

Inland waterway restoration & development projects in England, Wales & Scotland

Third Review Report December 2006



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Back cover images clockwise from the top:
Bude, Chesterfield, Cotswolds, Chesterfeild,
Wey & Arun and Neath

Back cover images clockwise from the top:
Chesterfield, Cotswold, Bude, Boston (aerial view)
and Glasgow.

Images of Cotswold courtesy of Nick Bird

Foreword by IWAAC Chair

This review takes stock of progress on waterway restoration and development projects in Britain since our 2001 report *A Second Waterway Age*. As before it provides a snapshot of the restoration scene in 2005-06 this time showing what projects are around and how they have progressed. It also contains a brief commentary on changes in policies and funding affecting the restoration scene to provide pointers for the way ahead.

The review shows a varied landscape. Nine significant projects have been completed since 2001. Some 90 others around Britain are live, some making good progress, others marking time. Encouragingly, a further 20 projects have emerged recently and entered the review schedule for the first time.

There is much to applaud in the commitment of voluntary groups and navigation authorities, particularly British Waterways, in making possible the progress and success recorded in these pages. I would particularly wish to pay tribute to the widespread recognition among volunteers of the need to take an overall professional and out-going view of waterway restoration and development activity. If evidence is needed, the performance so far of waterway projects in the Living Landmarks lottery bidding process certainly bears this out.

Our major concern now must focus on the availability of funds to make further progress a reality. The uncertainty over the future level of resources for the Heritage Lottery Fund, a sterling supporter of waterway restoration in recent years, is one negative factor. Even more worrying are the cuts this year in the Defra grant support for British Waterways and the threat of more cuts in future years. These are likely to have a direct impact not only on British Waterways' own restoration schemes, a number of which are of national significance, but also on the help it can give to the voluntary sector on other valuable projects listed in this review.

This is the last report on waterway restoration and development before the Council is reconstituted under the provisions of the Natural England and Rural Communities Act 2006 as the Inland Waterways Advisory Council (IWAC). The new Council, which will advise Defra, the Scottish Executive and others on all aspects of inland waterways in England, Wales and Scotland, is expected to be operational in April 2007.

The work for this review was very largely undertaken during the time of my predecessor as IWAAC Chair, Sheelin Knollys. On behalf of Sheelin and myself, I wish to thank everyone, and most of all those in the voluntary sector but also a large number of other bodies in the waterways world, who responded once again to our questionnaire and requests for information and advice. My thanks go also to Council Members and staff who helped to process and compile the published report.

Taken together, the three Council reports of 1998, 2001 and 2006 provide the most detailed and comprehensive published source of reference on the state of waterway restoration and development activity in Britain. I believe they have contributed and will contribute significantly to the promotion and better appreciation of this activity in the wider world.



John Edmonds
Chair

1 Introduction

1 About this review

- 1.1** This report provides an overview of waterway restoration and development activity in England, Wales and Scotland, setting out an assessment of more than 100 projects whose promoters responded in 2005/06 to the Council's questionnaire. It updates but does not replace the Council's second report *A Second Waterway Age* published in June 2001. This in turn built on the first review report published in 1998.
- 1.2** This third review provides a shorter analysis than its predecessors, focusing on progress and commenting briefly on key changes over the restoration and development scene since 2001. Partly due to a lack of resources but also to keep the exercise simpler than before, there is no full assessment of the new projects identified for the first time. Nor are there sections devoted to recommendations and advice to promoters and others as in the 2001 report (the latter can be downloaded from the Council's website). The Council is pleased to note, however, that its central advice to promoters in the previous reports, calling for a high degree of professional input and a systematic approach to project implementation in restoring and developing waterways, remains valid and is now well understood and accepted, even where resources may not yet be available for the necessary inputs.
- 1.3** The questionnaire in respect of uncompleted projects listed in the 2001 report asked promoters to amend the 2001 entry for their projects and summarise progress to date. The new projects received a full questionnaire on the lines of that issued in 2001. All the questionnaire responses are held in the IWAAC office in London.

What is covered?

- 1.4** This third review covers around 120 projects in England, Wales and Scotland for which responses to the Council's survey questionnaire sent out in 2005/06 were received. As before the focus is primarily on restoration of un-navigable waterways or un-navigable lengths of existing waterways for leisure cruising but the review also covers new waterway links and restorations of historic waterway structures. The projects and their locations are shown on the map and listed in the Main Schedule Annex A.

Main schedule of projects Annex A

- 1.5** The Schedule is divided into three sections (each arranged alphabetically)

A Significant projects completed since the 2000-01 survey

B Other projects in the 2001 report

C Projects added in this review

- 1.6** The Council's assessments of funding stage reached (Advanced, Substantial Progress, Intermediate, Early) and of strategic significance (National, Regional, Local) follow those in the 2001 report. No attempt has been made to assess systematically the heritage and nature conservation importance of the new projects in Section C of the Schedule although expert advice has been obtained on some information gleaned from the questionnaire responses. Further details are given in the notes preceding Annex A.

2 The Context for Restoration: key developments since 2001

Central government

- 2.1** In England and Wales, the Department for Environment, Food and Rural Affairs (Defra) is the lead Department for inland waterways and its policy framework remains that of *Waterways for Tomorrow* (2000). Since the latter was published, changes to the machinery of government have meant that responsibility for the waterways has been separated from that for transport as well as from that for planning, development, regional policy including the Regional Development Agencies (RDAs) and urban regeneration. This has led to increasing problems of co-ordination in some areas and to difficulties in maintaining a coherent Government policy stance on inland waterways in general, both operational and those under restoration/development.

2.2 The picture appears to be more positive in Scotland where in 2002 the Scottish Executive published *Scotland's Canals: A Plan for the Future*, not only committing investment into creating opportunities arising from the restoration of the two Lowland Canals but also expressing interest in possible future extensions of this national link, to Loch Lomond at the western end and, via a new channel, to the Firth of Forth at the eastern. The Council will be publishing a report later in 2007 on the progress made in Scotland since 2002.

2.3 The Welsh Assembly has an active all-party waterways group but the Council, among others, was disappointed that the published *Spatial Plan for Wales* did not give the Welsh waterways and their potential, for example around Swansea, the prominence which they merited. The Council hopes that the sub-regional strategies now being developed will correct this imbalance.

Inland navigation authorities

2.4 British Waterways (BW) has remained since 2001 widely and purposefully active, both in the lead and as partners, in most of the major projects which are making progress, as the Main Schedule amply demonstrates. Its post-restoration experiences (for example the repairs needed on the Rochdale Canal) and the uncertainty over longer-term grant funding from Government have, however, reinforced its view of the need for caution in taking on the on-going management of restored waterways without secure funding support, a situation which voluntary bodies, local authorities and funding bodies will need to bear in mind for the future. BW's *Waterways 2025* published in 2004 listed priority projects for its own involvement. This left many projects wondering why they had been excluded but also brought home to BW the difficulty of deciding on priorities within a rapidly shifting funding scene (notably for the new Bedford-Milton Keynes Waterway but also for other projects). These issues were discussed this year in the newly established BW Advisory Forum and BW is reported to be considering a new and more comprehensive report.

2.5 Within the last few months, the financial climate for BW in England and Wales (but not in Scotland) has deteriorated with sharp and arbitrary cuts in 2006-07 in its funding support from Defra and more cuts possible in future years. It is too early to know in detail what the implications will be for BW waterway restoration and development projects but many waterway users fear that BW may be forced to make hard choices in trying to maintain all its current projects and will certainly be inhibited in embarking on new projects. BW has also said that it will be even more reluctant to commit itself to taking over and maintaining other completed restorations without very secure third-party funding. It may also have to curtail its help to voluntary restoration groups.

2.6 The publication by the Environment Agency (EA) of its *Navigation Strategy: Your Rivers for Life* in 2003 may be seen as a welcome effort to raise the navigation profile among the Agency's many responsibilities. Waterway plans have now appeared for individual navigable rivers and there is a commitment to progress the Fens Waterway Link, by far the largest waterway restoration and development project the EA has ever attempted.

2.7 Whether the EA, which also receives Defra grant support for navigation, and which on the face of it will also be affected by financial cut backs, will be able to maintain its current restoration and development commitments as well as developing any new initiatives is uncertain. It is currently developing longer term funding and investment strategies for its waterways.

Other inland waterway bodies

2.8 The Association of Inland Navigation Authorities (AINA) remains a source of practical advice on waterway matters although its work is geared more towards managers of operating waterways rather than promoters of restoration projects.

2.9 The Waterways Trust (TWT), in which the Council placed some hope in the 2001 Review of it becoming a key player, has remained a useful mechanism for fund holding but any more pro-active role in restoration has been limited by difficulties in funding its core museum and archive responsibilities and lack of success in its own fund-raising.

Water resources and nature conservation

- 2.10** It is now a fact of life that all restoration and development projects require careful consultation with regulatory bodies concerned with controlling water abstraction/use (EA and the Scottish Environment Protection Agency) and protecting nature conservation value (Natural England superseding the Countryside Agency and English Nature from October 2006, the Countryside Council for Wales and Scottish Natural Heritage). The last five years have seen this regulatory framework becoming more stringent and pro-active. Where nature conservation value is very high, for example the Montgomery and the Pocklington Canals, the process of negotiating a working compromise has taken years. The Council will publish shortly a report on ways of reconciling the interests of navigation with the needs of aquatic wildlife.

Urban and rural regeneration

- 2.11** Annex A provides ample evidence of the continuing importance of urban/regional regeneration policies and funding for major projects such as the Bradford Canal off the Leeds & Liverpool Canal, the Chesterfield Canal, the Glasgow Arm of the Forth & Clyde Canal, the Liverpool Link, the Manchester Bolton & Bury Canal and so on. They engage not only local authorities but crucially regional and national regeneration bodies (the RDAs and Scottish and Welsh Development Agencies). Rural regeneration, too, has become a more prominent issue in recent years and is of obvious significance to the many projects listed in the Schedule in less urbanised areas. The Council published last year a report *Just Add Water* arguing the case for making more use of non-urban waterways as agents of rural revitalisation.

Funding

- 2.12** Changes in funding availability are yet another fact of life. The Department for Culture Media and Sport's (DCMS) Lottery review this year produced a welcome retention of the heritage share of good causes and decided against any dilution of the core objectives of heritage conservation (for both decisions the Council among others had argued) but lottery funds are perennially at risk of being used by Government as substitutes for mainstream funding and the 'new' Lottery for the Olympic Games is widely expected to reduce overall spending on the existing good causes, so cutting the absolute amount devoted to heritage even if it retains its share.
- 2.13** The Heritage Lottery Fund (HLF) has remained committed to waterway restoration (see in Annex A for example, Lydney Harbour, the Bude, Chesterfield, Droitwich and Somerset Coal Canals, and most spectacularly, its grant to the Cotswold Canals restoration). Its potential value is, however, likely to reduce even if its share of the 'good causes' is maintained because of Government changes to outstanding balances and because it is under pressure to spread grants as widely as practicable. The Council is apprehensive that a major award in one region may well in the future prejudice a perfectly sound project in the same region. Large grants are also becoming increasingly difficult although this could benefit smaller restoration projects.

