bolton & Bury Canal	CN	24.2	15.0		VB	Partially BW Remainder	Some sections have been sold in the past by BW.
Monmouthshire Canal	CN	17.7	11.0		LA	Mainly local authorities	An ex BW Remainder waterway. Short section restored and linked to the "Monmouthshire & Brecon Canal" [information required on the remainder]
Monmouthshire Canal - Crumlin Arm	CN	17.7	11.0		LA	Local authorities ?	[Information required]
Newry Canal	CB	29.8	18.5		LA/VB	Local authorities	Recreational use being developed and full restoration proposed.
Newry Ship Canal	CS	4.8	3.0		LA/VB	Local authorities	Recreational use being developed and full restoration proposed.
North Walsham & Dilham Canal	CB	14.5	9.0		VB	North Walsham & Dilham Canal Company	The right of navigation is believed still to exist.
St Helens Canal	CB	27.4	17.0		VB/LA/GW	Partially BW Remainder	The local Groundwork Trust are playing a key role.
Stour	RL	40.3	25.0		VB	NRA	Little progress has been made in recent years.
Swansea Canal	CN	24.2	15.0		VB/LA/BW	Partially BW Remainder	The local authorities see the canal as an important local amenity and heritage feature.
Tennant Canal	CN	8.1	5.0		VB/LA	Port Tennant Co. Ltd.	Links with the Neath Canal.
Thames & Medway Canal	CB	8.1	5.0		VB/GW	Railtrack	Complete restoration not possible. A major DLG funded dredging project is in progress.
Ulster Canal (Northern Ireland section)	CB	38.6	24.0		Cross border project	Multiple ownership.	Part of this waterway lies in the Irish Republic. The Brady Shipman Martin report recommended to the Irish government that its restoration be a high priority.
Wendover Arm (Grand Union Canal)	CB	10.5	6.5		VB	BW Remainder	A recent road public inquiry found in favour of allowing for future navigation.
Whitchurch Arm (Llangollen Canal)	CN	2.4	1.5		VB/LA	Multiple ownership	The restoration is proposed to include a new section of canal with an inclined plane.
Wilts & Berks Canal	CN	107.1	66.5		VB	Multiple ownership	A substantial, long-term, project which is attracting a great deal of local interest
		688.3	427.5				

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
Other projects							
Anderton Boat Lift					BW/LA/VB	BW	An ancient monument that was closed by BW due to structural problems. A Trust has been formed to restore the lift and provide for its future maintenance.
Bude Canal - boat lifts					VB	In private ownership	Some maintenace/clearance work on one of the listed structures has been carried out by WRG in conjunction with the local canal society.
Foxton Inclined Plane					VB	BW?	An ancient monument. In the long-term the trust proposes to construct a replica.
Grand Western Canal - boat lifts and other features					VB	In private ownership	Some maintenace/clearance work on these listed structures has been carried out by WRG in conjunction with the local canal society.
Walsall Town Arm - BCN					LA/BW	BW Remainder	Closed due to subsidence problems. The arm is being used as a focus for a major town centre re-generation project.
PROPOSED NEW WATERWAYS							
Avon (Warks.) "Higher Avon"	R/C				VB		In its early days this project attracted a good deal of opposition.
Chelmer	R				?		[Information required]
Severn - Upper section	R				VB		A right of navigation already exists.
Great Ouse (Bedford to Grand Union Canal)	R/C				VB		Planned as a key link between BW and NRA waterways as well as a local recreational resource.
Ribble Link (Lancaster Canal to Leeds & Liverpool Canal)	R/C				VB		Would link the isolated Lancaster Canal with the interconnected network.

Waterway Restoration Projects in Great Britain and Northern Ireland

Waterway Name	Navigation Type	Km	Mileage	Year completed	Restoration body	Waterway Authority	Comments
Rother (Chesterfield Canal to S&SYN)	R				VB		A short link between two BW waterways in an area where regeneration is important.
RESTORATION PROJECTS IN ABEYANCE							
Derwent (Yorkshire)	RL	25.8	16.0			No authority	Court case ruled that there is no longer a right of navigation
Coombe Hill Canal	CB	4.8	3.0			Not known	Understood to have been sold by restoration body and is now a nature reserve.
c IWAAC							
Revision B - 26/8/95							

SUPPLEMENTARY PAPER 7

BW's Remainder Waterways

Summary of changes since the 1968 Transport Act and the current situation on each waterway.

	Length km	Length Miles
REMAINDER WATERWAYS CURRENTLY OWNED BY BW:-		
Waterways that have always been navigable, but which are classified as Remainder	114	71
Waterways that have been fully restored to navigation, but which have not been upgraded.	182	113
Waterways that are in the process of restoration. Some projects are well advanced others are just beginning. (In some cases short sections of an individual waterway have been sold off prior to restoration being proposed.).	355	220
Derelict waterways. Some are isolated lengths on waterways that have been mainly disposed of on a piecemeal basis, others are more complete sections or branches.	107	67
Total currently owned by BW:-	758	471
REMAINDER WATERWAYS UPGRADED TO CRUISEWAYS:-		
Waterways restored (or improved) and up-graded to Cruiseways under the British Waterways Act 1983	130	81
Sub-total (Remainder waterways & up-graded waterways):-	888	552
REMAINDER WATERWAYS SOLD OFF:-		
Complete sections of waterway transferred to local authorities.	43	27
Sections of waterways disposed of or eliminated - sold on a piecemeal basis. (Approximate figure only)	120	75
Approximate total length of Remainder waterway at the date of the 1968 Transport Act	1,051 (km)	653 (miles)

Notes:-

1. The waterway lengths are obtained from BW data, the Fraenkel report and the latest edition of "Edward's". Some length discrepancies occur as a result of differences between these sources. The attached tables show the current lengths understood to be owned by BW, not the length owned in 1968.
2. The Remainder Waterways are all canals, none are river navigations.
3. The southern section of the Stratford Canal has been classified as a Remainder waterway not a Cruiseway (Ref. 1983 BW Act).
4. Some canals have been classified as "always navigable", but at one time were at varying stages of semi-dereliction with little use.
5. A wide range of structures with varying degrees of liability exist on Remainder waterways.

Waterway	Length Km (see note 1)	Length miles	Present status
Ashton Canal:- Main line to Dukinfield Dukinfield to Huddersfield Canal Branches	- 0.7 10.0	- 0.4 6.2	10.1 Km (6.3 miles) Restored in co-operation with local authorities and voluntary groups. Upgraded to Cruiseway in 1983. Restored. Link to restored section of the Huddersfield Canal. Derelict.
Birmingham Canal Navigations	156.2	97.0	See attached schedule.
Bridgwater & Taunton Canal	23.0	14.3	Recently restored in co-operation with local authorities. Informal recreational use well catered for.
Caldon Canal	-	-	28.0 Km (17.4 miles) Restored in co-operation with local authorities and voluntary groups. Upgraded to Cruiseway in 1983.
Chesterfield Canal (part)	11.9	7.4	The canal was a total of 74 Km (46 miles) long. The first 42 Km (26 miles) is a Cruiseway. The remainder (un-navigable) length has generally been sold leaving 12 Km (7 miles) as Remainder Waterway. The whole canal, including the section that has been sold, is being actively restored by the local authorities and volunteers. BW is involved in the restoration of the section that it still owns.
Cromford Canal Cromford Canal (isolated section)	4.5 -	2.8 -	Derelict. Restoration study has been prepared. Contractor's cost estimate is £6m for restoration. Links with Cruiseway. Part navigable. 8.0 Km transferred to Derbyshire County Council. Part restored and available for light boats, part nature reserve. Runs through very attractive countryside.
Erewash Canal	-	-	18.9 Km (11.7 miles) Always navigable. Upgraded to Cruiseway in 1983.

BW's REMAINDER WATERWAYS

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Waterway	Length Km	Length miles	Present status
Grand Union Canal branches:- City Road Basin Paddington Basin Slough Arm Wendover Arm Old Stratford Arm Saltisford Arm Welford Arm	0.3 0.7 7.9 11.2 2.0 0.8 2.9	0.2 0.4 4.9 12.4 1.2 0.5 1.8	Navigable. Land surrounding has been partially re-developed. Navigable and part used for residential moorings. The basin is to form a focus for major property development involving BW. Always navigable. Upgraded to Cruiseway in 1983. Part a navigable feeder. The remainder is un-navigable but used as a feeder. Restoration is proposed. A public inquiry has resulted in the provision of a bridge within a new road project to allow for the canal when restored . Part derelict and dry. A short section is used for moorings. Restored by voluntary group. Used for moorings and access to Warwick. Restored. An attractive canal giving access to the town. A marina and property development is proposed on the arm.
Grantham Canal	50.9	31.6	Un-navigable. An attractive rural waterway linking Nottingham with Grantham. It has many lowered bridges and other problems. Restoration has started - BW, voluntary groups and local authorities. DLG funding has been used.
Huddersfield Narrow Canal	32.2	20.0	Un-navigable. An attractive and interesting canal which includes the longest canal tunnel in the country. Restoration is well advanced - BW, voluntary groups and local authorities are working in partnership. The estimated completion cost is £23m with a study by Coopers & Lybrand showing very significant economic benefits resulting from the restoration.
Kennet & Avon Canal	99.0	61.5	Navigable. One quarter of this 139 Km (68 mile) waterway is classed as a Cruiseway. The remainder was derelict but has now been completely re-opened. Water supply is a problem as is continuing local authority input.

Waterway	Length Km	Length miles	Present status
Lancaster Canal - Northern section	14.5	9.0	Un-navigable. This is the top section of the canal that used to extend to Kendal. The M6 motorway has isolated it. Restoration is proposed and some work has been carried out.
Leeds & Liverpool Canal:- Main line - Aintree to the Mersey	12.6	7.8	Navigable. This section has generally been little used but community based projects are being developed.
Walton Summit Branch Springs Branch	3.4 0.8	2.1	Un-navigable. Rural branch. Navigable. An attractive branch in Skipton.
Manchester, Bolton & Bury Canal	25.2	15.7	Un-navigable. Some sections disposed of. Restoration proposed. Some work has commenced.
Monmouthshire Canal:- Main line (part) Main line to Newport Crumlin Branch	4.0 - -	2.5 - -	Restored & linked to Brecon & Abergavenny Canal Un-navigable. 11.3 Km transferred to local authorities. Subject to full restoration proposals & parts restored by LA. Links to BW section. Un-navigable. 17.7 Km transferred to local authorities. Contains a unique and spectacular lock flight.
Brecon & Abergavenny Canal	-	-	52.3 Km (32.5 miles) Restored in conjunction with LAs. Upgraded to Cruiseway in 1983.
Oxford Canal (North)	1.5	0.9	Old loops from original line. 2 are moorings and 1 is a feeder. The remainder are abandoned. Parts have been sold off.