- 2.14** The New Opportunities and Community Funds have been merged to create the Big Lottery Fund (BLF) or BIG for short. BIG hands out half the good causes money from the National Lottery, with the focus on improvements to communities and the lives of people most in need. As such it does not represent a direct replacement for the Millennium Lottery Fund which proved so beneficial for waterway restoration. However, BIG launched in 2005 the £140m Living Landmarks programme and the Council is very pleased to see the initiative taken by a number of project promoters to submit significant bids for this new funding. At the time of writing, the projects or parts of projects which have come through to the short listing stage are the Bedford - Milton Keynes Waterway, the Cotswold Canals, the Forth & Clyde Canal at Grangemouth, further development of Lydney Canal and Harbour, Somerset Waterlinks (largely non-navigation oriented), the Wilts & Berks and the Monmouth & Brecon Canals, and a water project which will assist the Bradford Canal restoration.
- 2.15** The RDAs in England have selectively supported some major waterway projects (most recently the Cotswold Canals and Liverpool Link projects) and together with the HLF continue to provide the vital sources of funding for a number of regeneration-led waterway restoration projects. The challenge in most cases remains to convert support for feasibility studies into the large-scale funding which projects need. Quantified and concrete evidence of what has happened in earlier projects needs to be marshalled and realistic forecasts of outputs prepared. Their equivalents in Wales and Scotland may also still require further persuasion as to the value of waterway restoration and development.
- 2.16** The Inland Waterways Association (IWA) produces a regular and comprehensive update (available online) on funding sources which is recommended reading for all project promoters. Heritage Link publishes a fortnightly bulletin, Heritage Link, (also available online) which provides a useful digest of heritage news and views across the sector.

Table 1

Nationally significant current projects	Key assets		Key benefits		
	High built heritage value	High wildlife value	Strategic link and/or extension to national connected system	Regeneration Urban	Rural
Avon River - Upper Avon Extension			•		•
Bedford-Milton Keynes Waterway			•	•	•
Bow Back Rivers				•	
Bude Canal	•	•		•	•
Cotswold Canals (Stroudwater Navigation/Thames & Severn Canal)	•		•		•
Chesterfield Canal (with Rother Link)	•		•	•	•
Cromford Canal inc Pinxton Arm	•	•	•		•
Droitwich Barge and Junction Canals	•	•	•	•	•
Fens Waterway Link	Not assessed	Not assessed	•		•
Foxton Inclined Plane	•				•
Grand Union Canal – Slough Arm Link			•		
Grand Western Canal, Somerset and Devon	•				•
Lancaster Canal Northern Reaches	•		•	•	•
Leven River link to Loch Lomond	Not assessed	Not assessed	•		•
Lichfield and Hatherton Canals (jointly)			•	•	
Monmouthshire & Brecon Canals incl Crumlin Arm	•		•	•	•
Montgomery Canal (England and Wales)	•	•	•		•
Pocklington Canal	•	•	•		•
Shrewsbury & Newport Canals	•		•	•	•
Stour Navigation	•				•
Vale of Neath & Swansea Valley Canals - Neath, Tennant and Swansea Canals (collectively)	•			•	
Wey & Arun Canal (with Portsmouth & Arundel Canal)	•		•		•
Wilts & Berks Canal and North Wilts Canal	•		•		•
Note – assessments of assets/benefits derive from the 2001 Report with the exception of the Fens Waterway Link and Leven River link to Loch Lomond which are new to this review					

3 Progress 2001-06 on waterway restoration and development

Overview

- 3.1** While progress over the past five years has been on a less spectacular scale than that charted in the 2001 Report, it has nonetheless continued. Further projects have been completed, a number of others included in 2001 have continued to make significant progress, and a heartening number of new projects have been brought forward.

Projects completed (Section A of Main Schedule)

- 3.2** The most important of these – the Forth & Clyde and Union Canals “Millennium Link” in Scotland, the Anderton Boat Lift, the Ribble Link and the Rochdale Canal – were foreshadowed in the 2001 Review albeit formally completed subsequently. At Bugsworth Basin, previously noted as ‘completed’ BW has had to carry out further remedial work to combat long term leakage problems and secure water supplies. The remainder comprise various useful local projects.

Current projects

Nationally significant projects (Sections B and C of Main Schedule) Table 1

- 3.3** National significance is again judged by assessments of heritage merit and nature conservation value (all except the Fens Waterway Link and the Leven River link to Loch Lomond derived from the 2001 Review) and the key benefits restoration/construction would produce. Almost all the nationally significant projects have been on-going since 2001, the exceptions being the two links referred to above which are new to the schedule. Of the projects so rated in 2001 only the Worsley Delph and Underground Canals project appears to have been abandoned. Table 1 shows the current findings.
- 3.4** All except the Upper Avon Extension have made progress, in some cases significantly, towards completion of all or a major component part of the total project. Examples include the Droitwich, the Chesterfield, the Cotswold and the Montgomery Canals. The Bow Back Rivers (the site of the 2012 Olympics), the Cromford Canal now treated as whole, the Fens Waterway Link and the Leven River Link to Loch Lomond join the national group for the first time. Further details are given in the Main Schedule.

Regionally significant projects – Sections B and C Table 2 (on next page)

- 3.5** Regional significance is also judged by assessments of heritage merit and nature conservation value (where available) and the key benefits restoration/construction would produce. The projects in this category in this review are set out in Table 2.
- 3.6** The success stories in this group are the Ashby Canal where Leicestershire CC is to be congratulated on securing a Transport and Works Act 1992 Order for a key part of the restoration route, BW’s all-new Liverpool Waterfront Link now pre-funded and where work is about to start, the Manchester Bolton & Bury Canal restoration which should shortly achieve its vital link to the River Irwell and, for conservation progress, the Somersetshire Coal Canal. Among the new projects to this Review, the restoration of the Runcorn Locks will preserve a significant element of waterway heritage and create new routes for the Bridgewater Canal and Weaver Navigation. The restoration of the Bradford Canal off the Leeds & Liverpool Canal will bring a waterfront back into one of the few cities without one. Further details are given in the Main Schedule.

Locally significant projects – Sections B and C of Main Schedule

- 3.7** As before these comprise a very heterogeneous group of projects and generalisations are difficult. Success stories here include the very welcome progress recently on the Driffield Navigation and on the Wendover Arm. The two new projects to restore links with the Ashton Canal in East Manchester are interesting as part of an innovative approach, led by BW, of restoring and creating short new links to use water to promote regeneration efforts in this area. Of other new projects, the ambitions for the Daventry Arm, for new water supply projects for the Basingstoke and for a link between this canal and the Kennet & Avon Canal, for Hedon Haven on the Humber and for a series of waterway-related projects in Somerset are among a number to be welcomed. These initiatives can be contrasted with the continuing very limited or indeed no progress on a significant number of projects particularly in the East of England, a situation which was highlighted in the 2001 Report. Further details are given in the Main Schedule.

Table 2

Regionally significant current projects	Key assets		Key benefits		
	High built heritage value	High wildlife value	Link and/or extension to national connected system	Regeneration Urban	Rural
Ashby Canal				•	•
Barnsley and Dearne & Dove Canals & Branches			•	•	
Bridgewater Canal – Runcorn Locks	•		•	•	
Carron River (Grangemouth)	Not assessed	Not assessed	•	•	
Derby Canal			•	•	
Grantham Canal	•	•	•	•	•
Hants & Berks Canal (Basingstoke to Kennet & Avon Canal) Link	Not assessed	Not assessed	•		•
Herefordshire & Gloucestershire Canal	•	•	•		•
Lapal Canal (part of Dudley No 2 Canal)	•		•	•	
Leeds & Liverpool Canal – Bradford Canal	Not assessed	Not assessed		•	
Liverpool Link			•	•	
Macclesfield Canal to Caldon Canal Link			•		
Manchester, Bolton & Bury Canal	•			•	
Portsmouth & Arundel Canal (with Wey & Arun Canal)			•		
Sankey Canal	•			•	
Sankey Canal to Leeds & Liverpool Link			•	•	
Severn River Navigation	Not assessed	Not assessed	•	•	•
Sleaford Navigation	•	•	•		•
Sleaford Navigation to Grantham Canal Link			•		•
Somerset Coal Canal	•				

Note – assessments of assets/benefits derive from the 2001 Report with the exception of the Carron River, Hants & Berks Canal, the Bradford Canal and the Severn River Navigation which are new to this review

4 What future for restoration?

4.1 The burst of activity charted in the 2001 Report, stimulated by the inception of large-scale lottery funding, has inevitably declined. There may well continue to be projects, old and new, which can be said to constitute 'a triumph of hope over experience' but there are a great many where local, and often largely voluntary, efforts continue to bear fruit and a number where progress against all the obvious difficulties is highly commendable. The commitment and persistence shown in projects as varied as the Ashby, the Bude, the Chesterfield, the Cotswold Canals, the Lancaster Northern Reaches, the Manchester, Bolton & Bury, the Montgomery, the Wey & Arun, the Wilts & Berks, the Monmouthshire and Brecon and the Swansea Valley Canals, are impressive by any standards - and there are many more.

4.2 Equally impressive is the range of projects coming forward in recent years - the Fens Waterway Link, one of the largest rural regeneration projects in Europe; the regeneration initiatives by BW, local authorities and local volunteers in East Manchester, the ambitions by BW Scotland to extend the links to the west and east of the two Lowland Canals, the restoration of the historic Runcorn Locks, and the new multi-project approach to the waterways in Somerset - showing that, on the face of it, the restoration and development scene remains healthy.

4.3 Future scenarios for third party restoration and development funding are, however, significantly gloomier than they were in 2001. The rate of continued progress will depend on both the availability of limited sources of funding, principally from the Big Lottery, HLF and the RDAs, together with the ability of promoters and local authorities to engage with these organisations.

4.4 On top of the growing competition for third party funding, the financial situation in which BW now finds itself does not give grounds for great optimism about its capacity to lead and partner others in waterway projects on the scale that it has done in recent years. The impact on individual projects will, of course, vary according to its level of involvement but at present there must be doubt that, over the next few years at least, BW's means will match its ambitions.

4.5 All this reinforces the messages the Council relayed in its two previous reports - the need for competent project management, professional backing studies, effective partnership working and the mobilising of local political and popular support. Waterway restoration and development, like waterways in general, is for all or it will not succeed.

4.6 As usual, the Council included in the 2005 survey for this report a question asking promoters of projects what lessons they could offer to others. This response from Andrew Stumpf (BW Regeneration Manager South working on the Cotswold and Droitwich Canals and the Bedford-Milton Keynes Waterway) deserves a wider circulation

- the role of a strong voluntary body is still absolutely critical;
- partnerships often become stronger in adversity;
- the heritage (built and natural) significance of the waterway must be understood and restored in such a way that this significance is appreciated, maintained and even enhanced;
- benefits must be predicted quantitatively and then measured - this is essential if involvement by public funding bodies in particular is to go beyond feasibility studies;
- what goes on around the waterway is as important as on the waterway.

The Council welcomes comments on this Review and, in the meantime and in its new guise from 1 April 2007 as the Inland Waterways Advisory Council, will continue actively to support waterway restoration and development efforts.

Notes to Main Schedule Annex A

Introduction

The approach and process

The review work was carried out in the summer/autumn of 2005, with the focus on what had changed in the past five years, progress made on existing projects, those entering the field for the first time, and funding regime changes. As in the 1998 and 2001 reports, and with the exception of the assessments of historical and nature conservation importance (which, because of resource constraints have not been revised and have been omitted in this review), the Council's assessment of projects is based entirely on the responses to the 2005 questionnaires. A deliberate decision was taken – again because of resource constraints – to simplify the data collection process as far as possible. While every effort has been made to arrive at assessments which are defensible and fair to all parties, an element of subjectivity in the findings is unavoidable.

Annex A is divided into three sections: significant selected projects completed since the last review (and not therefore assessed); projects listed in the 2001 report and still underway; and new projects formulated or begun since 2000/01 or included for the first time.

What is included?

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

Questionnaire

A questionnaire to update briefly and simplify the information provided on projects included in the 2001 Report was issued under cover of a letter from the then Council Chairman, to more than 100 active project promoters. An amended version was sent to projects entering the field for the first time, or from whom no response had been, for one reason or another, received in 2000/01. The exercise was also advertised in the inland waterways' press. The focus in each case was on changes since last time in terms of how the scheme was being implemented and on the progress made in such areas as funding, technical studies and plans, future management, local authority and public support and involvement and any links with navigation authorities. There was a virtually 100% response. **Those individual responses which are not confidential** are available for inspection at the Council's London Office.

Consultation

The Council consulted with the principal navigation authorities – British Waterways, the Environment Agency and the Broads Authority – with the Association of Inland Navigation Authorities (AINA) and with Defra and the Scottish Executive on the draft schedule in Annex A. It is grateful for the comments received.

Important notes

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

Definitions used in Main Schedule

Reference number

The projects are numbered consecutively and grouped alphabetically in three sections. New numbering replaces that used in the 2001 Report.

A - Selected significant projects completed since 2000-01 survey and review

B - Other projects in 2001 report

C - Projects added in this review

Factual information

1 Waterway or structure

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

Some respondents insisted on the separate treatment of discrete sections of their restorations as individual projects in their own right. The Council would have preferred to present an overview of the whole waterway in question but has respected their wishes. No attempt has been made in this review to identify discrete next stages in a separate column although reference is made to it in the commentary where such information has been forthcoming.

2 Project length (km)

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

3 Location/extent

Descriptive information to help locate projects listed in Col 2

4 English region, Wales, Scotland

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

5 Local authority area(s)

The county, district or unitary authorities for the area in which the project lies

6 Current waterway manager or owner (if any)

The navigation authority if there is one, or other body with which responsibility currently rests for management of the existing waterway or structure. A waterway described as a "BW Remainder" waterway is one which BW has no duty under the Transport Act 1968 to maintain in a navigable condition

7 Link with other navigation authority (if any)

The navigation authority (if one exists) for any adjacent inland waterway with which the project would link

8 Project promoter(s)

The organisation(s) identified from the questionnaire response

9 Project description/objective

Except for Group A, the Council's summary based on the questionnaire response

10 Estimated project cost £m (exc. VAT)

The capital cost at 2006 prices of the work remaining to be funded as given (with any qualifications) in the questionnaire responses.

Findings for project

11 Funding stage reached (Implementation)

As in the 2001 review, the overall judgment (based on information supplied in the promoters' responses to the questionnaires) in respect of active projects in England, Scotland and Wales is in terms of the Council's current view of the work done on project development and so the readiness of each project, or stage of project, for funding, divided into four categories as follows:

- **Advanced (1)** – where all preliminary work has been done
- **Substantial progress (2)** – where most preliminary work has been completed or is in hand
- **Intermediate (3)** – where there is considerable preliminary work outstanding
- **Early stage (4)** – virtually all preliminary work outstanding i.e. needing necessary studies and technical work to develop an overall strategy before they can make progress

12 Strategic significance

The Council's view of the significance of the project in an England or Wales or Scotland context for its potential contribution to the expansion and development of the inland waterway system, and/or its intrinsic built and natural heritage merit based on 2001 assessments, and/or its potential importance for economic, social and environmental regeneration. Please note that the systematic studies of heritage and nature conservation importance used in the 2001 review have not in this review been possible for the additional projects in Section C and therefore the assessments of strategic significance (based entirely on the responses to the questionnaire) should be treated as interim only. There are three categories as follows.

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

These embody relative judgements. Assessment of a project as of Local or Regional significance in no way denotes a lack of intrinsic value

13 Commentary

A summary of progress since the 2001 Review together with additional points which the Council wishes to bring to the attention of promoters and/or interested bodies e.g. concerning future direction of the project or funding.

Glossary

AINA	Association of Inland Navigation Authorities
BA	Broads Authority
BCA	Basingstoke Canal Authority
BCN	Birmingham Canal Navigations
BLF	Big Lottery Fund
BW	British Waterways
BWS	British Waterways Scotland
DEFRA	Department for Environment, Food and Rural Affairs
EA	Environment Agency
EH	English Heritage
EIA	Environmental Impact Analysis
EN	English Nature (from 1 October 2006 Natural England)
EP	English Partnerships
ERDF	European Regional Development Fund
EAWA	East Anglian Waterways Association
GO	Government Office for the Regions in England
GOBA	Great Ouse Boating Association
HLF	Heritage Lottery Fund
IWA	Inland Waterways Association
LA	Local Authority
LANT	Lower Avon Navigation Trust
LTC Scheme	Landfill Tax Credit Scheme
NT	National Trust
PLA	Port of London Authority
RDA	Regional Development Agency
TWA	Transport and Works Act 1992
TWT	The Waterways Trust
UANT	Upper Avon Navigation Trust

Key to waterways or structures

Selected significant projects completed since 2000-01 survey

Ref No. (in alphabetical order)	
1	Anderton Boat Lift
2	Basingstoke Canal - backpumping to locks 1-6 (Woodham Locks)
3	Bugsworth Basin
4	Forth & Clyde and Union Canals - "Millennium Link"
5	Forth & Clyde Canal - Glasgow Arm
6	Great Ouse Relief Channel
7	Lydney (Pidcocks) Canal and Harbour
8	Ribble Link
9	Rochdale Canal

Other projects in 2001 Report

England (in alphabetical order)	
10	Ancholme - Rase Link
11	Ancholme - Witham Link
12	Ashby Canal
13	Avon River (Warwickshire) - Upper Avon Extension
14	Aylsham Navigation
15	Barnsley and Dearne & Dove Canals and branches
17	Bedford-Milton Keynes Waterway
18	Blyth Navigation
19	Bottisham Lode
20	Bourne Eau
21	Bow Back Rivers
22	Bude Canal : Barge and Tub Boat sections
23	Caldon Canal - Foxley Arm (Robert Heath's Canal)
24	Caldon Canal - Norton Green Arm (Sparrow & Hales Canal)

25	Caldon Canal - Leek Branch Extension
26	Chelmer & Blackwater Navigation - extension
27	Chesterfield Canal - completion and Rother Link
28	Chichester Ship Canal
29	Cotswold Canals - Stroudwater Navigation
30	Cotswold Canals - Thames & Severn Canal
31	Cromford Canal incl Pinxton Arm
32	Derby Canal
33	Dorset & Somerset Canal
34	Driffild Navigation
35	Droitwich Barge and Junction Canals
37	Foxton Inclined Plane
38	Gloucester & Sharpness Canal - Cambridge Arm
39	Grand Union Canal - Buckingham Arm
40	Grand Union Canal - Slough Arm link to River Thames at Elton
41	Grand Union Canal - Wendover Arm
42	Grand Western Canal, Somerset and Devon
43	Grantham Canal
44	Hatherton Canal
45	Herefordshire & Gloucestershire Canal
46	Horncastle Navigation
47	Ipswich & Stowmarket Navigation (River Gipping)
48	Ivel Navigation
49	Lancaster Canal - Northern Reaches
50	Lapal Canal (part of Dudley No 2 Canal)
51	Lark Navigation
52	Leeds & Liverpool Canal Extension - Liverpool Link
54	Lichfield Canal
56	Little Ouse Navigation
57	Llangollen Canal - Whitchurch Arm
58	Louth Navigation
59	Macclesfield Canal to Caldron Canal Link
60	Manchester, Bolton & Bury Canal

Inland Waterways Amenity Advisory Council Third Review Report December 2006

Inland Waterway restoration & development projects in England, Wales & Scotland. Project listed in Main Schedule Annex A assessment of 2005-06 questionnaire responses.

Key

- Projects listed and assessed in report (see footnote for the projects excluded from the list)
- Main navigable system

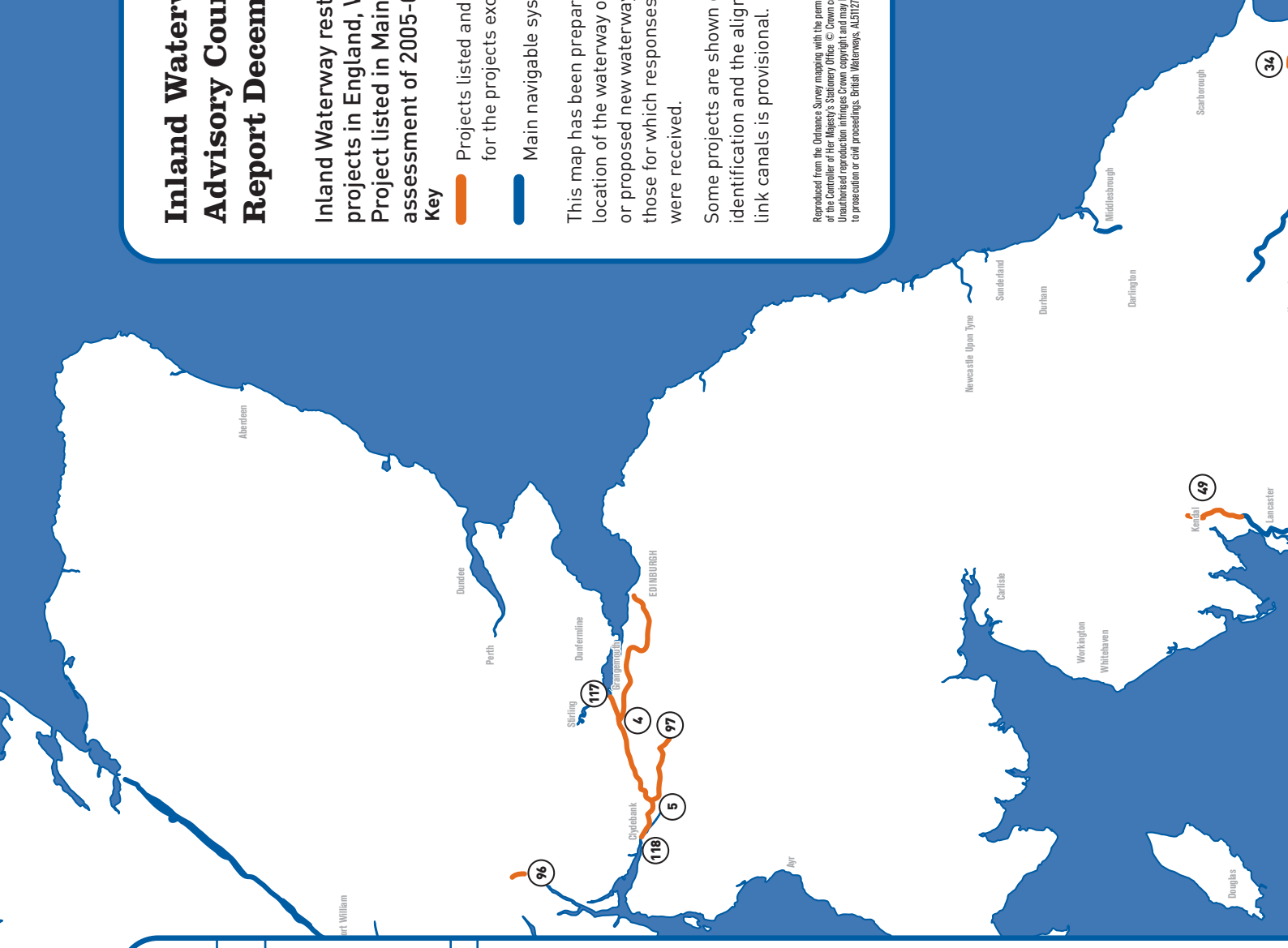
This map has been prepared to identify the approximate location of the waterway or structure, restoration project or proposed new waterway. The only projects shown are those for which responses to the IWAAC questionnaire were received.