BW's REMAINDER WATERWAYS

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Waterway	Length Km	Length miles	Present status
Nottingham Canal	-	-	Disposed of in a piecemeal manner. Part transferred to the local authority.
Peak Forest Canal:- Lower section	-	-	13.0 Km (8.1 miles) Restored in co-operation with LAs and voluntary groups. Upgraded to Cruiseway in 1983
Bugsworth Arm & Basin	1.2	0.7	Partially un-navigable. The basins are a canal/tramway inter-change that is a scheduled Ancient Monument. They are being restored by a voluntary society.
Pocklington Canal	15.3	9.5	Partially restored. Part of the canal is a SSSI.
St Helens Canal	17.5	10.9	Un-navigable. Some restoration work has been carried out.
Sheffield & South Yorkshire Navigation (Tinsley section)	4.3	2.7	Navigable. Upgrading to Cruiseway status applied for. Terminal basin in Sheffield is a focus for a re-development project.
Shropshire Union Canal:- Montgomery Canal	53.3	33.1	Under restoration. BW obtained Act in 1984 to assist with the restoration of the canal. The project is a joint BW, local authority and voluntary one. The canal contains a number of SSSIs and a wide range of heritage features.
Ditto Weston and Guilsfield arms	3.0	1.9	Derelict. The Guilsfield arm is a SSSI.
Newport, Trench and Shrewsbury branches	9.9	6.1	Derelict. Substantial sections disposed of in a piecemeal basis leaving a balance of 9.9 km. The canal contains a number of heritage features.
Prees Branch	6.0	3.7	Part restored. The first section serves a large mooring basin and contains a unique skew lift bridge. The un-navigable section is a nature reserve.
Staffordshire & Worcestershire Canal:- Hatherton Branch	2.6	1.6	Un-navigable. Used as a water feeder. Subject to restoration proposals.

Waterway	Length Km	Length miles	Present status
Stourbridge Canal:- Stourbridge Arm	2.0	1.2	Restored in co-operation with local authorities and voluntary groups. Well used for a wide range of activities.
Fens Branch	3.3	2.0	Derelict but used for water supply. Is seen as having potential for a variety of uses.
Stratford Canal:- Southern section	20.7	12.9	Restored under the auspices of the National Trust. Transferred back to BW in 1983. A popular canal for boating, angling, walking, etc. It contains many distinctive heritage features.
Earlwood feeder	0.4	0.2	Feeder used as moorings.
Swansea Canal	26.0	16.1	Derelict. Subject to restoration proposals as part of a South Wales waterways network.
Weaver navigation - Frodsham Cut	1.0	0.6	Derelict.
Forth & Clyde Canal	52.9	32.9	Un-navigable. Restoration is being carried out in conjunction with the local authorities and other interests. Millennium funding for complete restoration applied for by BW.
Monkland Canal	20.0	12.4	Un-navigable.
Union Canal	48.0	29.8	Un-navigable. Some sections have been restored. Links Edinburgh with the Forth & Clyde Canal. Millennium funding applied for.
TOTALS:-	763.6 (Km)	474.3 (Miles)	

BW's REMAINDER WATERWAYS

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Waterway	Length Km (See note 1)	Length miles	Present status
Birmingham Canal Navigations (BCN).			<i>The BCN waterways run through a mixture of industrial areas, residential areas, urban open space, derelict land and some urban fringe countryside. Most are an integral part of the area's storm water drainage system and also act as water feeders to many other waterways.</i>
Birmingham Canal :-			
Old Main Line	10.7	6.7	Open to navigation. Parts are a focus for Black Country Development Corporation (BCDC) regeneration projects.
Spon Lane Locks	0.7	0.4	Open to navigation. Lightly used.
Gower Branch	0.8	0.5	Open to navigation. The canal forms a feature within a run-down area.
Soho loop	2.3	1.4	Restored with LA funding. Residential moorings established. Well used fishery by community club.
Icknield Port Loop	1.1	0.7	Restored with LA funding. No towpath. Carries feed from reservoir. Original canal maintenance depot located on loop this is owned by BW and no longer used. The site has development potential.
Oozells Street Loop	0.7	0.4	Located within International Convention Centre development zone. Moorings and boatyard located on loop utilising BW property.
Engine branch	0.7	0.4	Navigable. Water feed that is not used at present. Rarely used by boats. Adjacent land use is industrial.
Wednesbury Old Canal	2.3	1.4	Restored some years ago in co-operation with LA. Recently isolated by new road construction.
Wednesbury Oak Loop	3.1	1.9	Navigable but lightly used. One of the main water feeds to the BCN as a whole. Gives access to BW's main Midlands workshops.
Titford Canal:-			
Main section, "pools" and Portway Arm	3.0	1.9	Restored in co-operation with the LA and volunteers. The "pools" are an attractive water feature used for water supply. However, at present, navigation is often restricted.
Dudley Canals:-			
Dudley tunnel	3.8	2.4	Restored to navigation in co-operation with LA. part ERDF funded, Part of the tunnel is used for popular public trips from the Black Country Museum. The remainder of the tunnel is little used, but a significant liability which has to be maintained.
Dudley No 2	5.3	3.3	Restored in co-operation with the LA. A voluntary group have restored a basin for moorings. Moorings and facilities well used. Towpath well used.
Ditto - Lapal Tunnel	3.5	2.2	Isolated derelict tunnel. Housing estate situated above part of the tunnel.

Waterway	Length Km	Length miles	Present status
Walsall Canal	12.9	8.0	Little used canal. Rubbish has been a significant problem. Now a focus for urban re-generation projects by BCDC and others.
Tame Valley Canal	14.1	8.8	Navigable. Lightly used by boats. One of the last narrow canals built in the country containing impressive engineering features.
Wyrley & Essington Canal:-			
Main line (part only)	28.5	17.7	Navigable. Feeds water to the Birmingham Main line and other canals. A generally attractive urban waterway but rubbish is a problem. Lightly used by boats. Many sections are well used by local people for informal recreation including fishing.
Cannock Extension	2.5	1.6	Contains a number of boatyards and moorings. Part of canal is a SSSI.
Anglesey Branch	2.4	1.5	Navigable. Little used but important water feeder.
Daw End Branch	8.2	5.1	Navigable. Partially rural waterway. Lightly used by boats.
			<i>Restoration of two link canals connecting with the navigable sections of the Wyrley & Essington are proposed. these links are seen as an essential part of breathing new life into the northern part of the BCN.</i>
Rushall Canal	5.1	3.2	Navigable. Mainly an attractive urban lock flight. Lightly used by boats. Well used by local people for walking, etc..
Various branches and sections of old lines	44.5	27.6	Derelict and in various states of decay or elimination. A few sections have been improved as attractive water features. Most have continuing maintenance costs.
TOTALS:-	156.2 (Km)	97.0 (Miles)	

SUPPLEMENTARY PAPER 8

Conflict on the Waterways

INTRODUCTION

This supplementary paper takes "conflict" in its widest form. We have divided it into four categories, although these do to some extent overlap with one another. The categories we have used are:

1. direct conflict between users;
2. conflicts of interest between different groups;
3. conflict between waterway users and individuals or communities who are adjacent to a waterway; and
4. the anti-social or criminal activities of people that affect the waterways and their users.

Inevitably with a multi-use asset such as the waterways, where the level of use is increasing, and at a time when environmental awareness is growing, conflict will occur. We are not aware of any systematic study or evaluation of the subject, although we are aware that some studies have been made of some individual problems.

The following is a summary of the conflicts that we are aware of with a note of whether the indications point to a growth or diminution of the particular problem. In compiling this paper we have drawn upon the responses to the questionnaire that we distributed to national user organisations, and reports, letters and articles from a wide range of sources. In addition we have drawn upon our discussions with BW and others and the personal experience of Council members and staff.

Our overall assessment is that conflict is not a serious problem, but it does detract from users enjoyment of the waterways, can restrict their potential and can have wider implications. However, we would highlight three areas of particular concern, these are:-

- The impact of un-social and criminal behaviour on the use of urban waterways, for example physical assaults on users.
- The increasing conflict on the towpath as levels of use increase. This includes in particular cycling, obstruction by anglers and dog fouling problems.
- Conflict between recreational users (and recreational development) and conservation and ecological interests.

Conflict on the waterways (continued)

1.0 DIRECT CONFLICT

- 1.1 **Towpath obstruction by anglers** - The obstruction of towpaths by anglers equipment, particularly by roach poles creates a physical obstruction to walkers, joggers, cyclists, and others. It is believed that the obstruction also acts as a psychological barrier to towpath users. Indications are that this problem is a significant and growing one.
- 1.2 **Speeding boats** - Speeding boats conflict with anglers through disturbance, and with other boaters by the wash disturbance and damage to moored craft. As well as direct conflict the speeding boat damages the waterway's banks and damages the ecology of the waterway. This would seem to be a growing problem.
- 1.3 **The inconsiderate cyclist** - The use of towpaths by cyclists has grown considerably in recent years, particularly with the development of off-road bikes. On towpaths, which are generally narrow, conflict can occur between cyclists and other towpath users.
- 1.4 **Noise** - Disruptive noise can come from a number of sources, this can detract from enjoyment of the waterways, and can affect adjoining residents and others. Examples of disruptive noise sources are outdoor radios, some boat generators and some boat engines. This problem is felt to be on the increase.
- Noise can also be an issue where adjoining developments affect the waterways, for example the use of waterside buildings for night-clubs and the like. Some of these businesses draw extra trade due to the presence of the waterway.
- A number of cases of boat repair activities affecting new residential dwellings adjoining the waterways have been reported.
- 1.5 **Mooring space** - The increasing use of the towpaths, particularly at popular locations, for official or un-official long-term moorings creates both direct conflict and conflicts of interest (see 2.5). Direct conflict can result from the pressures created by a shortage of space at popular locations.
- 1.6 **River moorings** - The temporary mooring of visiting boats, without permission, on land owned by third parties can create problems.
- 1.7 **Conclusion** - As use of the waterways has increased so has conflict. This trend would logically be expected to continue unless management and education can be improved further.

Conflict on the waterways (continued)

2.0 CONFLICTS OF INTEREST

2.1 **Introduction** - Growth in the extent and diversity of the use of the waterways, coupled with growing environmental awareness and pressure on the resources of waterway authorities and others, has meant that the incidence of conflict of interest has risen and may be expected to increase further.

2.2 **Canal restoration** - The conflicts of interest surrounding canal restoration are complex as objectors at the initial stages often turn into supporters as the benefits of restoration are appreciated. However, loss of privacy, the disruption caused by the physical restoration work, the loss or damage of some wildlife habitats, and other matters do create continuing conflicts of interest.

Conflicts of interest between navigational and wildlife conservation interests are a particularly sensitive issue. However, the true extent of this problem, and its implications, need further research.

2.3 **River navigations, restoration and creation** - A number of trusts and societies exist that wish to restore navigation, or create new, river navigations. This has created a conflict of interest with anglers, landowners and others. This can be expected to become a growing problem as waterway restoration moves to waterway creation.

2.4 **Powered boating and ecology** - Whilst this issue could be included under the heading of canal (and river) restoration it is often not the restoration that causes the problem, but the high level of boat use after restoration. In some cases it has been the restoration plus low levels of boat movement that have created the special habitats. The issue can be the level of use.

2.5 **Boating use and the interests of other users** - As the diversity and extent of the waterways has increased, and resources have come under increased pressure, the incidence of conflict of interest as to how scarce resources should be expended has increased. This has occurred particularly between boating interests who wish to see, for example, dredging standards improved, and other interests who wish to see money expended on towpath improvements.

2.6 **Commercial interests** - The growing commercial pressure on some of the waterway authorities, and commercial interest in the waterways, can create conflicts of interest. An example of the former is BW's increasing development of permanent linear moorings to generate income and meet demand for mooring space.

With third parties their desire to develop waterside sites can conflict with the conservation of the waterways environment. This applies in particular to green field sites.

2.7 **Use of reservoirs** - Several canal supply reservoirs are also used for water based recreational activities. This can create a conflict between the drawing down of the reservoirs in the summer months and the adverse effect that this can have upon their recreational use.