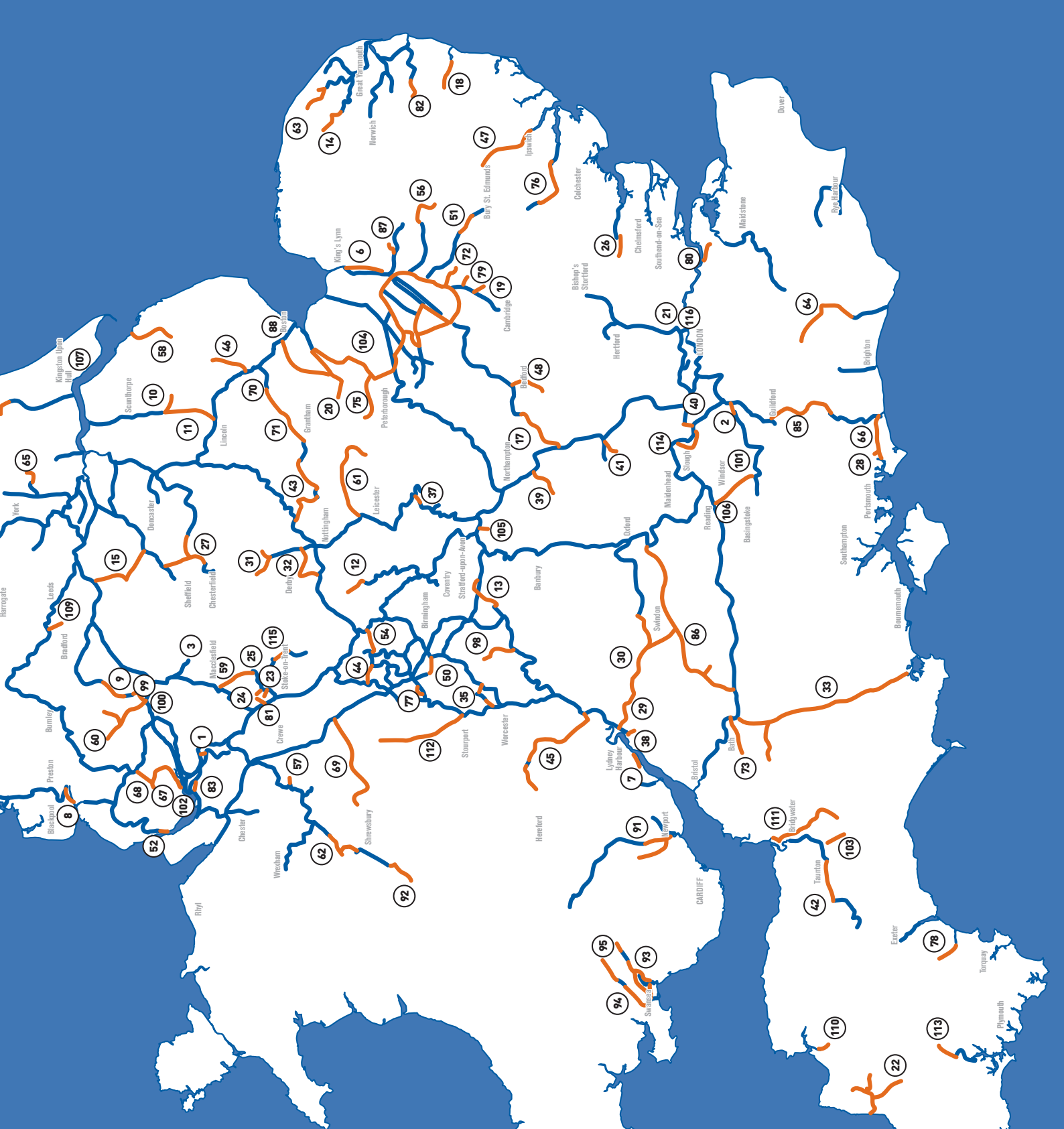
Some projects are shown out of scale for ease of identification and the alignment of some proposed link canals is provisional.

SCALE



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<div>61 Melton Mowbray Navigation</div> <div>62 Montgomery Canal (also Wales)</div> <div>63 North Walsham & Dilham Canal</div> <div>64 Ouse River (Sussex)</div> <div>65 Pocklington Canal</div> <div>66 Portsmouth & Arundel Canal</div> <div>67 Sankey Canal</div> <div>68 Sankey Canal to Leeds & Liverpool Link</div> <div>69 Shrewsbury & Newport Canals</div> <div>70 Steaford Navigation</div> <div>71 Steaford Navigation - Grantham Canal Link</div> <div>72 Soham Lode</div> <div>73 Somersetshire Coal Canal</div> <div>75 Stamford Canal (River Welland)</div> <div>76 Stour Navigation</div> <div>77 Stourbridge Canal - Fens Branch</div> <div>78 Stover Canal</div> <div>79 Swaffham Bulbeck Lode</div> <div>80 Thames & Medway Canal</div> <div>81 Trent & Mersey Canal - Burslem Arm (Burslem Port Project)</div> <div>82 Waveney Navigation</div> <div>83 Weaver Navigation - Frodsham Cut</div> <div>85 Wey & Arun Canal</div> <div>86 Wits & Berks Canal and North Wilts Canal</div> <div>87 River Wissey</div> <div>88 Witham Navigable Drains - East Fen Lock</div>	<div>Wales (in alphabetical order)</div> <div>91 Monmouthshire & Brecon Canal (incl Crumlin Arm)</div> <div>92 Montgomery Canal (also England)</div> <div>93 Vale of Neath and Swansea Valley Canals - Neath Canal</div> <div>94 Vale of Neath and Swansea Valley Canals - Swansea Canal</div> <div>95 Vale of Neath and Swansea Valley Canals - Tennant Canal</div> <div>Scotland (in alphabetical order)</div> <div>96 Ardlui to Inverarnan Canal</div> <div>97 Monkland Canal</div>	<div>Projects added in this review</div> <div>England (in alphabetical order)</div> <div>98 Arrow River (Warwickshire)</div> <div>99 Ashton Canal - Hollinwood Branch - and link to Rochdale Canal</div> <div>100 Ashton Canal - Stockport Branch</div> <div>101 Basingstoke Canal - Enhanced water supply projects</div> <div>102 Bridgewater Canal - Runcorn Locks</div> <div>103 Chard Canal</div> <div>104 Fens Waterway Link</div> <div>105 Grand Union Canal - Daventry Arm</div> <div>106 Hants & Berks Canal (Basingstoke Canal to Kennet & Avon Link)</div> <div>107 Hedon Haven, Humber Estuary</div> <div>109 Leeds & Liverpool Canal - Bradford Canal</div> <div>110 Lord Rolle's (Torrington) Canal</div> <div>111 Parrett River (Somerset) - including Westport Canal</div> <div>112 Severn River Navigation Restoration - Phase 1</div> <div>113 Tavistock Canal</div> <div>114 River Thames - Maidenhead Waterways (York Stream and The Cut)</div> <div>115 Uttoxeter Canal</div> <div>116 Wood Wharf, Isle of Dogs</div> <div>Scotland (in alphabetical order)</div> <div>117 Carron River</div> <div>118 Leven River</div>	<div>Footnote: Projects Ref Nos. 1, 6, 36, 53, 55, 74, 84, 89, 90 and 108 in the Main Schedule, Annex A have not been assessed for reasons set out there and are not shown on this map.</div>
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Main Schedule, Annex A

Ref no	FACTUAL INFORMATION (based on promoters' responses)						
	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)
Col no	1	2	3	4	5	6	7

A SELECTED SIGNIFICANT PROJECTS IN ENGLAND, WALES AND SCOTLAND COMPLETED SINCE 2000-01 SURVEY							
1	Anderton Boat Lift	N/A	Link between Weaver Navigation and Trent & Mersey Canal	North West	Cheshire, Vale Royal District	BW (owned by TWT)	BW
2	Basingstoke Canal - backpumping to locks 1-6 (Woodham Locks)	2.5	Restored Basingstoke Canal	South East	Surrey, Runnymede Borough, Woking Borough	BCA	NT
3	Bugsworth Basin	1	Near Whaley Bridge on Peak Forest Canal	East Midlands	Derbyshire, High Peak District	Inland Waterways Protection Society (leased from BW)	BW
4	Forth & Clyde and Union Canals - Millennium Link	110	Glasgow (River Clyde) to Falkirk (River Carron) and Falkirk to Edinburgh	Scotland	City of Glasgow, West and East Dunbarton, North Lanark, Falkirk, West Lothian, City of Edinburgh	BWS	Clydeport, Forth Ports Ltd
5	Forth & Clyde Canal - Glasgow Arm	0.2	Forth & Clyde Canal - Glasgow Branch	Scotland	City of Glasgow	BWS	BWS
6	Great Ouse Relief Channel	17	Flood relief channel from Denver to near King's Lynn	East of England	Norfolk, King's Lynn & West Norfolk Borough	EA	EA, Kings Lynn Conservancy Board
7	Lydney (Pidcocks) Canal and Harbour	N/A	Near Lydney, Severn Estuary	South West	Gloucestershire, Forest of Dean District	EA	Gloucester Harbour Trustees
8	Ribble Link	6	Savick Brook, Preston, between Lancaster Canal and River Ribble	North West	Lancashire, Preston Borough	BW (owned by TWT)	BW , Preston BC
9	Rochdale Canal	51.5	Bridgewater Canal at Manchester to Calder & Hebble Navigation at Sowerby Bridge	North West, Yorks & The Humber	Calderdale Borough, Rochdale Borough, Oldham Borough, City of Manchester	BW (owned by TWT)	BW, Manchester Ship Canal

			FINDINGS FOR PROJECT		COMMENTARY	Ref no
Project promoter(s)	Project description/objective	Est cost £M (exc VAT)	Funding stage reached: Advanced (1) Substantial (2) Intermediate (3) Early (4)	Strategic significance: National (N) Regional (R) Local (L)		
8	9	10	11	12	13	Col no

TWT (formerly Anderton Boat Lift Trust)	Restoration of historic boat lift and strategic waterway link	6.9 (incl new visitor centre)		N	Opened 2002 with funding from EH, HLF and voluntary contributions.	1
BCA/Surrey & Hampshire Canal Society	Improvement of water supply for navigation by providing backpumping for first six locks post restoration of Canal (52.25 km)	0.5		L	HLF funded post-restoration work completed in 2002 - for further back pumping required for remaining 25 locks (see project no 101 below).	2
IWPS	Restore Bugsworth Basin complex to navigation	7.0		N	Previous reopening in 1999 proved unsuccessful due to excessive leakage. Funding secured for relining work and basins were successfully reopened in 2005.	3
BWS	Restoration of navigation on both canals and construction of new link between them so promoting regeneration throughout central Scotland corridor	78.4		N	Forth & Clyde re-opened 2001 and Falkirk Wheel in 2002. Funding package included Millennium Lottery grant.	4
BWS	Reconnect arm from Spiers Wharf to Port Dundas with main line of canal	6.0		L	Construction work completed summer 2006 with funding from LA, ERDF & ISIS. Significant commercial regeneration projects will now follow.	5
EA	Making navigable waterway to provide non-tidal access to King's Lynn	1.0		L	New lock completed at Denver. Part opened 2001 - from Denver to Wiggenshall Bridge (11km). Will boost boating and other development at Kings Lynn.	6
Lydney Dock Partnership	Restoration of harbour (scheduled Ancient Monument), historic buildings and lock gates at Lydney Docks	1.9		L	Completed in 2004 with HLF, EH and LA grants. Further plans including a marina, commercial development, canal dredging and access/education improvements have been short listed in the Big Lottery Living Landmarks bidding process.	7
Ribble Link Trust/BW	Canalisation of Savick Brook to link the Lancaster Canal with national canal network via River Ribble, promoting economic and leisure opportunities in area	5.6		N with Lancaster Canal	Millennium and LA funded strategic link opened in 2002. More dredging and moorings needed. Enhances need for progress on Lancaster Canal Northern Reaches - see project no 49 below).	8
BW	Restoration of remaining 25.5 km in Rochdale, Oldham and Manchester to restore through navigation across the Pennines, so creating new cruising ring, and promoting regeneration of canal corridor	23.8		N	Reopened to through navigation in 2002 with Millennium, EP and LA funding. More recent problems with breaches and slippages arising from difficult ground conditions.	9

Ref no	FACTUAL INFORMATION (based on promoters' responses)						
	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)
Col no	1	2	3	4	5	6	7

B OTHER PROJECTS IN 2001 REPORT (in alphabetical order)

ENGLAND							
10	Ancholme - Rase Link	14.4	New navigation on course of River Rase	East Midlands	Lincolnshire, West Lindsey District	EA	EA
11	Ancholme - Witham Link	25.6	New navigation connecting Rivers Ancholme and Witham	East Midlands	Lincolnshire, West Lindsey District		EA/BW
12	Ashby Canal	12.9	Head of current navigation at Snarestone to Measham and then on to Moira	East Midlands	Leicestershire, North West Leicestershire District	Leicestershire C.C	BW
13	Avon River (Warwickshire) - Upper Avon Extension	22.5	Navigable Avon at Alveston to Grand Union Canal aqueduct at Warwick	West Midlands	Warwickshire, Warwick District, Stratford-on-Avon District		BW, BW via UANT and LANT
14	Aylsham Navigation	15.3	Navigable River Bure at Coltishall to Aylsham	East of England	Norfolk, Broadland District		BA
15	Barnsley and Dearne & Dove Canals and branches	44.8	Aire & Calder Nav. at Wakefield to Sheffield & South Yorks Nav at Swinton via Barnsley (plus branches to Elsecar and Worsborough)	Yorks & The Humber	City of Wakefield, Barnsley Borough, Rotherham Borough		BW

			FINDINGS FOR PROJECT		COMMENTARY	Ref no
Project promoter(s)	Project description/objective	Est cost £M (exc VAT)	Funding stage reached: Advanced (1) Substantial (2) Intermediate (3) Early (4)	Strategic significance: National (N) Regional (R) Local (L)		
8	9	10	11	12	13	Col no

IWA Lincolnshire Branch	Construction of new navigation to expand the leisure potential of the Rivers Ancholme and Rase and so improve the local economy	Not yet costed	4	L	No progress since last review. EA needs to be persuaded to give project higher priority for feasibility study when funding permits.	10
IWA Lincolnshire Branch	Part enlargement of existing channel and part construction of new channel to create new leisure navigation link to national waterway system	Not yet costed	4	L	No progress since last review. The project has potential for North Lincolnshire and LAs and EA should continue to be pressed to set in hand initial studies to determine viability and practicality	11
Leicestershire (Ashby Canal Restoration Project)	Restoration of canal as catalyst for regeneration of former mining area, encourage investment and employment, create green corridor and increase biodiversity	11.0	1	R	Northernmost section to Moira partially completed since last review (completion may require a further TWA Order). On the Snarestone to Measham section, the TWA Order approved in 2005 was a major achievement and preliminary work already begun: construction expected to start in 2007-08. Revised to Regional status since 2001.	12
Stratford & Warwick Waterways Trust	New river navigation completing broad link from River Severn to Grand Union Canal and hence to River Thames and River Trent. Creation of new Midland cruising rings with boost to local economy. Niche freight potential	10.0	4	N	This remains a potentially valuable scheme from a national waterways perspective but has so far failed to gather local political support in the face of entrenched nature conservation, landowning and existing river user opposition. The newly established (2004) dedicated Trust is now more sensitive to these issues but professional studies to demonstrate a comprehensive and sustainable approach, for which LA support is a prerequisite, are still needed.	13
EAWA	Restoration of full navigation on River Bure to former riverhead at Aylsham so extending Broads navigations	Not yet costed	4	L	No progress since the last review. The project would extend the Broads navigable network and is included for consideration in the Broads Plan but other projects are seen to give better value. More could be done in the interim to make the navigation better known and more readily available for non-powered boating, compatible with its nature conservation value.	14
Barnsley Dearne & Dove Canals Trust	Restoration to full navigation of both Canals (including new channels) to create 112km cruising ring in south and west Yorkshire and extend national network; promote investment, economic revitalisation and environmental gains for blighted industrial area	100.0+	4	R	This remains a major project with considerable hurdles to be overcome and much further preparatory work required. A Barnsley Canals Consortium of LAs, BW & EA, and local interests was formed in 2000 and a feasibility report commissioned in 2004. Completed report suggests, broadly, that restoration would be feasible. Canal routes already mostly owned by LAs. Project now needs more focused LA support, project officer, professional help on funding bids and mobilising of voluntary efforts on easier sections.	15

Ref no	FACTUAL INFORMATION (based on promoters' responses)						
	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)
Col no	1	2	3	4	5	6	7

16	Basingstoke Canal - Western End						
17	Bedford-Milton Keynes Waterway	27.4	Bedford to Milton Keynes	East of England, South East	Bedfordshire, Mid Beds District, Bedford Borough, Milton Keynes Borough		BW, EA
18	Blyth Navigation	7.25	Halesworth to navigable tidal section at Blythburgh	East of England	Suffolk, Waveney District		Waveney DC
19	Bottisham Lode	4	River Cam to Lode village	East of England	Cambridgeshire, East Cambridgeshire District	EA	EA
20	Bourne Eau	5.6	River Glen (Welland System) to Bourne	East Midlands	Lincolnshire, South Kesteven District		EA
21	Bow Back Rivers	10	Network of navigable rivers immediately adjacent to Lee Navigation	London	London Borough of Newham, London Borough of Tower Hamlets	Part BW Remainder, LA, Restoration Trust, private owners	BW, PLA via Bow Creek
22							

			FINDINGS FOR PROJECT		COMMENTARY	Ref no
Project promoter(s)	Project description/objective	Est cost £M (exc VAT)	Funding stage reached: Advanced (1) Substantial (2) Intermediate (3) Early (4)	Strategic significance: National (N) Regional (R) Local (L)		
8	9	10	11	12	13	Col no

					Project no longer being pursued - but see project no 106 below.	16
Bedford and Milton Keynes Partnership (B&MKP) comprising 26 partners including the B&MK Waterway Trust, all LAs on route, BW & EA, and a range of economic, waterway, recreational and environmental bodies	Creation of new broad beam waterway linking BW canal network with Anglian systems, including Fens and Middle Level waterways	150.0	2	N	This major project has achieved positive support in the MK Local Plan, an agreed route in the planning framework for MK Eastern Expansion Area and a commitment to inclusion in the Mid Beds and Beds Local Development Frameworks. There has also been substantial progress on feasibility work and cost benefit analysis. Prospect of sections being constructed during eastward expansion of MK. Developers reserving line in plans and three Big Lottery Living Landmarks applications submitted but only MK end has been shortlisted. Partnership funding is also being sought for a full time Project Team. Council welcomes the Partnership's continuing commitment to the project which will provide major benefits to the national waterway system (see Fens Link project no 104 below) and to the quality of life in and around the proposed waterway corridor.	17
EAWA	Extension of historic river navigation from Blythburgh to former terminus at Halesworth	Not yet costed	4	L	No change since previous review - the local support group reported in 2001 came to nothing despite EAWA/IWA backing - an isolated navigation and restoration benefits would be limited - little prospect of change unless LA can be engaged.	18
EAWA/IWA Cambridge Branch	Restoration of navigation to Lode village	Not yet costed	4	L	No progress since last review. A modestly beneficial local project but restoration of Swaffham Bulbeck (see no 79) and Soham Lode (see no 72) are likely to be considered more advantageous.	19
EAWA	Restoration of short waterway to create natural river head and focal point for under-utilised River Glen	Not yet costed	4	L	No change since previous report - any progress largely dependent on creation of the Fens Waterway Link Project (see no 104)	20
BW	Major regeneration/revitalisation of network of non tidal and semi-tidal rivers, mostly lying within the heart of the 2012 Olympic zone	c50-60.0	1	N	BW restoration ambitions transformed following the success of the 2012 Olympics bid. Given funding for a new lock to the Prescott Channel there will be opportunities for waterborne freight in conjunction with construction of Olympic infrastructure, hydro-electricity, restored and new wildlife habitats, and a waterside setting for new residential and commercial investment with legacy freight and recreation/amenity potential. The key Lock now has Defra, EA, ODA and other backing and design work by BW proceeding. Upgraded to National because of the Olympics link.	21

Ref no	FACTUAL INFORMATION (based on promoters' responses)						
	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)
Col no	1	2	3	4	5	6	7

22	Bude Canal : Barge and Tub Boat sections	59.6	Barge section (Bude to Helebridge) and cruciform tub-boat system inland reaching Tamar Lake /Holsworthy/Druyton, near Launceston	South West	Cornwall, North Cornwall District, Devon, Torridge District	Barge: North Cornwall DC. Inland: part Bude Canal Trust/private landowners	
23	Caldon Canal - Foxley Arm (Robert Heath's Canal)	2.6	From junction with Caldon Canal to Ford Green Farm	West Midlands	Stoke-on-Trent City	Part BW	BW
24	Caldon Canal - Norton Green Arm (Sparrow & Hales Canal)	2.8	From junction with Caldon Canal to Norton Green	West Midlands	Stoke-on-Trent City	BW	BW
25	Caldon Canal - Leek Branch Extension	0.8	At Leek end of Leek Branch	West Midlands	Staffordshire, Staffordshire Moorlands District	Part BW	BW
26	Chelmer & Blackwater Navigation - extension	0.2	Springfield Basin to River Chelmer, Chelmsford	East of England	Essex, Chelmsford Borough	Chelmsford Borough/IWA	Chelmer & Blackwater Navigation
27	Chesterfield Canal - completion and Rother Link	24 (14 original canal line: 10 new Rother Link)	Original line - Staveley, Derbyshire to Kiveton Park, Rotherham. Rother Link - Killamarsh, Derbyshire to Rotherham through Rother Valley Country Park	East Midlands, Yorks & The Humber	Derbyshire, Chesterfield Borough, North East Derbyshire District, Rotherham MB, Nottinghamshire, Bassetlaw District	Chesterfield to Staveley owned by Derbyshire CC; Staveley to western side of Norwood Tunnel mixed public/private ownership; Kiveton Park/east side of Norwood Tunnel owned by BW	BW

			FINDINGS FOR PROJECT		COMMENTARY	Ref no
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8	9	10	11	12	13	Col no

N Cornwall DC leading Bude Canal Regeneration Project Partnership (LAs, Bude Canal Trust and Bude Canal & Harbour Society)	Restoring navigation on remainder of Barge Canal, safeguarding historic features and structures, improving access, interpretation and educational value.	4.2	1	N	Council welcomes partnership progress on this important heritage waterway particularly the efforts to safeguard and conserve its exceptional features. HLF-funded Canal Conservation Plan produced 2004. Project Manager appointed. Package of HLF, EU, South West RDA and LAS funding now approved and physical work should start soon. Access to the tub boat canal to be improved with overall interpretation/ education strategy.	22
Caldon & Uttoxeter Canal Trust	Full restoration of former Canal Arm including new alignment	Not known	3	L	Trust reports that project appears to have lost momentum in BW. Moorings income potential and other benefits should justify new assessment by BW.	23
Caldon & Uttoxeter Canal Trust	Full restoration of Arm along original line	Not known	3	L	As for project no 23 above.	24
Caldon & Uttoxeter Canal Trust	Restoration of original aqueduct and then new line, to and basin, in Leek	Not known	3	L	Council welcomes Trust funding for BW corridor study being completed to assess possible routes and project potential. Trust active in promoting project and securing LA support for significant local benefits.	25
Chelmsford Borough	Proposed new canal cut with mooring areas etc	c.1.4	1	L	Project formally adopted in local plan. Progress depends on planning gain approval of associated development for new lock. Future progress also overshadowed by financial difficulties of Navigation Company which led to IWA taking over management in 2005.	26
Partnership of Chesterfield Canal Trust, BW, LAs and other agencies	Restoration of remaining central section of original canal from Staveley to Kiveton Park; construction of new link to Sheffield & S Yorks Navigation in Rotherham via Rother Valley (creating a new cruising ring of 160km); protection and enhancement of environment/heritage value of canal; securing employment, regeneration and environmental improvements along whole corridor between Chesterfield and West Stockwith	35.0	1	N with existing BW length and Rother Link	Council applauds further significant progress since last review, including funding and completion in 2002 of whole 9km BW length (with 22 listed locks), east of Norwood Tunnel, securing line through Kiveton Park colliery site, replacing culverted crossings, numerous other improvement projects and professional reports on integrated engineering/design, route feasibility for Rother Link, water resources, environmental impact, land assembly, heritage, economic and social benefits etc. Partnership working and project management also impressively strengthened as evidenced by funding bid successes. Partnership approach of dealing with on-going restoration work in achievable sections, costing and negotiating each in turn, is also applauded and will be applied to Rother Link when route selected. (continued overleaf)	27