Conflict on the waterways (continued)

- 2.8 **Un-official residential boats** - Boats can provide low-cost accommodation in what is usually a pleasant environment. However, the increase in the numbers of un-official residential boats can, in certain situations, conflict with other interests.
- 2.9 **Child safety** - Concerns about safety, particularly child safety, can be a problem area. Experience has shown that an open, well used waterway with good access is safer than a fenced-off waterway. However, non-waterway users often perceive fenced-off waterways to be safer for local children

3.0 CONFLICT BEYOND THE WATERWAY

- 3.1 **Road traffic and other visitor pressures** - Access to many waterway sites is poor and facilities, such as car parking and toilets are generally poor or non-existent. Thus waterway use can have a significant impact on local communities.
- 3.2 **Use impact on residential property** - A small proportion of legitimate uses can have an adverse impact upon waterside homes. For example noise on a waterway, such as the use of boat generators, can impact upon adjoining properties.

4.0 UN-SOCIAL & CRIMINAL BEHAVIOUR

- 4.1. **Dog fouling** - The number of letters, mentions in articles, verbal complaints, from a wide variety of users, indicates that this is a significant issue which is causing a great deal of concern.
- 4.2 **Litter** - With increased use and the affect of other factors the general litter problem would seem to be getting worse.
- 4.3 **Rubbish dumping** - This has always been a serious problem, especially on urban waterways. To some extent increasing use, coupled with a more aggressive approach to the problem by Waterway authorities, has helped to reduce the problem. In addition changing attitudes to the waterways helps. However, overall, this is still a significant problem that reduces the value of the waterways, especially as surveys have shown that litter and rubbish detract significantly from the enjoyment of a waterway by some users.
- 4.4 **Un-desirable use** - An example is the use of towpaths by glue sniffers, juvenile motor-cyclists and others. Where waterways have been improved and use has increased this problem can decline. However, the growing problems of anti-social behaviour in society generally would seem to be having its affect on the waterways. This is exacerbated by their generally closed-in nature and the run-down areas that many sections run through, or near.

Conflict on the waterways (continued)

4.5 Physical assaults on users - This is verbal and physical assaults on users, for example, the throwing of objects such as bricks at boats on the move, robbery from boats in locks, etc. We are not aware of any surveys of the true extent of this problem, but the indications are that it is significant and growing.

4.6 Theft and damage - In line with the general problem of the growth in crime the waterways have been affected. Thefts from boats are almost certainly on the increase. At times boating holiday makers do not appreciate the risks they face when they moor their boats in certain locations and are thus easy targets for thieves.

The number of reported instances of vandalism to the working structures and equipment on the waterways is increasing.

4.7 Poor perceptions - This brings together items 4.1 to 4.6 noted above. There is no doubt that if users, or prospective users, have a poor perception of waterways generally or of a particular section they are less likely to use the waterway. For example some sections of waterway have a reputation for having a high incidence of attacks on boats. The result is that use declines.

Revision A - Minor alterations 3/7/95

SUPPLEMENTARY PAPER 10

EDUCATION AND AWARENESS WORKING GROUP REPORT

1.1 Context of this report within IWAACs remit

Fulfilling IWAAC's remit involves establishing the use, value and future potential of the waterways including consideration of policies to increase revenue generation both directly and indirectly. Although the canals original main function was transport, their primary use today is for leisure. IWAAC will consider leisure and other activities which do or might take place on BW's canals **in the context of those navigable waterways owned and/or operated by other organisation (public and private).**

1.2 Aims of the Education Group

The Education Group have mainly considered the waterways as a leisure and educational resource. The aims of the Group are broadly to help to interpret, promote and market the waterways. In particular to:

- (i) identify the barriers which inhibit new user-uptake (for example, by evaluating public perception of the waterways from the results of previous research).
- (ii) investigate the extent and quality of existing interpretive information (eg leaflets, media-promotion, on-site interpretation boards, sign posts etc).
- (iii) to evaluate the value and relevance of the educational information currently available.

This information, when combined with data and proposals from the other IWAAC working groups (Existing Users, Heritage and Potential) will be used to help the development of an overall policy for sustainable management of the waterways.

It is envisaged that following the development of this policy and a subsequent waterways management strategy, that publicity/education/PR will be essential to achieve policy targets in relevant areas, particularly attracting new users, or expanding the number and diversity of visits from existing users.

1.3 Relationships between the Education Group and other IWAAC groups.

There is consider overlap with, and mutual dependence between, the Education Group and the other IWAAC working groups.

In particular, the Education Group depends on the work of the Heritage and Existing Users Groups to provide baseline information about the value and the quality of the waterways resource and the extent to which this resource is currently used. Any strategy to market to new users must take into account the impact on existing sites and users. The Potential Group can help to: (i) establish where there are future target areas or user-groups (iii) to help resolve potential conflicts which might arise when new users are brought in. The Potential Group will examine non-leisure related roles for the waterways and their immediate environs.

The Education Group in turn provides information to all other groups about existing perceptions and the availability of interpretive materials. In the long term, the group, or its successor provides a means of achieving policy targets by increasing the profile of the waterways in desired directions.

1.4 Specific aims of this report.

The specific aims of this report are:

- to provide baseline information about the existing education and perception study resource. This has been divided into three main a types of material:
 - (i) information relating to the public's perception of, and attitude to, the waterways
 - (ii) interpretative material directed both at users and non-users (including, leaflets, interpretation boards, sign-boards, museum displays)
 - (iii) More formal education material which promotes the use of canals as a education resource for young people from infants to further education level. (In the context of freshwater ecology, geography, history etc)
- to identify ways forwards within the education publicity sector and make recommendations which can help IWAAC to develop waterways policy and strategy .

Note that the report does not include any detailed discussion of information transfer and translation within BW itself. This is clearly an important area of research, which may cast light on how BW can translate changes in the culture and understanding at the centre into reality at customer level. However the research needed was felt to be outside the scope of this current report.

2. RESULTS

2.1 General awareness and perception information relating to the waterways (see also report in Appendix 1).

Within the IWAAC working groups it is widely recognised that a good public profile is an essential prerequisite to the future of the waterways. The benefits which flow from a positive profile are numerous. They include direct revenue inputs from paying visitor usage and many more intangible benefits such as the increased likelihood of maintaining government grants, the practical help of local authorities, and the goodwill of potential sponsors and supporters.

The following section summarises the extent, quality and results of British Waterways perception studies. The summary is drawn from a more detailed report (provided in the appendix) which examined all BW perception reports to date. Note that BW made these reports freely available and offered all help possible.

Existing information

There are two sources which provide direct information about perception of the waterways.

1. National opinion polls (National Household Interview Surveys)

The National Household Interview Surveys are omnibus questionnaire surveys, with (usually) large sample sizes and statistically representative frequencies of respondent groups in terms of age, sex, location and social class. Overall they provide the best source of data to measure total national attitudes towards the BW waterways.

There have been four main poll surveys. The first (1984) survey, undertaken by NOP (National Opinion Polls Ltd) was used to define methods, and these methods were closely followed in the two subsequent surveys in 1986 and 1989. Their aim was to assess the public image of the waterways system as a leisure and tourism resource, and provide estimates of the size and character of the waterways market.

For the fourth and most recent survey (CRE, 1994), the questionnaire was redrafted to clarify existing questions and provide additional information of interest, including economic assessments of 'willingness to pay'. This survey had considerably lower numbers of total respondents than previous surveys (CRE: n=758; average of other surveys: n=10,645). See Appendix.

2. Specific studies

The most relevant study is a qualitative assessment which used discussion groups

to indicate perceptions of inland waterways, particularly amongst non-users (MEW, 1993).

Relevant results

A review of the perception studies suggests:

1. The most recent BW perception study (CRE, 1994) suggests that the public generally has a very positive perception of canals. There is, however, a sizable difference between the 1993 results and earlier surveys (which do not suggest such favourable views). The change is likely to be at least partly due to a change in the questionnaire phraseology. The implications from this are that: (a) the 1993 results cannot be used to indicate an increase in the public perception of canals between 1989 and 1993; (b) the 1993 report may overestimate the positive views of canals amongst the general population.
2. Survey results which address the question of user/non-user attitudes both suggest that non-users do have a more negative perception of canals than users. This is particularly evident for the positive attributes of canals such as the presence of heritage sites, wildlife, or simple peace and relaxation. It is also valuable to note that there was a general perception that whilst non-users generally viewed canals as dirty, run-down and boring, rivers were generally perceived as clean and natural, with a much greater range of leisure opportunities.
3. There has been little analysis of the effect of factors such as age, location or socio-economic group on people's perception of canals. However, the results of analyses to date suggest that the AB socio-economic group have the most positive image of canals, and 35-54-year-olds tend to agree most with the positive statements about canals than other age groups. Regionally, the most positive images of canals are in the South-East and South-West.
4. In 'willingness to pay' studies the few people who were not willing to support canal retention either lived too far away to benefit from canals or were lower social class youngsters. Those most willing to pay generally had a higher income, were aware of BW, and/or were boat-owners.
5. The awareness of BW as an organisation seems currently to be moderately high: awareness varied between 59% and 66% between 1984-1989, but there was a significant increase in awareness (to 70%) in 1993. However there is consistent evidence that most people were thoroughly confused about BW's role in waterways management - and were more likely to think that BW's responsibility in fact lay with the government, local authorities, water "authorities" (presumably NRA) or trusts.

In addition to the perception results drawn from the appended report, a number of other points come out of the BW research reports and discussions with BW staff:

1. Most public awareness schemes have been run at the local level. The Canals

200 project was the first attempt for BW to initiate a coordinated national programme of publicity and awareness. This scheme took place in 93 and 94 and is reported to have included a large number of events, competitions, press releases to local papers, etc. Assessment of the success of this campaign in two 1993 studies (one opinion poll, one discussion group of largely non-users), both suggest minimal public awareness of the scheme. The 1993 CRE opinion poll suggests only 6% of respondents were aware of any Canal 200 events and none of the MEW discussion group participants showed any unprompted knowledge of the campaign.

2. Information in the latest BW poll report (CRE 1994) report suggests that the perception and awareness of canals through material in the media was quite low. Television provided the most successful medium for publicising canals, with over one third of respondents seeing or hearing about canals on television in 1993. For other media (radio, newspapers, festivals, postage stamps) awareness levels varied between approximately 4-14% of respondents.

3. It is of considerable interest and relevance to note that the public considerably overestimates the distance to their nearest canal. It is widely reported that 50% of the population live within 5 miles of a canal. Indeed in the CRE 1994 poll survey the median distance to a canal was known to be five miles. However the average perceived distance was almost 20 miles!

Specific implications and suggestions for further work

Future targets

Assessment of the BW perception results suggests that there has been little analysis of the affect of factors such as age, location or socio-economic group on public attitude towards canals and other waterways. **The raw data from the national household survey polls is, however, held by BW and is therefore available for analysis if appropriate.**

It has been noted in BW studies (eg NOP 1986) that many people who use the canal system are multi-users of the network. Thus holiday boat hirers often make informal visits to BW waterways, whilst a surprisingly high proportion of powered boat owners are also anglers. From this it has been assumed that "...having got an individual interested in one form of waterway leisure or tourist activity he is more likely to take up the other opportunities available".

It may therefore be appropriate to consider the following model as a means of achieving greater waterway usage:

Non-user ----> casual user ----> paying user

Testing the validity of this model would be necessary - but if validated it could provide an alternative approach to promoting greater awareness and usage of the

waterways. Testing might include, eg.

- Detailed investigation of the paths/steps that have led respondents to become (i) users; (ii) paying users. A limited amount of work has already been undertaken by BW in this area (eg for boat owners, holidays) but further, and more directed, research could be beneficial.
- More specific investigation of the reasons why people do not visit canals, or alternatively (and perhaps more pertinently), investigation of factors which would make people visit canals.
- Profiles of existing individual users/user groups (eg boat-owners, anglers) to help identify specific population sectors which could be targeted for specific user-group publicity. Research in this area has already been undertaken by BW (see Report List nos 2,4,5,6).
- In addition, it would be useful to know what the existing customer loyalty is - this could help to evaluate the relative importance of (i) customer care to retain existing users vs. (ii) publicity expenditure to attract new users. There is only limited information about this in existing reports.

Assessment of the value of raising the profile of waterways at a local level

Studies of canal usage consistently show that the vast majority of existing users are local residents. It would be of considerable interest to investigate the value of raising the profile/perception of canals at a local level (using existing case studies for example), both in terms of further increasing canal usage, and the knock-on effects in terms of reduction in vandalism or greater interest in management by local groups etc.

Assessment of information from other waterway bodies

Conversation with BW staff suggests that there has not been extensive co-ordination with other groups who have an interest in gathering perception information about the waterways (eg NRA and private trusts). For example, initial, and superficial discussion with the NRA suggests that although they are still a long way behind BW, they now have results about the visitor usage of lock sites, and are implementing pedestrian counters (developed by BW!) to establish visitor numbers. Similar work is carried out by BW. Overall, it is recommended that there should be a greater effort (i) to gather existing perception information from other waterway organisations (ii) to meet and discuss results and future directions (iii) to integrate/standardise methodologies so that results can be directly compared between organisations (iv) and perhaps to collaborate with other organisations in some studies (eg gathering opinion poll information) in order to both to cut costs and gather comparable information.

2.2 Interpretation and interpretive materials (directed at users and non-user)

Relatively little analysis has been done by the Education Group in this area. However the results of analysis to date is given below.

The information available (leaflets, interpretation boards etc)

Leaflets

Conversation with BW staff together with an evaluation of available materials suggests:

1. That there are a very large number of leaflets available, however the exact number is unknown by BW. The leaflets cover a wide range of subject areas and regions, however, the material is scattered and there is no complete national catalogue and little co-ordination from central office.
2. The presentational standard of the leaflets is generally moderate to good. The corporate image and identity is not always clearly defined. This may in part be due to the input or production of leaflets by local groups. The standard is thought to have improved in recent years however, as BW have made more effort in this area.
3. The quality of the information is variable, and there are perceivable errors or mistakes in some. This problem is compounded by a tendency for information for new leaflets to be copied from previous ones.
4. Leaflets are often sponsored by boat companies and directed to boating needs and publicity, so they may not fulfil the actual needs of many users, for example BW staff suggest there is a perceived, but uncatered-for desire by walkers for information on the state of the tow paths.

Existing BW research into the public demand for, and use of interpretative material.

A number of BW reports partly assess the demand for and use of interpretive material. The most relevant results are contained in (i) the various visitor surveys undertaken at specific BW locations (usually 'honeypot sites such as Newark Lock, Bingley Locks etc). (ii) the MEW 1993 non-user perception survey, undertaken as discussion groups.

Both sets of reports suggest that there is considerable interest in the provision of information and interpretation boards on site.

The need for further provision of interpretation boards and forms of information which can promote visitor usage and enjoyment of the waterways has been widely recognised in some of the earliest BW reports (eg NOP 1986). Later reports, eg MEW 1993 also contain a range of suggestions for improving BWs existing

interpretation materials and publicity programmes eg maps showing where to get on/off the towpath, possibilities of round trips, road -signs indicating "canalside Walk".

BW are aware of the need for on-site interpretation materials and indicate that the provision of these material is increasing. However in the experience of the IWAAC Education Group members these materials are often just BW name boards. Although potentially raising BW's profile, these boards will neither enhance visitors' perception of the canal nor increase their enjoyment of their visit.

More positively, BW has a recent initiative to create a "network of visitor facilities" at its most popular honey-pot sites. These are largely catering and retailing outlets (to be called "Butties") which aim to meet a researched demand for canalside amenities. However there is also the intention that they should be strongly themed to provide information about the waterways heritage. Further information about this scheme is contained in an unpublished BW report undertaken by the London Business School in 1993 called " Butties - exploiting locational advantage" (see appendix Report list)

Implications

BW suggest that their interpretation information is improving - an analysis to substantiate this - perhaps a study of 50 of their leaflets over time - looking at their quality of information, production and effectiveness of their corporate identity would be beneficial however.

There is clearly little overall knowledge of the extent and content of BW leaflets. The implications from this are:

- a list or catalogue of existing information is an essential starting point to any rationalisation of interpretive materials
- investigation of the information needs and gaps would be of considerable benefit in prioritising future leaflet production.
- the fate and effectiveness of existing leaflets also seems to be an, as yet, unresearched area which could help the development of materials in future.
- overall, there is a need for a more concerted co-ordination of leaflet production from central office - both in terms of overseeing the quality of production and in creating or commissioning materials which fill known gaps in the market.

Investigation of materials produced by other relevant organisations (eg National Trust, English Heritage, Forestry Commission, NRA, waterway trusts etc.) would also clearly be of benefit. This could be further developed to create opportunities for collaboration and discussions of lessons learnt. Note that there have been

discussions in the Thames Region for joint publications between NRA and BW in this category- but negotiations have been going on for some time).

Finally it seems essential that there is further investigation of (i) the extent of existing on-site information (including signage to the canals from nearby roads) (ii) the cost/benefits of providing more extensive signs and interpretation materials.

2.3 Formal Education

In terms of raising public awareness of the inland waterways, it is recognised that much might be achieved through the medium of the formal education sector. Here we consider this sector to include all age-groups from early school to post-graduate level, and beyond this to more informal education through organised activities such as evening classes.

Existing information and results

Formal education material has been listed and evaluated by BW and it is believed that in the order of 95% of the strictly canal material is known about. Most material is listed in a BW "Catalogue of Resources for Teachers and Students" which is available to schools. The catalogue also includes some non-canal material, eg the River Watch pack.

We have undertaken a preliminary scrutiny of a sample of materials recently produced by BW. From this:

- we gained an impression of patchiness in terms of providing for the different educational levels (has there been any sort of overall educational strategy setting out a programme and its priorities?).
- we commend The Catalogue of Resources for Teachers and Students. However it contains a number of notable gaps which may limit its relevance and usage. In particular it contains no information which could be used to help study of canals be implemented into the national curriculum. The equivalent catalogue produced by WWF provides an excellent model of the standards that can be achieved, both in presentation and relevance.

It should be noted that there is a high risk of duplication of effort, both within BW (as between the regions) and with other bodies also making resource inputs to the formal education system.

Further education

There are a number of museums whose subject base is waterways, or have this as a significant feature. All are poorly resourced and their provision of information to schools and are uncoordinated. There may be a key role for British Waterways in assisting the Museums to generate and coordinate information as well as from

other waterway and related organisations.

An assessment of an internal BW report which has researched into the time spent by BW staff servicing the demand of schools and students suggests that, although education is not one of BW's core businesses it is in demand.

This report (titled "Waterways for education: report of internal survey, summer 1991) also provides a wide range of other valuable information, ranging from a rationale of the aims and benefits of providing education materials and expertise, to the comments of staff involved in BW education provision. The latter are wide-ranging and often revealing, and further analysis of these could be valuable.

What are the specific implications?

Evaluation of the available education material suggests that there is a clear need for an education strategy: Crucial in this context is the need to identify windows of opportunity where it would be appropriate to promote relevant knowledge and understanding. Potential openings need to be systematically researched and precisely identified at the following levels in the educational hierarchy:

the National Curriculum (5 - 16 years);

post-16 secondary education (A, AS and GNVQ courses);

higher and further education (undergraduate and post graduate courses, evening classes).

History and geography are the two subject areas that spring immediately to mind as offering such windows of opportunity, but there are many others eg hydrology, biology, civil engineering, architecture and tourism.

At the first two levels, effective input is most likely to be in the form of teaching resources, whilst in the third, in addition to resources, there is a need to explore what might be achieved through sponsorship, possibly in partnership with other like-minded organisations.

Having identified the opportunities, there is a need to address a number of key issues;

- given limited resources, how are these levels to be prioritised - for example, targeting the National Curriculum maximises exposure in terms of sheer numbers, whilst targeting tertiary education may be more effective in terms of influencing future decision-makers.
- should BW establish its own education department or should it either enter into partnership with kindred organisations such as WWF and RSPB or wholly delegate responsibility to a professional third party both to prepare and

distribute appropriate educational resources.

Other recommendations include:

1. Examining BWs output for schools and distribution, updating the catalogue to giving information about the National Curriculum and further linking with the museum and teachers.
2. Listing the other materials and opportunities and project based work targeted at waterways activities based in museums etc. This could be added to the catalogue and circulated to all schools (could be funded by sponsor) free of charge - this would be a real benefit to all schools.
3. We could help devise a strategy for collaborative ventures so that copyright could be managed more effectively (Rosie and Jim should be further used, as this has excellent and a lot of potential - but, we understand, cannot be exploited because the copyright rests with an individual who appears disinterested in further development).
4. Partnerships (eg with WWF) are possible, perhaps for sponsorships of students, or for courses,
5. There is a role for increasing the level of tuition in canal and related subjects to those seeking evening, weekend and summer courses. Topics relating to the history, development, decoration, use and motive power of canals are all dealt with, but could, by proper marketing, receive a much higher profile and reach a wider audience.

3. FINAL OUTCOMES AND RECOMMENDATIONS

A wide range of conclusions and recommendations have been given at the end of each of the three main sections of this report. Further evaluation of these suggests a number of area of overlap and agreement. In particular, there is a clear need to:

- to research what others (NRA, trusts etc) are doing and producing;
- to explore the opportunities that might exist for ventures of a collaborative kind. This should extend to all navigation authorities, especially the NRA - with a view to learning how partnerships could be built up in the future.
- to prepare a strategy that clearly defines objectives; opportunities and priorities.

It is recognised that the latter point, the provision of a cohesive education/publicity policy and strategy will not be possible until the completion of the IWAAC policy report and an agreement of future policies to define the sustainable management of

the waterways. However it is emphasised that in order to maximise the potential of publicity and education as a means to promote the waterways there is an essential need for a clear and consistent strategy that indicates priority target areas eg (i) user- groups (such as cyclists or holiday boaters) (ii) geographical areas eg specific urban areas or honeypots (iii) likely short and long term trends in demand or potential.

It is only once this core waterways policy and strategy has been established that the options for publicity/education material can be properly evaluated, and directed in the most cost effective way to fulfil the short and long-term goals of waterways management.

Anne Powell on behalf of the Education Group

ref Report 7 /IWAAC/EdWorkGp/18AUG9412

The reason we need to know about the profile of BW is to throw light on how BW can translate changes in the culture at the centre into reality at customer level - other groups need this. A questionnaire has been sent to teachers and the results (like those of all similar questionnaires) indicate that teachers need support materials to help them in using the canals as a basis for their teaching programmes.

and BW have done a lot of work in school education materials development and have kept close connections with the National Curriculum etc. BW's activity in public awareness and interpretive materials is patchy but improving.

It could be that targeting urban area local schools to try to reduce vandalism should be where the effort should be placed - ie social benefits to an area.

Deciding on targets and methods of achieving this. Should BW be doing the educational thing at all? If so, what part? If so, for what reason? If long term investment in education is supportable - should they target A and B socioeconomic groups? If so, targeting FE and HE might be the best strategy. How to do it??