Ref no	FACTUAL INFORMATION (based on promoters' responses)						
	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)
Col no	1	2	3	4	5	6	7

	Chesterfield Canal - completion and Rother Link (contd)						
28	Chichester Ship Canal	2.8	Chichester to sea at Chichester Harbour	South East	West Sussex, Chichester District	West Sussex CC	Chichester Harbour Conservancy
29	Cotswold Canals - Stroudwater Navigation	13.8	River Severn at Framilode to Wallbridge, Stroud (Saul to Framilode not to be restored)	South West	Gloucestershire, Stroud District	Manager BW, owner Co Prop of Stroudwater Navigation, some private ownership Eastington to Saul.	BW
30	Cotswold Canals - Thames & Severn Canal	45	Wallbridge in Stroud to Thames at Inglesham, upstream of Lechlade	South West	Gloucestershire, Stroud District, Cotswold District, Wiltshire, North Wilts District	Part Gloucestershire CC, remainder private, two heritage sites acquired by BW	EA

			FINDINGS FOR PROJECT		COMMENTARY	Ref no
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8	9	10	11	12	13	Col no

					RDA funding secured for report on engineering solution to Norwood Tunnel stretch, the only part of original Canal not yet in hand. More restored lengths, bridge raising, planning gain regeneration projects, among others, are programmed for next three years. In a number of respects this is a model restoration project.	
Chichester Ship Canal Trust	Restoration of through navigation, preservation of line and structures, development of recreation and amenity	c.3.0	2	L	After period of inactivity, Trust established, dredging programme of central section funded and completed since last review and joint working progressed with LAs and others. Restoration strategy in hand to guide future activities, including bridge replacement, and progress further restoration.	28
Cotswold Canals Partnership incl Cotswold Canals Trust, The Waterways Trust, Stroud DC, Gloucestershire CC, BW and a range of economic, social and environmental bodies.	To restore both Cotswold Canals to full navigation in the interests of conservation, biodiversity and local quality of life, and to use the restoration as a catalyst for wider social, economic and environmental regeneration	c40.0 incl section of Thames & Severn no 30	1	N with Thames & Severn no 30	Combined strategic corridor project with Thames & Severn below. Conservation Management Plan (including part of Thames & Severn) completed. Masterplanning of key canal corridor areas begun by LA and SWRDA. Stage 2 funding confirmed by HLF and SWRDA. First major restoration tranche is £24M restoration of section of Stroudwater from Stonehouse to Wallbridge (plus part of Thames & Severn - see below) and a trail Stonehouse to Saul. Connection to Gloucester & Sharpness Canal at Saul shortlisted in Living Landmarks bidding. The full benefits of the overall project will need this link completed in west and that to the Thames in east.	29
Cotswold Canals Partnership incl Cotswold Canals Trust, The Waterways Trust, SDC, GCC, BW and a range of economic, social and environmental bodies	To restore both Cotswold Canals to full navigation in the interests of conservation, biodiversity and local quality of life, and to use the restoration as a catalyst for wider social, economic and environmental regeneration	90.0	2	N with Stroudwater no 29	Combined strategic corridor project with Stroudwater above. Conservation Management Plan work completed on section adjoining Stroudwater and in outline on remainder. BW acquired two historic sites - Brimscombe Port and Inglesham Roundhouse. Gateway Bridge opened 2005. First major restoration tranche is section from Wallbridge to Brimscombe, part of £24M project referred to above, and funding situation applies as for this. On remainder, efforts continuing on awareness raising, improving public access, enhancing statutory protection of structures and habitats and encouraging landowner support.	30

Ref no	FACTUAL INFORMATION (based on promoters' responses)						
	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)
Col no	1	2	3	4	5	6	7

31	Cromford Canal incl Pinxton Arm	27	Erewash Canal at Langley Mill to Cromford and Pinxton	East Midlands	Derbyshire, Amber Valley Borough, Derbyshire Dales District, Bolsover District	Part BW Remainder, part Derbyshire CC, part private	BW
32	Derby Canal	18.5	Trent & Mersey Canal to Derby then to Erewash Canal	East Midlands	Derbyshire, South Derbyshire District, Erewash Borough, City of Derby		BW
33	Dorset & Somerset Canal	98	Bradford on Avon to Poole plus 18 km Frome Branch	South West	Wiltshire, West Wilts District, Salisbury District; Somerset, Mendip District; Dorset, North Dorset District, Purbeck District, Poole		BW

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Friends of the Cromford Canal	Restoration of the complete navigation as close as possible to the original route, including the Pinxton Arm	Not yet costed	4	N	Council welcomes formation of the Friends of the Cromford Canal in 2002 and the revised ambition to seek the restoration of the whole canal rather than two sections each side of Butterley Tunnel as in last review. As part of the World Heritage Derwent Valley site around Arkwright's Mill, this project is of national heritage significance. Ecology and water resources studies have been carried out for the Langley Mill to Ironville section where, given funding success, restoration is planned to start around 2008 and work on the Pinxton Arm may be boosted by a planning gain deal. Council suggests two priorities - formation of a trust with professional advice and a full feasibility report to give the project more strategic influence and LAs confidence they should incorporate restoration line into local plans.	31
Derby & Sandiacre Canal Trust	Restoration of through navigation as close as possible to original route, creating new 40km cruising ring and reconnecting Derby to national system, maximising sustainable employment, tourism, heritage, nature, leisure and educational benefits to area	37.0	1	R	Business Plan and restoration/funding strategy completed 2003-04 together with range of technical reports. Small-scale projects successfully completed since last review and Trust now has professional support and advice. If larger-scale funding is not secured, future progress will be developer-led and relies on continuing LA interest in the social, economic and environmental benefits of restoration to facilitate this. Two-thirds of route already in LA ownership and will be transferred to Trust as funding becomes available.	32
Dorset & Somerset Canal Society	Construction of the 80km main line (original scheme but never built) and active conservation of the line of the Frome Branch of the canal and surviving structures, and interpretation to the public in an area without canals	c150.0 - largely for new main line	4	L	No evidence submitted on conservation and interpretation progress on Frome Branch since last review to assess current funding stage reached. Construction of the never-started main line now added as a formal longer-term objective - a very high-cost project on which nothing has been done to assess even initial feasibility as a basis for protection of the line in local plans. Council hopes that priority will continue to be given to valuable conservation/interpretation work on Frome Branch.	33

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34	Driffield Navigation	22	Great Driffield to Aike Beck on River Hull	Yorks & The Humber	East Riding of Yorkshire	Driffield Navigation Trust	Hull City
35	Droitwich Barge and Junction Canals	11.66	River Severn to Worcester & Birmingham Canal	West Midlands	Worcestershire, Wychavon District	Droitwich Canals Trust (Wychavon DC is owner)	BW
36	Earith to Ramsey Link						
37	Foxton Inclined Plane	N/A	Site of former plane adjacent to Foxton Locks, Grand Union Canal Leicester Section	East Midlands	Leicestershire, Harborough District	BW	BW
38	Gloucester & Sharpness Canal - Cambridge Arm	2.4	Gloucester & Sharpness (G&S) Canal to Cambridge village	South West	Gloucestershire, Stroud District	EA	BW
39	Grand Union Canal - Buckingham Arm	19.2	Grand Union Canal at Cosgrove to Buckingham	South East	Buckinghamshire, Aylesbury Vale District, Northamptonshire, South Northants District	Part BW Remainder, part private	BW

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Driffield Navigation Trust	Completion of through navigation on remaining 50% of length to Driffield; promoting tourism development and an educational resource	7.1	2	L	The Council congratulates the Trust on its progress since the last review. A further 2.3km of canal reopened in 2003. Feasibility report also completed 2003 and recommendations accepted. Further dredging reviews and biodiversity assessment in hand. Trust obtained important LA and public support and now won HLF Stage 1 approval for £1m, as part of £2.7m package to complete the restoration. With funding commitments from CC and RDA the Navigation could be fully open within 5 years.	34
Droitwich Canals Restoration Partnership comprising Droitwich Canals Trust, TWT, LAs and BW	To create and manage a linear Canal Park centred on the Droitwich Canals which will seek to conserve and enhance the natural and built environment and provide a range of informal recreational opportunities for local people and visitors, thereby generating economic benefit and contributing to the well-being of the people of Worcestershire	11.5	1	N	Council congratulates BW, Trust and partners on achieving almost complete funding (from RDA, HLF, LAs etc) for project (remaining £1M to be secured while restoration in progress). Major works begun for completion in 2009. Project includes innovative approaches to modern canal construction, conservation, access, arts, interpretation and education. A very worthwhile addition to the national waterway system.	35
					See Fens Waterways Link (project no 104)	36
Foxton Locks Partnership (BW, LAs, Trust and others)	Ultimately authentic reconstruction of working plane; establishing feasibility of developing the site for major tourism; protecting, enhancing, interpreting major industrial archaeological site; promoting employment etc for locality	9.0	1 (excluding plane)	N	HLF funding secured (match funding in hand) and work commenced on restoration of Upper Arm and Bottom Basin, access and interpretation facilities as stand-alone interim stage towards full plane rebuilding. Funding and scheduled monument consent are main obstacles to ultimate plane reconstruction which the Council hopes will continue to be pursued in a way which respects the historic integrity of the site.	37
IWA and G&S Canal & River Severn Users Forum	Restoration to navigation of the former Cambridge Arm	Not yet costed	4	L	Listed In last review but no response then received. Preliminary feasibility report submitted in 2000 to BW and EA for this modest scheme have not progressed despite useful addition to cruising length and moorings potential. Official response required to Forum's initial proposals.	38
Buckingham Canal Society	Restoration to navigable order, making fullest use of all water-related activities and developing waterway as educational resource	Not yet costed	4	L	Some clearance work done with voluntary support since last review but no progress to date on raising funds for feasibility and other basic studies needed to progress project. Stronger political and landowner support required.	39

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40	Grand Union Canal - Slough Arm link to River Thames at Eton	2.4	From mid point of Slough Arm and River Thames at Eton Playing Field via part of Maidenhead Flood Relief Channel	South East	Berkshire, Slough Borough, Windsor & Maidenhead Borough		BW/EA
41	Grand Union Canal - Wendover Arm	8.0 total project	Wendover to Little Tring	South East	Buckinghamshire, Aylesbury Vale District, Hertfordshire, Dacorum Borough	BW	BW
42	Grand Western Canal, Somerset and Devon	38.6	Taunton to Tiverton	South West	Somerset, Taunton Deane Borough, Devon, Mid Devon District	Part Devon CC	Potentially BW in Taunton
43	Grantham Canal	53	River Trent near Nottingham to Grantham	East Midlands	Nottinghamshire, Rushcliffe Borough, Leicestershire, Melton Borough, Lincolnshire, South Kesteven District	95% is BW Remainder, short section EA, 3km private	BW
44	Hatherton Canal	10.4	Staffs & Worcs Canal at Hatherton Junction to Cannock Extension Canal at Grove Basins	West Midlands	Staffordshire, South Staffs District, Cannock Chase District	Part BW, part private	BW

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BW	New, safe, non-tidal wide beam route from Grand Union Canal to River Thames with 800m tunnel beneath sensitive areas and innovative boat lift or steel lock flight/staircase up to Slough Arm at Bloom Park. Would create strategic link between two of country's premier waterways, open up/revitalise Slough Arm, provide new business opportunities and attract visitors	c.28.0	4	N	No physical progress but BW study suggests commercial traffic on 42km lock-free pound (including Slough Arm) could be viable. Work to be extended to assess viability of Slough Arm to Thames link for freight and leisure.	40
Wendover Arm Trust (partnership with BW)	Restoration of 8 km of derelict canal in three phases	Phase 1 0.4, phase 2 0.5, phase 3 not yet assessed	3 (for completion)	L	Progress since the last review has been encouraging. Phase 1 completed 2005 and handed over to BW. Work started on Phase 2 for a further 2km without as yet any external funding but bids in preparation and completion target is 2010. Phase 3 not yet assessed.	41
Grand Western Canal Trust & Somerset Waterways Development Trust	Restore canal between Taunton, Nynheath & Wellington. Preservation of canal structures, including creation of major tourist attraction around Nynheath Lift and Aqueducts. Improve access and interpretation of canal	62.0	3	N	Project extended since last review to cover the whole of this important heritage canal, but full restoration to navigation is seen as unrealistic at the present time in view of high cost. Overview study commissioned by BW completed. Trust more active and has worked hard to gain partnership and other support. Landowner consultation and full engineering, water supply etc, studies now required and targeted funding bids for key heritage structures in proposed Nynheath Park section.	42
Grantham Canal Partnership	The sustainable restoration of the Canal to full navigable status so as to re-connect it with the national waterway system, conserve its character and environment and enhance the communities along its corridor, creating an outstanding water-based leisure facility for all and a major contribution to both the economy and the quality of life in the East Midlands	57.5	2	R	Council welcomes work successfully achieved since last review, including strengthening of Partnership commitment with BW/LAs and enhanced professional support (now with full-time regeneration manager). BW Canal Strategy report in 2001 fell short of proposing full restoration for navigation but option left open. Partnership Plan for 2005-07 includes fundraising for feasibility report on route options for vital Trent Link, completing restoration/regeneration plan for whole Canal, targeting the potential of the former Grantham Basin with LA support and achieving sustainable lengths of cruising water. Recent progress includes commissioning of an ecological impact study, negotiations with relevant landowners on the Trent Link, securing DCLG funding for restoring a further 3.2 km of navigable water in early 2007 and commissioning an assessment of the incremental costs to BW of operating re-opened sections of this remainder waterway.	43
Lichfield & Hatherton Canals Restoration Trust	Restoration for public use, re-creation of through route to open up new cruising rings and revitalise 67 km of underused northern BCN and help improve West Midlands regional economy	15.0	2	N with Lichfield no 54	With the Lichfield Canal, part of the linked project to rejuvenate more than 65 km of the under-used northern BCN. The Hatherton project has made considerable progress, including financing and constructing enlarged culverts under M6 Toll Road and purchasing land with ERDF money for the canal diversion route. ERDF funding also obtained for Feasibility Report, now completed. The next phases require an active partnership to implement the report, raise funds, acquire more land and progress restoration work.	44

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45	Herefordshire & Gloucestershire Canal	54.7	Hereford to River Severn at Gloucester via Ledbury	South West, West Midlands	Herefordshire, Gloucestershire, Forest of Dean District, Tewkesbury Borough		BW
46	Horncastle Navigation	17.6	River Witham at Tattershall to Horncastle	East Midlands	Lincolnshire, East Lindsey District	EA	BW
47	Ipswich & Stowmarket Navigation (River Gipping)	27.4	Ipswich to Stowmarket	East of England	Suffolk, Mid Suffolk District	EA	Associated British Ports, Harwich Haven Authority
48	Ivel Navigation	24.15	Great Ouse at Tempsford to Shefford	East of England	Bedfordshire, Mid Bedfordshire District	EA	EA
49	Lancaster Canal - Northern Reaches	22.5	Navigable Lancaster Canal at Tewitfield to Kendal	North West	Cumbria, South Lakeland District, Kendal Town, Lancashire, Lancaster City	part BW Remainder, part private	BW

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Herefordshire & Gloucestershire Canal Trust	Full sustainable restoration of whole canal as important extension of waterways system, to promote economic revitalisation including tourism, and provide enhanced environmental and recreation corridor	not yet costed	3	R	Useful progress made by Trust since the last review including physical work at Over Basin, the restoration of small canal sections and individual structures (with WRG support) and the protection of the canal line in local plans. High Level Restoration Strategy report completed 2004 and work is in hand or planned on overall feasibility, water resources, heritage, conservation, benefits analysis etc. Fragmented land ownership remains a major challenge to a coherent restoration strategy and building successful partnerships will be crucial in attracting large-scale funding. Plans for Hereford City regeneration could include a new terminus basin for the canal. A successful restoration will produce one of the most attractive canals in England.	45
IWA Lincolnshire Branch	Restoration of navigation; refurbishing old river loops and water meadows to increase biodiversity; creation of long distance walk; tourism and employment gains	25.0	3	L	Feasibility and environmental scoping reports completed with LA/IWA funding and project included in Lincs Waterways Partnership. Detailed engineering study now required to explore flood defence and conservation concerns. With additional management resources, project could bring substantial benefits to rural corridor.	46
IWA Ipswich Branch	Restoration of navigation structures to working order and eventual restoration of navigation	12.0	3	L	Project has considerable volunteer and LA support and some progress has been made but EA opposition to environmental impact even of trip boat operation. Trust to be established to promote fund-raising for feasibility and EIA studies and assist future management.	47
IWA Cambridge Branch/EAWA/G OBA	Restoration of through navigation	Not yet costed	4	L	No progress since last review. Local support needed to generate funding for feasibility and EIA studies.	48
Lancaster Canal Restoration Partnership (formerly NRRG) of LAs, BW, IWA, Lancaster Canal Trust, TWT	Restoration of Remainder waterway for navigation (to new northern limit of national connected system) and recreation; preserving and re-using industrial heritage in original setting; creating new recreation and economic resource for Kendal/rural corridor	55-60.0	1	N	Limited physical work since last review but overall strategy now in place for a three stage restoration and funding raised for project development by BW. Strong LA and North West RDA support for this major heritage and rural regeneration project. Given funding Stage 1 work at the Kendal end could start in 2007. Funding bids will require more work on delivery plan and long term sustainability. Remains a priority for funding.	49

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50	Lapal Canal (part of Dudley No 2 Canal)	8.5	Worcs & Birmingham Canal at Selly Oak to Dudley No 2 Canal at Halesowen	West Midlands	City of Birmingham, Dudley Borough	Part BW	BW
51	Lark Navigation	4.6	Navigable section at Judes Ferry to Mildenhall	East of England	Suffolk, St Edmundsbury Borough, Forest Heath District		EA
52	Leeds & Liverpool Canal Extension - Liverpool Link	2.2	Liverpool City centre	North West	Liverpool City		BW
53	Leven Canal (East Yorks)						
54	Lichfield Canal	11.3	Coventry Canal near Lichfield to Birmingham Canal Navigations (BCN) near Brownhills	West Midlands	Staffordshire, Lichfield District	Part BW, part private	BW
55	Liskeard & Looe Canal						
56	Little Ouse Navigation	14	Navigable section at Brandon to Thetford	East of England	Norfolk, Breckland District, Suffolk, Forest Heath District		EA

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Lapal Canal Trust	Restoration and conservation of Canal including Lapal Tunnel to provide lock-free cruising ring and alternative through navigation, and secure additional development opportunities for urban regeneration	28.0	4	R	Some recent progress towards necessary feasibility study. One stretch will be restored in near future as planning gain from commercial development. Substantial political and funding support will be needed to tackle Lapal Tunnel restoration. Trust meanwhile pursuing incremental restoration projects on each side.	50
IWA Cambridge Branch/EAWA/G OBA	Extension of navigation from present limit another 4.6 km to Mildenhall	Not yet costed	4	L	No progress since last review although LAs remain supportive. As for Ivel Navigation project (see no 48 above) funding for project development and studies with EA is necessary first step.	51
BW	Extension of Leeds & Liverpool Canal through Liverpool Docks as part of renaissance of Liverpool waterfront, to provide new destination for and revitalise southern docks waterspaces and act as catalyst for the wider regeneration of north Liverpool and south Sefton	17.2	1	R	BW is to be congratulated on successfully pursuing European, national and regional funding for this project, securing popular backing for it and negotiating planning and other consents. Construction starts this year and completion is expected in summer 2008. Project will create permanent destination for western end of the Leeds & Liverpool Canal and should produce a significant increase in traffic. This will be the first new waterway since the Ribble Link.	52
					As previously, no response for this review.	53
Lichfield & Hatherton Canals Restoration Trust	Reconnection of BCN to Coventry Canal to revitalise northern BCN, encourage tourism in Lichfield and contribute to regeneration of northern parts of West Midlands through estimated tourism spend of £3m pa	15.0 incl land costs	2	N with Hatherton no 44	For importance see comments on Hatherton Canal project no 44. Significant if piecemeal progress has been made including securing ERDF funding and constructing the aqueduct over M6 Toll motorway. Comprehensive restoration plan now to be produced, following which an active partnership is foreseen to take the project through to completion.	54
					No response - project appears dormant.	55
EAWA/GOBA	Restoration of historic river navigation to former head at Thetford	Not yet costed	3	L	Encouraging progress on this project. Pre-feasibility report produced 2003 and strong support from LAs because of potential benefits to Thetford area and main landowner (Forestry Commission). Project now needs focused organisation to move it forward and pursue funding and negotiations with EA.	56

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57	Llangollen Canal - Whitchurch Arm	1.6	Llangollen Canal to Whitchurch	West Midlands	Shropshire, North Shropshire District	Whitchurch Waterway Trust (part)	BW
58	Louth Navigation	19.3	The Humber at Tetney to Louth	East Midlands	Lincolnshire, East Lindsey District		
59	Macclesfield Canal to Caldon Canal Link	18.5	Between Bosley top lock and head of navigation at Leek	North West, Midlands	Cheshire, Macclesfield Borough, Staffordshire, Staffordshire Moorland District		BW
60	Manchester, Bolton & Bury Canal	25.1	River Irwell (Salford) to Bury with branch to Bolton	North West	Bolton Borough, Bury Borough, City of Salford	Part BW Remainder	Manchester Ship Canal Co via Irwell
61	Melton Mowbray Navigation	23	River Soar near Leicester to Melton Mowbray	East Midlands	Leicestershire, Charnwood Borough, Melton Borough		BW