Having done it - what do they do with the materials? How do they distribute (as with the leaflets). Do they store and employ distributors?

a) awareness: Local

b) the model

c) awareness needs to be changed - the number of people who are reached should be increased and the quality of their perceptions and understanding needs to be improved. The emphasis should be on conservation quality wildlife birds plants etc

A way to find out what BW research has been done, and understanding that none would have been done in house, but commissioned from consultant, D G is to examine BW financial accounts for the last three years and extract all research budget data - this will give an impression of the "amount" of the work undertaken (£££ value of the work) as well as the number of commissions entered into.

3.4 Education and awareness within BW

BW internal communication, training and education of staff moral and self confidence enthusiasm. Feeds back into awareness etc affects other groups. Not to be ignored is the ability of BW to communicate with contractors - standards BS5750!!! Communicating with other organisations and decision makers and opinion formers generates support and funds and feeds back into general awareness.

5. CONCLUSIONS

Our remit was to and to interact with other groups to.....

The logical development of the process of which this work has been a part ;

examine the status quo

(put group work together)

Identify gaps in knowledge

Determine a general direction to move in (eg growth, fragmentation, etc)

Determine barrier to that direction (inter user conflict, money etc)

identify target new users markets

Tactics of how to reach those possible three groups of tactics;

- geographical (honey pots)
- short term and general
- longer term eg through education

Prioritise and cost and expected benefits

Determine time table for actions

Background

It has been shown that many people who use the canal system are multi-users of the network. Thus holiday boat hirers often make informal visits to BW waterways, whilst a surprisingly high proportion of powered boat owners are also anglers.(1) From this it has been assumed that "...having got an individual interested in one form of waterway leisure or tourist activity he is more likely to take up the other opportunities available".

The most recent BW household poll survey indicates that in the order of 20 million people may visit canals each year (approximately one third of the population). Of these, by far the majority are casual visitors (c. 87%). The remainder (c. 13%) are mainly 'paying' visitors, usually either anglers or boaters. The obverse of the BW 'user' figures is that at least 66% of the British population visit canals either infrequently or not at all.

An assessment of the results of British Waterways perception studies

**A review of data prepared for
IWAAC
(Inland Waterways Amenity Advisory Council)**

by

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12th August 1994

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An assessment of the results of British Waterways perception studies

1. Introduction and aims

1.1 Aims and objectives:

This review has been prepared for the Inland Waterways Amenity Advisory Council (IWAAC). The aim is to summarise and interpret findings from British Waterways (BW) perception studies in four areas. These are:

- (i) the general perception of BW canals;
- (ii) differences in perception between canal users (both paying and casual) and non-users;
- (iii) differences in perception between different population sectors (eg socio-economic, age, demographic group, etc.);
- (iv) the attitude of the public to BW as an organisation.

1.2 Background

It has been shown that many people who use the canal system are multi-users of the network. Thus holiday boat hirers often make informal visits to BW waterways, whilst a surprisingly high proportion of powered boat owners are also anglers.⁽¹⁾ From this it has been assumed that *"...having got an individual interested in one form of waterway leisure or tourist activity he is more likely to take up the other opportunities available"*.⁽¹⁾

The most recent BW household poll survey⁽²⁾ indicates that in the order of 20 million people may visit canals each year (approximately one third of the population).^{*} Of these, by far the majority are casual visitors (c. 87%). The remainder (c. 13%) are mainly 'paying' visitors, usually either anglers or boaters. The obverse of the BW 'user' figures is that at least 66% of the British population visit canals either infrequently or not at all.

IWAAC's impression of the results of perception studies undertaken for British Waterways is that they suggest that non-users generally have a low opinion of canals. If so, this could be a factor which contributes to the poor usage of the canal network by the majority of the population. This study provides an independent analysis of BW's perception studies to ascertain whether IWAAC's initial impression of the BW data is valid.

2. Methods

A list of the British Waterways reports assessed for this review is given in Appendix 1. These included: all national opinion poll surveys (1984, 1986, 1989 & 1993); the major user-group studies; and a selection of local site studies. Printouts of raw data were available only for 1994 and 1986 National Opinion Polls Ltd studies. Clarification of individual points was made by discussion with Glen Millar (BW) and Guy Garrod from CRE (Centre for Rural Economy).

^{*} The figure of 20 million annual visitors is extrapolated from the 1993 national poll results (CRE 1994) in which 33% of the respondents (n=758) reported that they had visited a canal in the last year. Note, however, that the CRE report states that respondents often overestimate the number of recent visits to a location.

3. Results

3.1 BW public perception reports - a brief appraisal

BW public perception reports fall into three main categories:

- (i) national opinion polls;⁽¹⁻⁴⁾
- (ii) specific BW user group studies (eg anglers, boat-owners);⁽⁵⁻⁹⁾
- (iii) visitor surveys at specific BW locations (predominantly honeypot sites).⁽¹⁰⁻¹³⁾

In addition there are a number of 'one-off' studies and summary articles of varying relevance.⁽¹⁴⁻²²⁾ Of particular importance to this review is a 1993 study which assessed the views of non-users of British waterways (MEW, 1993).^(15,16)

The scope of these studies is briefly reviewed below.

3.1.1 National opinion polls (National Household Interview Surveys)

The National Household Interview Surveys are omnibus questionnaire surveys, with (usually) large sample sizes and statistically representative frequencies of respondent groups in terms of age, sex, location and social class. Overall they provide the best source of data to measure total national attitudes towards the BW waterways.

There have been four main poll surveys (see Table 1). The first (1984) survey, undertaken by NOP (National Opinion Polls Ltd) was used to define methods, and these methods were closely followed in the two subsequent surveys in 1986 and 1989. Their aim was to assess the public image of the waterways system as a leisure and tourism resource, and provide estimates of the size and character of the waterways market.

Table 1. National Household Interview Surveys undertaken by British Waterways			
Survey Date	Report title and date	Undertaken by	Total no. of respondents interviewed
1984	The British Waterways System - Leisure and tourism usage and perception (1985).	NOP (National Opinion Polls Ltd.	10,168
1986	The British Waterways System - Leisure and tourism usage and perception (1986).	NOP (National Opinion Polls Ltd.	9,929
1989	The British waterways system:- perception and use of the inland waterways (1991).	MaS Research Marketing & Consultancy Ltd.	11,839
1993	Public perceptions and valuation of waterways (1994).	CRE (Centre for Rural Economy) University of Newcastle upon Tyne.	758

For the fourth and most recent survey (CRE, 1994), the questionnaire was redrafted to clarify existing questions and provide additional information of interest, including economic assessments of 'willingness to pay'. This survey had considerably lower numbers of total respondents than previous surveys (CRE: n=758; average of other surveys: n=10,645). See Table 1.

3.1.2 BW user group studies

Studies of BW user groups include specific reports on boatowners, boat hire holiday makers, anglers and informal users. The studies have mainly focused on identifying service level ratings and areas for improvement. However, the reports also include information about aspects such as: the pathways to boating and boat ownership; detailed profiles of people taking hire boat holidays; the reasons for lapsed boat ownership; and comparisons of the quality of BW fishing compared with fishing in other waters.

3.1.3 Visitor surveys at specific BW locations

These are mainly surveys of visitors at 'honeypot sites' (eg Newark Lock, Bingley Locks) aimed at identifying levels of visitor satisfaction, spend patterns and potential use of additional facilities.

3.1.4 Other studies (eg 1993 study of non-users)

A number of other relevant studies have been carried out, including (i) a review of leisure and tourism which includes analysis of BW's present and future potential position in leisure and tourism markets (BW, 1992);⁽¹⁴⁾ and (ii) a qualitative assessment focusing on non-user perceptions of inland waterways (MEW, 1993).^(15,16)

3.2 What are people's views of BW waterways?

The most recent household poll survey (CRE, 1994)⁽³⁾ suggests that the public perception of canals is highly favourable. However, there is a considerable disparity between the 1993 results and those of earlier surveys.

3.2.1 The most recent results (CRE 1994)

The CRE household survey undertaken in 1993 (CRE, 1994) indicated highly favourable perceptions of canals amongst the general population (see Table 2). The survey suggests that the overwhelming majority of respondents (c. 85%-95%) thought that canals were good places to see wildlife, were part of our national heritage, were pleasant places to visit and look around, and were peaceful and relaxing. Most (c. 69-80%) also recognised their importance for fishing, boating and holidays. Relatively few (c. 30%) thought that they were smelly and dirty, and only c. 20% agreed that canals were run down and of little value. There was, however, a general perception (c. 69%) that canals were unsafe places, especially for children.

Other information in the report suggests that the perception and awareness of canals through material in the media was quite low. Television provided the most successful medium for publicising canals, with over one third of respondents seeing or hearing about canals on television in 1993. For other media (radio, newspapers, festivals, postage stamps) awareness levels varied between approximately 4-14% of respondents.

It is also of interest to note that most respondents considerably overestimated the distance to their nearest canal. The median distance was known to be five miles. The average perceived distance was almost 20 miles.

Table 2. Perception of canals - results of 1993 CRE national omnibus study

Description of canals	Agree strongly %	Agree %	Disagree %	Disagree strongly %	Don't know %
Good places to see wildlife and scenery	31.5	57.8	5.9	0.4	4.4
Part of our national heritage	38.6	54.4	2.9	0.1	4.0
Pleasant places to visit and look around	23.3	66.8	5.0	0.7	4.2
Peaceful and relaxing	27.5	62.3	5.3	0.8	4.1
Provide opportunities for all kinds of boating	12.6	56.3	20.2	2.0	8.9
Provide opportunities for fishing	16.5	63.8	9.4	2.2	8.1
Unsafe places, especially for children	15.7	53.0	22.6	1.8	6.9
Important for holidays	14.0	63.1	13.6	3.1	6.2
Smelly and dirty	3.6	26.7	49.9	9.3	10.5
Important for carrying freight	9.4	42.4	29.5	6.5	12.2
Important for water supply and drainage	8.3	49.5	14.0	3.4	24.8
Run down and of little value	2.8	18.3	54.2	14.4	10.3

3.2.2 Comparison with earlier studies

Comparison between the main perception results from the 1993 CRE survey (CRE, 1994) and earlier omnibus surveys (undertaken by NOP and MaS in 1984, 1986 and 1989) show considerable differences. The results, shown in Table 3, indicate that whereas the earlier surveys give relatively consistent results, the CRE results show: (i) a systematic bias towards positive answers to both favourable and unfavourable statements about canals; and (ii) exceptionally large increases (70-90%) in positive answers to favourable statements about canals (eg that they are "pleasant places to look around" and "part of our national heritage").

Table 3. Perception of canals - comparison of all national omnibus study results

	1984 NOP %	1986 NOP %	1989 MaS %	1993* CRE %	Difference between CRE and other surveys (%)*
Good places to see wildlife and scenery	52	50	52	89	+38
Part of our national heritage	56	53	51	93	+40
Pleasant places to visit and look around	49	45	46	90	+43
Peaceful and relaxing	54	42	46	90	+43
Provide opportunities for all kinds of boating	46	42	42	69	+25
Provide opportunities for fishing	44	38	41	80	+39
Unsafe places, especially for children	49	38	40	69	+27
Important for holidays	41	35	32	77	+41
Smelly and dirty	26	23	26	30	+5
Important for carrying freight	32	28	25	52	+24
Important for water supply and drainage	29	28	24	58	+31
Run down and of little value	9	9	12	21	+12

* Note that CRE data represents the combined results of "agree" and "strongly agree" statements.

There are three possible reasons which could alone, or in combination, explain these results:

- (i) differences in the way the survey was undertaken (eg demographic spread, numbers surveyed etc.);
- (ii) differences between the survey questionnaires in successive years;
- (iii) a real increase in the positive perceptions of respondents towards statements about canals.

(i) Differences in the survey methodology or spread

Analysis of CRE's final report* suggests that overall the 1993 survey methodology appeared fairly representative in terms of demographic spread and socio-economic status (or at least where there were biases these should not have affected the survey results in the manner perceived).

The main difference between the 1989 and 1993 surveys appeared to be that the number of respondents was lower in 1993 (see Table 1). The effect of this is a rather greater possibility that any difference between years could be due to chance alone. In particular, where survey numbers are in the order of 10,000 people (as in the earlier surveys), changes in the order of 1% would be significant at the 95% probability level. With sample levels in the order of only 750 respondents (as in the CRE study), 95% significance levels are in the order of 4.5%. Thus, differences in the order of 4% could be due to chance alone.

(ii) Differences between the survey questionnaires

This assessment has already noted that many aspects of the survey questionnaires were changed between 1989 and 1993; a probable reason for at least some of the disparity. Such a view is given added weight because it is clear that the response to all the statements (favourable and unfavourable) was more positive than in previous surveys.

For the perception questions discussed above, the main changes between surveys were in: (i) the phrasing of the initial question; and (ii) the means of response. In the earlier questionnaire respondents were asked "*which, if any [of the statements] they felt to be applicable descriptions [of canals]*". In contrast, the CRE study respondents were asked if they "*agreed strongly, agreed, disagreed, strongly disagreed, or didn't know, with each statement as an accurate description of most canals*" (see Table 2). CRE respondents were therefore asked for their view about each statement and given a choice of answers which included 'don't know'.

It is not possible to tell which set of results more accurately reflects the public's perception of canals. It may be neither - note, for example, that the recent CRE study forces a decision to be made between 'agree' and 'disagree' to any statement - there is no middle ground. This is, of course, a deliberate ploy, used in some questionnaires to avoid 'fence sitting'. However, in this perception question it may obscure the fact that the attitude of many respondents to statements about canals may be ambivalent or neutral (this is not the same as 'don't know').

(iii) A real increase in the positive perceptions of respondents

It is possible that at least part of the increases observed between 1989 and 1993 may be due to a real increase in the perception of respondents towards BW (for example, evidence that interviewees' responses to favourable statements about canals were more positive than their responses to unfavourable statements). Unfortunately, the change in survey methodology between 1989 and 1993 makes it impossible to be certain that this was the case.

* Note: a hard copy of the raw data from the CRE (1994) report was not available, but is held on disk by BW.

3.2.3 Conclusions

Although the results of the 1993 CRE study (CRE, 1994) suggest that the public has a very positive perception of canals, the very large difference between this and earlier survey results casts some doubt on the value of the 1993 data. Some of the difference between the surveys is undoubtedly due to questionnaire changes between 1989 and 1993 (as evidenced by the systematic increase in positive respondent replies). In addition the lower number of survey respondents used in the 1993 poll mean that approximately 4.5% of the change could be due to chance alone. There may also have been a real increase in favourable perceptions about canals amongst the general public between 1989 and 1993; however, it is not possible to be sure of this from the existing data.

In fairness to BW, it should be noted that the 1993 results would probably have been taken at face value were it not for the earlier survey results. However, the clear influence of questionnaire phraseology on respondent replies does serve to illustrate the caution with which these perception results should be interpreted and used. In particular, they should not allow BW to take a complacent attitude towards the public perception of canals.

3.3 Attitude differences between users and non-users of the BW system

Two pieces of BW research specifically address the question of whether there are attitude differences between users and non-users of canals. These are: (i) the results of discussion groups, predominantly of non-users, undertaken by MEW Research in 1993;⁽¹⁵⁾ (ii) BW analysis of raw data from the 1989 MaS omnibus survey (given in 'Summary of Report prepared by MEW Research for British Waterways', October 1993).⁽¹⁶⁾

The results of the MaS (1989) omnibus survey are given in Table 3. They suggest that, overall, non-users had similar views to users about the unfavourable characteristics of canals, eg safety, dirtiness. However, non-users had a much lower awareness of the positive attributes of canals (eg wildlife, heritage, peacefulness): for example, over 60% of users thought that canals were both pleasant places to look around and peaceful and relaxing, whereas among non-users it was less than 40%.

The results of the 1993 MEW discussion groups (predominantly of non-users) showed very similar trends, although the emphasis and tone was generally more disparaging. MEW concluded that "*Perception of canals among non-users were predominantly negative, and while informal users did hold more favourable perceptions, they also shared many of the unfavourable views*".⁽¹⁵⁾ In one case, however, there was a major difference between the results: the MaS study emphasised that canals were viewed as dirty and smelly, whereas in the 1989 poll survey only 26% of non-users agreed with this statement.

It should be noted that the MEW survey results were only qualitative, and the result of a relatively small number of 'focus' groups (two user groups, eight non-user groups; furthermore, attendance numbers in these groups are not given in the report). There are also problems with such an approach in that it is more open to bias than questionnaire surveys. For example, in discussion groups dominant members may strongly influence the direction of the discussion, and answers or statements may also be vague or difficult to interpret. As the MEW report itself states, the results should "*not be used as a quantifiable definitive study*", but more as "*a source of ideas and hypotheses*".

No breakdown of the views of users vs. non-users was provided in the most recent (1993) omnibus study by CRE. However, BW hold the raw data on disk, so this analysis could be undertaken if appropriate.

Table 4. Perception of canals - differences between users and non-users (from review of 1989 MaS survey by BW 1993)^(4,16)

	Users %	Non-users %
Good places to see wildlife and scenery	68	44
Part of our national heritage	66	43
Pleasant places to visit and look around	62	38
Peaceful and relaxing	62	38
Provide opportunities for all kinds of boating	51	37
Provide opportunities for fishing	54	35
Unsafe places, especially for children	42	39
Important for holidays	41	27
Smelly and dirty	26	26
Important for carrying freight	28	23
Important for water supply and drainage	25	24
Run down and of little value	12	12

3.3.1 Conclusions

The two survey results which address the question of user/non-user attitudes both suggest that non-users do have a considerably more negative perception of canals than users. This is particularly evident from the positive statements about canals, such as the importance of heritage sites, wildlife or simple peace and relaxation.

The results of discussions in the 'focus groups' supervised by MAS in 1993 suggest that, overall, non-users have a very poor view of canals. The quantitative results of the national household poll survey are generally less critical. The difference in results almost certainly reflects the different methodologies: the more positive questionnaire survey results may partly result from the known tendency for respondents to agree rather than disagree to questionnaire statements ('yea saying'). The much more negative attitudes in the discussion groups may simply reflect the fact that, in a group, it is often easier to describe areas of fault than of success.

3.4 Perception differences about BW waterways between different socio-economic, age groups etc.

The BW perception reports give very little direct analysis of the differences in the perception of canals between different age, socio-economic or demographic groups. However, raw data which could be used to undertake this analysis was collected in all four national household polls and is held on hard copy or disk by BW.

The two most significant comments from the poll reports are given verbatim below. Unfortunately the results/analysis on which these comments were based were not provided or described in the reports.

- *"Significant differences exist in the image of canals by different groups of the population. The AB socio-economic group have the consistently more positive image of canals - probably reflecting the generally higher levels of education and awareness possessed by this group. Men and 35-54 year olds tend to agree most with the positive statements about canals, and regionally the most positive images of canals are in the south east and south west" (MaS 1989).*
- *"there appears to be more interest in canals amongst the Empty Nester segments than among family or pre-family respondents" (MaS 1989).*

A more indirect measure of people's perceptions of canals comes from studies of willingness to pay. Qualitative results from the MEW focus groups (mainly non-users) suggest that the few people who were not willing to pay for canal retention either *"lived too far away to benefit from them (Newcastle groups) or were lower social class youngsters in the Birmingham area"*.

More detailed analysis of 'willingness to pay' was made by CRE using the 1993 omnibus poll survey results. The results presented in the report suggest that respondents were significantly willing to pay more taxes to protect and manage canals if they (i) had a higher income - this is a standard and predictable result; (ii) are aware of BW; and (iii) are boat owners. The complete list of variables correlated with 'willingness to pay' in the analysis is not given in the report, so it is not known whether factors such as age or socio-economic status were not significant or just not tested.

3.5 How is British Waterways viewed by the general public?

All the omnibus polls between 1984 and 1993 contained a question aimed at identifying public awareness levels of BW. The summary results from each year are given in Table 4. This shows fluctuating awareness in 1984-89 but an increase to almost 70% awareness in 1993. The 1993 study had far fewer respondents (over 11,000 in MaS in 1989, only c. 750 in CRE in 1993). However, the increase is sufficiently large to be significant at a 95% probability level (ie there is a 95% probability that the increase in perception is real and not due to chance alone).

All the surveys emphasised that although they recognised the name, most people were confused about BW's role and were unaware of BW's role in managing canals. They were more likely to think responsibility lay with the government, local authorities, water authorities or trusts.

Table 5. Percentage of the respondents which had heard of British Waterways			
1984 NOP	1986 NOP	1989 MaS	1993 CRE
66%	59%	63%	70%

4. Conclusions

The conclusions from this study are fourfold:

- (i) The most recent BW perception study (CRE, 1994) suggests that the public generally has a very positive perception of canals. There is, however, a sizeable difference between the 1993 results and earlier surveys (which do not suggest such favourable views). The change is likely to be at least partly due to a change in the questionnaire phraseology. The implications from this are that: (a) the 1993 results cannot be used to indicate an increase in the public perception of canals between 1989 and 1993; (b) the 1993 report may overestimate the positive views of canals amongst the general population.

It should also be noted, however, that one of the most important use of the perception study data is to monitor perception change. It may, therefore, be more important that the questionnaire undergoes minimal re-drafting for future surveys than that there is a constant search to find the perfect, unbiased survey question.

- (ii) Survey results which address the question of user/non-user attitudes both suggest that non-users do have a more negative perception of canals than users. This is particularly evident for the positive attributes of canals such as the presence of heritage sites, wildlife, or simple peace and relaxation.
- (iii) There has been little analysis of the effect of factors such as age, location or socio-economic group on people's perception of canals. However, the results of analyses to date suggest that the AB socio-economic group have the most positive image of canals, and 35-54-year-olds tend to agree most with the positive statements about canals than other age groups. Regionally, the most positive images of canals are in the South-East and South-West.

In 'willingness to pay' studies the few people who were not willing to support canal retention either lived too far away to benefit from canals or were lower social class youngsters. Those most willing to pay generally had a higher income, were aware of BW, and/or were boat-owners.

- (iv) The awareness of BW as an organisation varied between 59% and 66% between 1984-1989. However, there was a significant increase in awareness (to 70%) in 1993.

Most people were confused about BW's role in waterways management and were more likely to think responsibility lay with the government, local authorities, water authorities or trusts.

5. Implications and suggestions for further work

The rationale of this review of BW perception studies is that if perception differences exist between different population sectors (eg canal users/non-users or amongst different socio-economic, age or demographic groups), this information could be used to target publicity towards specific population groups.

Conclusions from this report indicate that there are marked perception differences between canal users and non-users; however, there has been little analysis of the affect of factors such as age, location or socio-economic group. The raw data from the national household survey polls is, however, held by BW and is therefore available for analysis if appropriate.

An alternative approach to identifying publicity or awareness target groups is to investigate existing users (or potential users) in more detail. For example:

- Detailed investigation of the paths/steps that have led respondents to become (i) users; (ii) paying users. A limited amount of work has already been undertaken by BW in this area (eg for boat owners, holidays) but further, and more directed, research could be beneficial.
- More specific investigation of the reasons why people do not visit canals, or alternatively (and perhaps more pertinently), investigation of factors which would make people visit canals.
- Profiles of existing individual users/user groups (eg boat-owners, anglers) to help identify specific population sectors which could be targeted for specific user-group publicity. Research in this area has already been undertaken by BW (see Report List nos 2,4,5,6).
- In addition, it would be useful to know what the existing customer loyalty is - ie how important it is to continue to care for existing customers (or have you got them for life?). There is only limited information about this in existing reports.

Ideally, investigations should be by questionnaire rather than discussion group in order to provide quantitative results which can be replicated in future years if necessary.

Appendix 1. Report List

1. The British Waterways System - Leisure and tourism usage and perception. (1986). NOP Market Research Ltd. 110pp and data tables.
2. The British Waterways System - Leisure and tourism usage and perception. (1985). NOP Market Research Ltd. 110pp and data tables.
3. Public perceptions and valuation of waterways. (1994). V. Adamowicz, G. Garrod, K. Willis. CRE (Centre for Rural Economy) Dept of Agricultural Economics and Food Marketing, University of Newcastle upon Tyne.
4. The British waterways system:- perception and use of the inland waterways. A summary report of market research conducted for British Waterways by: MaS Research Marketing & Consultancy Ltd. (1991). Business Planning Unit, British Waterways.
5. Boating on British Waterways canals and rivers - report of a survey of owners of powered boats 1991. (1992). Research Paper No. 64. British Waterways.
6. Hire Boat holidays on British waterways - a market analysis based on the 1991 customer survey. (1992). Research Paper No. 61. British Waterways.
7. Angling club survey. (draft and top copy). (1993). British Waterways. 8pp.
8. Informal visitors to waterway towing paths. (1992 & 1993). British Waterways. 6pp.
9. Boatowners' views. (1993). British Waterways. 9pp.
10. Bingley Locks Visitor Survey. (1994). Research Paper No 75. British Waterways. 20pp.
11. Newark Town Locks Visitor Survey. (1992). Research Paper No 76. British Waterways. 21pp.
12. Rudyard Lake Visitor Survey. (1992) Research Paper No 72. British Waterways. 23pp.
13. Hawkesbury Junction Visitor Survey. (1993) Research Paper No 71. British Waterways. 22pp.
14. British Waterways: a review of its Leisure and tourism competitive environment. A summary report of research undertaken in summer 1991 to identify BW's present, and future potential position in leisure and tourism markets. (1992). British Waterways.
15. Public awareness and perception of inland waterways. Commentary Report. (1993) MEW. Janet Monteith. 56p.
16. Public awareness & perception of inland waterways. Summary of Report prepared by MEW Research for British Waterways. (1993). BW 5pp.
17. Butties - exploiting locational advantage. (1993). S. Ash, A. Braby, R. Dale, L. Pavlopoulos & A. Storvik. London Business School. 24pp.
18. Reactions to a draft customer charter, research carried out on Behalf of British Waterways. (1992). Lorna Tee Consultancy. 41pp.
19. IWA Fact sheet 5. Recreational value of inland waterways (draft). (1994). Tony Harrison. 6pp.

20. Research Matters. Planning & Research Unit Annual Review (1990). No 1.
21. Research Matters. Planning & Research Unit Annual Review (1991). No 2.
22. Research Matters. Planning & Research Unit Annual Review (1993). No 3.

SUPPLEMENTARY PAPER 11

IWAAC's Response to the DOE's Review of Navigation Functions

In February 1995 the Department of the Environment issued a consultative paper entitled "British Waterways and the National Rivers Authority - Review of Navigation Functions". This paper sought further comment on the future of the waterways in the light of recent and prospective changes in legislation, management, use and attitudes relating to them. The review identified six options ranging from no change to the creation of a new statutory body which would have responsibility for BW and NRA navigations.

In the context of our consultative report "Britain's Inland Waterways - An Undervalued Asset" we expressed support, in the short term, for the creation of a voluntary forum of waterway authorities (Option E of the review) and the eventual creation of a new statutory body (Option F of the review). The DOE's consultative document offered no indication of the type, structure and funding base for the latter option. However, we expressed the view that such a new body needs to meet certain criteria to meet the needs identified in our report.

Our criteria for a new statutory body are that it should:-

1. have a status, organisation and objectives commensurate with its custodianship of a unique national heritage and recreation asset;
2. incorporate or improve on the safeguards of the 1968 Transport Act concerning the maintenance of the waterways;
3. be designed to be lean and cost-effective, but be pro-active in pursuing creative partnerships with the private, local authority, and voluntary sectors consistent with its fundamental objectives;
4. be supported by Government Grant-in-Aid at least at the current level (and this may need to be increased) and by some mechanism for guaranteed local funding;
5. have formal consultation procedures, taking into account regional and local differences, and be designed to be open and consult in a meaningful way;
6. have a strong local character (within an effective national management framework) to draw practical and financial support at that level from the public, private and voluntary sectors and to maintain the character of the waterways; and
7. allow for independent navigations to integrate with or contract management to the new body, both entirely on a voluntary basis.

A full copy of our response to the review is attached.

**BRITISH WATERWAYS
AND THE
NATIONAL RIVERS AUTHORITY
- Review of Navigation Functions**

Department of the Environment Consultation Paper: February 1995

**Response by the
Inland Waterways Amenity Advisory Council**

June 1995

**Inland Waterways Amenity Advisory Council
8 Wilfred Street London SW1E 6PL**

NOTE References in this response to the
Council's Report relate to the publication
- *"Britain's Inland Waterways - An Undervalued Asset"*
which is currently undergoing consultation with British
Waterways and the Department of the Environment and
will shortly be available for wider circulation

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Inland Waterways Amenity Advisory Council

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Miss G. E. Brain
Water: Sponsorship and Navigation Division
Department of the Environment
Room A411, Romney House
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15th June 1995

Ref: AE/Nat-BW/NRA/212

Dear Miss Brain,

BRITISH WATERWAYS AND THE NATIONAL RIVERS AUTHORITY - REVIEW OF NAVIGATION FUNCTIONS

The Council has had the opportunity to consider the six options presented by the Department in the consultation paper on the Review of Navigation Functions.

These options have been assessed against the Councils context report "Britains Inland Waterways - An Undervalued Asset" (which will be available shortly) and the Council expresses support for:-

OPTION E - a voluntary umbrella forum of navigation authorities, and
OPTION F - the creation of a new statutory body for all BW and NRA navigations (subject to points made in para 25 of the attached paper) with some support for
OPTION D - the transfer of navigation functions for individual waterways, as a purely interim measure, as appropriate on a case by case basis, for the better management of these waterways

ROLE OF IWAAC - suggestions have been made concerning the future role of IWAAC.

The attached paper is submitted in support of the views of the Council.

The Council have no objection to these views being made public.

Yours sincerely,

Tony Ellis

Tony Ellis
Manager

c.c. Jeremy Duffy, British Waterways
Marcus Nelson, Dept. of the Environment

THE DOE OPTIONS AND THE COUNCIL'S CRITERIA

1 The DOE's suggested options are:

- A No change
- B Transfer all NRA navigations to BW
- C Transfer all BW navigations to NRA
- D Transfer navigation functions for individual waterways between BW, NRA or others
- E Create a voluntary umbrella body
- F Create a new statutory body for all BW and NRA navigations

The Government has made it clear that there is no presumption on its part that change is required. Options B, C, and F will need legislation. The Consultative Document offers no indication of the type, structure and funding base of Option F which gives consultees favouring this option the opportunity to say what they wish to see.

2 The Council's criteria, based on the themes developed in its context report "BRITAIN'S INLAND WATERWAYS : AN UNDERVALUED ASSET", seek to assess the extent to which each option allows/encourages:

- a more cost-effective strategic management of the fragmented system;
- b a new national status for the system;
- c more effective heritage and environmental management;
- d the promotion of use and development;
- e opportunities for partnership management;
- f improved awareness and profile;
- g the potential for widening the funding base;
- h OVERALL : does it assist the long-term protection of the waterways as a major national heritage and recreational asset?

3 In developing these criteria from its recent work, the Council has looked wider than navigation matters per se and believes that future decisions on navigation responsibilities need to be made in the context of the range of issues raised in the Council's report.

THE OPTIONS COMPARED

4 The broad conclusion of the Council's context report is that substantial change is necessary to the way our waterways are perceived, valued, managed, developed and maintained. Prima facie, then, those options envisaging radical change will more accord with the Council's thinking.

5 **OPTION A**, no change, offers no prospect of any such progress other than through further un-managed and piecemeal change to the existing structure of responsibilities and systems of management. Nothing is, of course, disrupted and the possibility of future changes may not be ruled out, but there is a loss of any impetus towards the radical changes which the Council has argued are needed.

6 **OPTIONS B**, transfer NRA to BW, and **C**, transfer BW to NRA, in contrast, do offer the prospect of a common approach to more than three-quarters of the whole system, a significant step forward over the fragmented situation which currently obtains. (The

differences in Scotland, where the NRA does not operate, and perhaps in other parts of the United Kingdom, would need to be taken into account in future legislation).

7 Both options would however require legislation and a substantive review of the Transport Acts and Water Act legislation which govern the operations of the two organisations. On this basis, there is every argument for taking the opportunity of new legislation to take a completely fresh look at the whole of the navigation scene in Britain and pursue a new purposely-designed structure rather than perpetuating one of the two existing bodies.

8 **OPTION D**, individual transfers, is only marginally positive on the basis that it would usefully assist in rationalising the management of individual waterways. Its disadvantage is that it misses the opportunity for strategic change and leaves the system almost as fragmented as now. It does nothing for the independent navigations. What merits it has, therefore, may be best seen as an interim step on the way to a much more radically different future structure.

9 **OPTION E**, the voluntary forum, is wholly in accord with the Council's suggestion in its report that waterway authorities need to develop a capacity for acting collectively vis-a-vis customers, government, Europe and so on. It builds on existing moves and could deliver real practical improvements to waterway users who would also benefit from a more cohesive organisation. It is the only acceptable way, in the short term, to integrate further the independent navigations in the waterways scene. It is, however, a voluntary body and as such its ability to bring about radical change is necessarily limited.

10 **OPTION F**, a new statutory body for all the BW and NRA navigations, certainly involves the most disruption to the existing arrangements and an opportunity will have to be found for the comprehensive legislation which is needed. The longer-term advantages are, however, very substantial indeed because it is the only one which potentially could meet the scale of the challenges posed in the Council's report. It is the only option which offers the opportunity to achieve a real strategic focus based on a radical look at all the inherited functions and powers which relate to nationally-managed navigations in Britain and to put them, for the first time, on a coherent and rational legislative footing.

11 Fresh objectives for the bulk of the system could be formulated and an organisation set up to deliver them in a way which offers the most effective balance between overall planning, regulation and standard-setting on the one hand, and local management and operation on the other. In doing so, it would need to build on the business-like management strengths of the existing BW, the integrative practices of the NRA and the devolution practices of both.

ASSESSMENT OF OPTIONS AGAINST THE COUNCIL'S CRITERIA

More cost-effective strategic management of the system

12 The Council's context report came to the view that the structure within which individual waterway authorities operate is "fundamentally unbusinesslike". Progress towards a more cost-effective strategic management structure is therefore a key criterion for the Council as it is for Government.

13 The voluntary forum option (E) is desirable whatever other option is pursued. Option D, individual transfers, provides the potential for marginal improvements on particular waterways but it leaves the overall, structural, problems untouched and does nothing for the independent navigations.

14 Option B, NRA transfer to BW, would bring the bulk of the waterways into the unified management of a single-purpose business-oriented waterways body, with clear statutory duties to maintain its waterways and the ability to develop significant economies of scale but gives no impetus to an early review of BW's legislative framework, substantial parts of which the Council has concluded are obsolete and a hindrance to effective management. From a survey of users, the Council has noted that some groups are uneasy about aspects of BW's management.

15 The reverse transfer, of BW navigations to the NRA (Option C), would also unify management but leave the bulk of the waterways as a peripheral responsibility in a regulatory body which lacks any real commercial ethos and which does not see the active management and development of its waterways for recreation and other use as a priority.

16 A small new statutory body, Option F, equipped with new statutory powers and a fresh remit for long-term management, conservation and development, offers the best chance to put the running of the waterways on a sound cost-effective footing. Out of it could come a variety of the changes which the Council report advocates: a new status for the system; a central focus on long-term conservation; substantial devolution to local partnership management; comprehensive asset management; a legislative basis for local authority support; the commercial ethos to draw in external investment, and a flexible relationship with the independent navigation authorities.

A new national status for the system

17 None of the options precludes the granting of a new national status for the waterways, but only those options which envisage substantial change can be expected to assist materially in effecting such a move. Within that context, Option F scores most highly because a totally new national body is best placed to engender and promote a national profile for the system it manages. A transfer of NRA to BW, Option B, would be a second, choice, because the bulk of the system would at least come under a purely waterway-oriented body. The voluntary forum option, which is desirable in its own right, could be a useful mechanism for pursuing the case for a higher status.

More effective heritage and environmental management

18 The Council's report stresses the need for effective, sustainable and integrated management of the waterways in order to ensure the long-term future of the asset. Against this criterion, Options A and D offer little significant improvement on what currently obtains. Neither do Options B nor C as the Council is concerned at the current performance of both national organisations. Only Option F, a new statutory body allows for the formulation of a comprehensive statutory basis for effective conservation and management of the waterways in their own right and for a balance to be secured between conservation and development.

The promotion of use and development

19 Option A, no change, satisfies only those who wish things left the way they are. Of the major transfer options, B (NRA to BW) may be preferable to C simply on the basis of BW's statutory remit, track record and transparency of spending, in contrast to those of the NRA. Option D, individual transfers, depends essentially on which authority obtains which waterway but its overall impact is likely to be marginal. The forum option, E, is potentially a useful practical resource for the authorities. Once again, option F offers potentially the

greatest scope because of its national remit, its new reformulated statutory powers and its potential to build new relationships with users and user groups.

Opportunities for partnership management

20 Here, the case for a new statutory body (Option F) is even stronger. While piecemeal change may be hoped for under any of the options A to E, the only secure way to see a radical change in the way our waterways are run is to provide for this on a statutory basis and without the "inherited baggage" which is associated with the two existing major bodies. A more pro-active new body, especially one equipped with a new policy framework from Government, will be better placed to motivate reluctant local authorities and to develop partnership initiatives with them, with user groups and with others.

Improved awareness and profile

21 Options A and D are likely to have little impact. Transferring NRA to BW (Option B) would be preferable to the reverse because the waterways would have a higher profile under the aegis of a single-purpose navigation authority than as a small part of a much larger regulatory Agency even though, inevitably, a larger body has more clout. The impact of the forum in Option E could be significant in joint marketing terms but Option F is likely to offer the greatest opportunities for boosting public awareness and profile particularly if it is developed as a centre for excellence in waterway management and equipped with new consultation requirements. A new body would also be best placed to attract "feel-good" voluntary support and sponsorship.

Potential for widening the funding base

22 An evaluation of the options against this criterion depends critically on the weight given to the different forms of funding. The consultation document appears to accept that Grant-in-Aid will continue although, of course, no level is specified. In the context of declining GIA support, and notwithstanding the Council's advice in its report, commercial income potential is, and is likely to remain, crucial. This favours Option B where the existing BW administers more of the system, against Option C. External grant income potential, whether from local authorities or statutory national and European agencies is broadly neutral in impact across the options, but option F may be best placed to attract the widest range of external funding. Voluntary support and sponsorship is more likely to be promoted and fostered by a less-commercial body.

23 Taking all the sources of funding together, a new statutory body as in option F appears to the Council to be the best way forward, combining commercial realism with a fresh remit and powers and a new statutory relationship with its users and other bodies. A new navigation body can be free of the nationalised industry past of BW and the non-commercial water-management ethos of the NRA. GIA support will certainly continue to be needed but there will be new opportunities for creative partnerships with the private, local authority and voluntary sectors, and therefore a greater potential for widening the waterway funding base and ensuring its long-term value.

OVERALL ASSESSMENT

24 Based on the foregoing, the overall assessment of the Department's options is:

OPTION A A no-change option is almost entirely negative because it misses the opportunities for beneficial change whose advantages are shown by other options.

OPTION B Transfer of NRA navigations to BW has merit in its potential for improving the purely commercial management and income of the waterways but a legislative process would have to be gone through without, at the end, achieving the radical change which is needed.

OPTION C Transfer of BW navigations to NRA loses commercial drive and promotion and subordinates navigation interests but there may be gains in integrated environmental management. On balance, as with Option B, a legislative process would have to be gone through without the benefit of radical change.

OPTION D Transfer of individual navigations between BW and NRA has modest useful gains but misses the wider opportunities for change and does nothing for independent navigations. However, it could be a useful, purely interim, step to rationalise management on individual waterways if it did not require legislative change.

OPTION E The voluntary forum of navigation authorities is desirable whatever other options are pursued.

OPTION F Although there is much further work to be done (and the Council offers to assist in this) as to how a new statutory body should be best structured and funded, this is potentially by far the most positive option against the Council's criteria (and indeed those of the Consultation Paper), offering the opportunity for the first time to provide a new statutory basis for the effective long-term management, development and maintenance of the inland waterways and therefore for their long-term protection as a major national heritage and recreational asset.

25 In the context of the Council's report, the new statutory body in Option F should:

(a) have a status, organisation and objectives commensurate with its custodianship of a unique national heritage and recreation asset;

(b) incorporate or improve on the safeguards of the 1968 Transport Act concerning the maintenance of the waterways;

(c) be designed to be lean and cost-effective, but be pro-active in pursuing creative partnerships with the private, local authority and voluntary sectors consistent with its fundamental objectives;

(d) be supported by Government grant-in-aid at least at the current level (and this may need to be increased) and by some mechanism for guaranteed local funding;

(e) have formal consultation procedures, taking into account regional and local differences, and be designed to be open and consult in a meaningful way;

(f) have a strong local character (within an effective national management framework) to draw practical and financial support at that level from the public, private and voluntary sectors and to maintain the character of local waterways;

(g) allow for independent navigations to integrate with or contract management to the new body, both entirely on a voluntary basis.

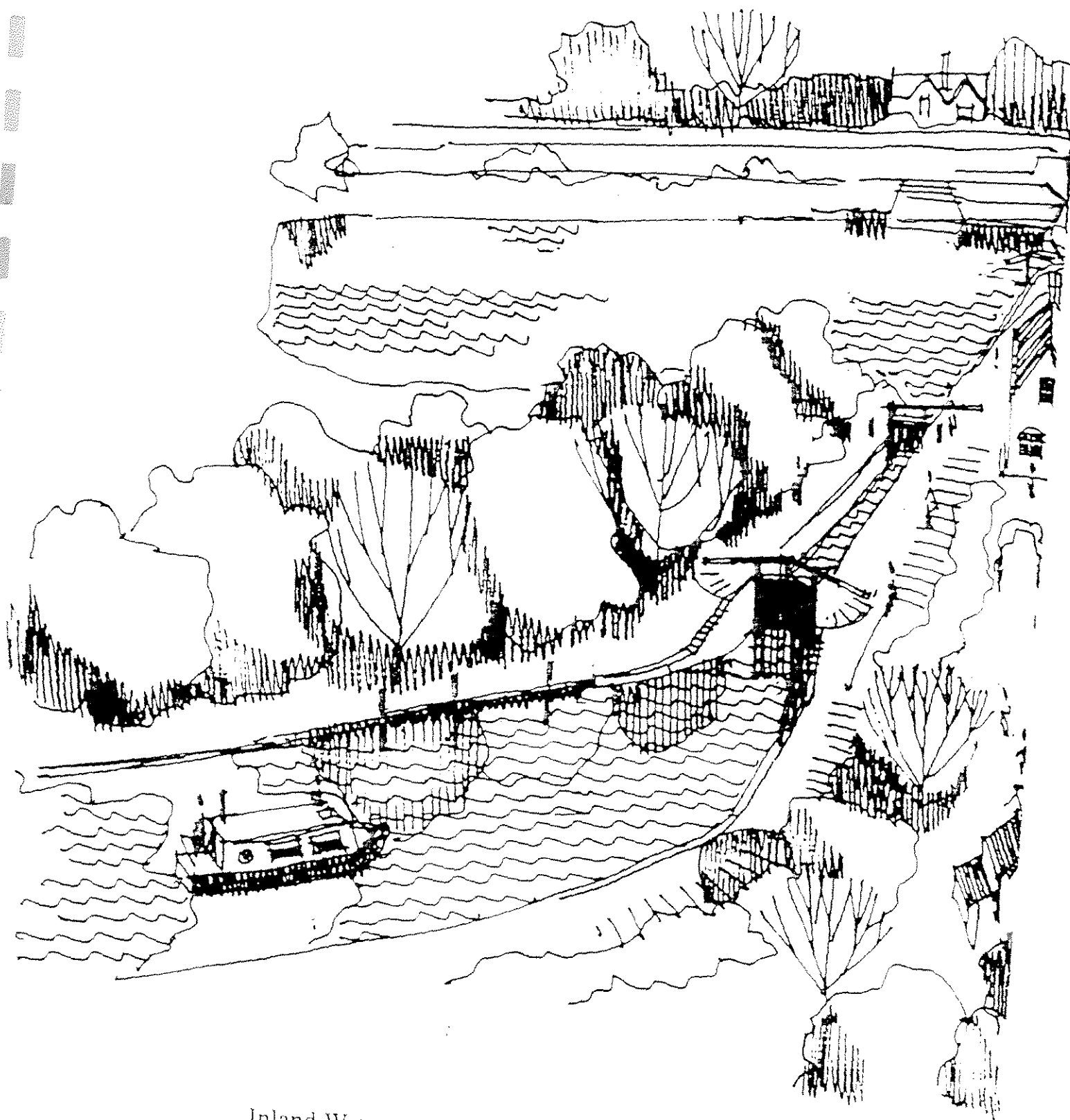
26 The Council, therefore, responds to the DOE Consultative Paper in terms of favouring Options E, a voluntary forum, and F, a new statutory body for the BW and NRA navigations (together with the observations in para 25 concerning Option F), together with some support for Option D, individual transfers of navigations, as an interim measure without a complex legislative process.

IWAAC

27 With this report specific advice is given in response to the Department's consultative document. The Council's strategic report "Britain's Inland Waterways : An Undervalued Asset" provides a context which it is hoped will be helpful and relevant to the more detailed matters on which the Minister will take a decision.

28 It would be wrong not to include the possible role of IWAAC in the various options which have been put forward. It is evident that IWAAC has to look at the whole context of the inland waterways in order to give authoritative advice on matters affecting BW. There is another advantage in having an advisory body to continue to look at the wider context and it is suggested that this wider remit should be the subject of consideration if legislation is contemplated in connection with any option selected.

29 There remains the question of whether IWAAC could usefully give advice in the interim. If there is strong support for a voluntary body under Option E, perhaps IWAAC could "stand in" for it in some respects until it is feasible for it to be established. Regarding the other options, IWAAC stands ready to advise on any further consideration which may be given to some or all of the options selected as a result of the present consultation being undertaken.



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March 1996

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