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Whitchurch Waterway Trust	Creation of Water Park by forming lake and linear waterway to moorings, connected to Canal Arm by locks, boat lift or inclined plane, for leisure & recreation of community and visitors	7.0	4	L	Some progress since last review e.g.EIA study and part-time project officer for period using funds raised from regional/local sources but project needs protection in local plan and more direct LA and other support if it is to make progress.	57
Louth Navigation Trust	Restoration of navigation and corridor to create sustainable economic and recreational development, preserving built heritage (surviving locks) and natural environment and stimulating rural regeneration	27.0	3	L	Feasibility study on restoration of navigation completed and project now included in Lincs Waterway Development Framework but otherwise little progress since restoration of Riverhead warehouse. Funding being sought for overall strategy report and short-term projects to return small craft to the Canal.	58
Macclesfield Canal Society	Proposed new canal. Resurrection of historic proposal to provide new cruising ring, improved water management and new footpath links	Not yet costed	4	R	No progress since last review on this potentially useful link. Full feasibility and other studies likely to follow on from current projects on Caldon Canal.	59
Manchester, Bolton & Bury Canal Society with BW and LAs	Progressive restoration of whole canal for multi-user recreation, developing Nob End site for heritage interpretation and creating green route in heavily urbanised area	50.0+	2	R	Progress on this important heritage waterway has accelerated significantly since the last review. The main achievements have been effective partnership working (principally Canal Society, BW and the LAs) exploiting the wide range of benefits the restoration will produce, successful fund raising from North West RDA, ERDF, GO for North West, Salford City and private sector and integration of restoration with commercial development projects. Work started in late 2005 on the £4.2M Phase 1 (which links the canal to the River Irwell) with European, NWRDA and Salford City funding. Development work by BW and LAs in hand on all aspects of future canal restoration in the corridor. The challenge will be to attract significant funding for future phases.	60
Melton & Oakham Waterways Society	Restoration of waterways for rural diversification, wider job opportunities, encouraging controlled access to countryside and preserving and enhancing heritage and ecological aspects of waterways	15.0	4	L	Oakham Canal no longer in project but remains a long term aim. EIA report funded and completed. No major engineering works needed. Project now needs support and funding from LAs for feasibility study and from others to make physical progress.	61

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62	Montgomery Canal (also Wales)	17.1 in England	Llangollen Canal near Oswestry to Newtown (whole scheme)	West Midlands (also Wales)	Shropshire, Oswestry Borough	BW	BW
63	North Walsham & Dilham Canal	10	River Ant at Dilham to Antingham	East of England	Norfolk, North Norfolk District	N Walsham & Dilham Canal Co, J Paterson (Properties) Ltd	BA
64	Ouse River (Sussex)	25	Lewes to Lindfield	South East	East Sussex, Lewes Borough, Wealden District; West Sussex, Mid Sussex District	EA	
65	Pocklington Canal	6.4	Navigable section at Melbourne to Canal Head	Yorkshire & The Humber	East Riding of Yorkshire	BW	EA
66	Portsmouth & Arundel Canal	15.75	River Arun at Ford to Chichester Ship Canal at Hunston	South East	West Sussex, Arun District, Chichester District	Part West Sussex CC	West Sussex CC
67	Sankey Canal	26.6	Tidal Mersey to St Helens	North West	Halton Borough, Warrington Borough, St Helens Borough	Part BW, rest three LAs	Upper Mersey Conservators

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Montgomery Canal Partnership (incl Shropshire Union Canal Society)	Restore Montgomery Canal as flagship model of sustainable canal regeneration with a strategic focus on rural regeneration, whilst protecting the canal's unique environment and heritage through research, management and excellence in design	12.1 in England	1	N	Three locks opened since 2000 giving small extension of navigable length. Main achievement has been the creation of the Canal Partnership and production and agreement on a Conservation Management Strategy for an extremely sensitive and high-profile restoration. Much firmer basis now exists for future funding bids to achieve implementation of strategy. Extra sections being restored (with HLF/Interreg funding) by Canal Society and BW in 2006-07.	62
EAWA	Restoration of 10 km of locked waterway potentially connecting with Broads for navigation and creating walking, angling, general amenity and environmental benefits	11.0	4	L	Some conservation/clearance work since last review but otherwise little progress. LAs support restoration for non-powered craft but likely to endorse electric boats as elsewhere on Broads. No assessment done of feasibility and sustainability. Historic structures need attention. A potentially valuable local asset if more support and funding can be generated.	63
Sussex Ouse Restoration Trust	Restoration of Sussex Ouse Navigation for benefit of all who have interest in the river	Not known	4	L	Work started on first lock. Vision document in preparation to mobilise support from LAs, EA and other interests. Assessments of feasibility and viability still needed.	64
Pocklington Canal Amenity Society with BW	Completion of remaining restoration of unspoilt and unaltered rural canal and so provide navigable, leisure and educational facility with improved access while conserving wildlife interest	2.0	1	N	Little physical progress since last review but long-discussed working agreement achieved with English Nature (now Natural England) and no significant physical obstacles to restoring the short remaining section of this attractive and important heritage canal. No funding yet raised for further lock restorations and EN agreement to further dredging still being sought	65
Chichester Ship Canal Trust	To safeguard line of canal, preserve structures and ultimately restore through navigation	Not yet known	4	R with Wey & Arun no 85	No progress since last review other than some preservation work on surviving structures. The Council would wish to see more priority being given to studies necessary for advancement alongside Chichester Ship Canal (project no 28) and Wey & Arun Canal (no 85) but LA has agreed protection of remaining line.	66
Sankey Canal Restoration Society	Phased complete restoration of Canal for navigation, providing amenity for leisure and recreation, clearance of dereliction and pollution and so achieving major environmental improvements	50.0	4	R	Little progress since last review although small section of canal could be restored as part of regeneration project in central St Helens if funding available. Despite LA and BW support, no indication of the comprehensive study needed of this important historic waterway to examine the options and benefits of full scale restoration and linkage to connected system, which the Council called for in 2001.	67

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68	Sankey Canal to Leeds & Liverpool Link	12	New navigation from St Helens to Leeds & Liverpool Canal	North West	St Helens Borough, Knowsley Borough, West Lancashire District, Wigan Borough		BW
69	Shrewsbury & Newport Canals	41.1	Newport Branch of Shropshire Union Canal from Norbury Junction to Wappenshall Junction and Shrewsbury Canal from Wappenshall Junction to Shrewsbury	West Midlands	Staffordshire, Stafford Borough; Shropshire, Telford & Wrekin Borough, Shrewsbury & Atcham Borough	Part Telford & Wrekin Council, part BW, part private	BW
70	Sleaford Navigation	7.4	Upper section from near South Kyme to Sleaford	East Midlands	Lincolnshire, North Kesteven District		EA, BW
71	Sleaford Navigation - Grantham Canal Link	25.6	New navigation from Sleaford Nav to Grantham Canal near Grantham	East Midlands	Lincolnshire, North Kesteven District, South Kesteven District		EA, BW
72	Soham Lode	6.8	Between River Great Ouse and town of Soham	East of England	Cambridgeshire, East Cambridgeshire District	EA	EA
73	Somersetshire Coal Canal	29	Kennet & Avon Canal at Limley Stoke to Paulton with branch to Radstock	South West	Bath & North East Somerset District		BW
74	South Forty Foot - or Black Sluice - Drain						

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8	9	10	11	12	13	Col no

Sankey Canal Restoration Society	Construction of new navigation to increase value of Remainder section of Leeds & Liverpool Canal, the Ribble Link Millennium project (see project no 8) and restored Sankey Canal (project 67) and promote economic and leisure opportunities in area	45.0	4	R	Pre-feasibility report commissioned from BW with LA funding. Funding being sought for full feasibility study.	68
Shrewsbury & Newport Canals Trust	Restoration to navigation generating jobs and tourism; preservation and restoration of historic artefacts; creation of linear park	75.0	3	N	Council welcomes progress by Trust since the last review on this outstanding heritage waterway. Feasibility study and detailed engineering report completed (showing that full restoration is feasible in engineering terms) and partnership being formed. Implementation issues, including water supply and wildlife, considered with care. Privately financed development initiatives expected to provide about 25% of restoration costs but success in obtaining regional/national funding will be key. An early priority should be the conservation of the surviving heritage structures on the route. A successful restoration would be a significant addition to the national system and the waterway heritage.	69
Sleaford Navigation Trust	Restoration of final 7.4 km of navigation, increasing boat cruising and mooring opportunities, improving public access and local prosperity and preservation of historic waterway and buildings as local resource	4.3	3	R	Useful progress since last review. Land purchased and implementation study completed. Restoration strategy in hand by Lincs Waterway Partnership (Lincs CC, BW, EA) and Trust. Agreement needed before funding bids are prepared.	70
Sleaford Navigation Trust	Construction of new navigation to connect the Grantham Canal to the Sleaford Navigation and so create new cruising ring	Not yet costed	4	R	No progress since last review: depends on progress on Grantham Canal (see project no 43) and Sleaford Navigation (see no 70).	71
EAWA	Restoration to full navigation of the Lode between Great Ouse and Soham for local regeneration	Not yet costed	4	L	No progress since last review. Apparently straightforward, modest restoration which could bring benefits to local community. Useful first step would be to create a turning point to encourage more boat use. More local support needed to lobby EA for feasibility study.	72
Somersetshire Coal Canal Society	Protection from decay, dereliction and vegetation of remaining canal structures (3 aqueducts, 2 tunnels, 22 locks, 3 bridges, 1 workshop) and line of canal. No aim of restoration for navigation	Not yet costed	3	R	The Society has made good progress on conservation work since the last review. Midford Aqueduct restored 2002 with HLF funding. Conservation and Access Strategy completed 2004 also with HLF funding. Further HLF funding to be sought.	73
					Now part of Fens Waterway Link (see project no 104).	74

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	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)
Col no	1	2	3	4	5	6	7

75	Stamford Canal (River Welland)	21.7	Stamford to Deeping St James	East of England, East Midlands	Lincolnshire, South Kesteven District; Cambridgeshire, City of Peterborough		EA
76	Stour Navigation	26.4	Sea at Manningtree to Sudbury	East of England	Suffolk, Babergh District, Essex, Braintree District, Colchester Borough, Tendring District	EA	Harwich Haven Authority
77	Stourbridge Canal - Fens Branch	1.6	Branch of Stourbridge Canal	West Midlands	Dudley Borough	BW	BW
78	Stover Canal	3.2	North east of Newton Abbott from RiverTeign	South West	Devon, Teignbridge District	Network Rail	Teignmouth Harbour Commssion
79	Swaffham Bulbeck Lode	5.3	River Cam to Swaffham Bulbeck	East of England	Cambridgeshire, East Cambridgeshire District	EA	EA
80	Thames & Medway Canal	4.5 (excluding Strood Tunnel)	Gravesend to Higham	South East	Kent, Gravesham Borough	SUSTRANS (leased from Network Rail)	Port of London Authority
81	Trent & Mersey Canal - Burslem Arm (Burslem Port Project)	1	Branch of Trent and Mersey Canal in Stoke on Trent	West Midlands	Stoke on Trent City	Severn Trent Water, LA, private	BW
82	Waveney Navigation	6.76	Upper section of river from Geldeston to Bungay	East of England	Norfolk, South Norfolk District, Suffolk, Waveney District		BA

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EAWA	Extension of present head of navigation from near Deeping to Stamford	Not yet costed	4	L	No progress since last review. Dependent on Fens Waterway Link - see project no 104 - but as much of canal line has disappeared more practical project may be to use Welland River to reach Stamford.	75
River Stour Trust	Restoration of navigation along the remaining 26.4 km of one of earliest river navigations for public benefit for recreation, sport, amenity conservation and industrial archaeology	6.0	2	N	Trust active on restoration work, new educational services and visitor facilities. After further lock restoration, about half the navigation will soon be available. Feasibility Study confirmed no major obstacles to through navigation but EA opted for restoration for man-powered craft only, as stipulated in original Act. Implementation for full restoration to continue to be pursued by Trust as and when land ownership, funding and local opinion issues are resolved.	76
Stourbridge Navigation Trust, Staffs & Worcs Canal Society, IWA Birmingham Branch	Restoration of branch back to original terminus, preserving rural enclave in urban area	0.5	3	L	Some work completed with LA and BW funding but main project stalled by lack of LA support. Lobbying to continue.	77
Stover Canal Society/Trust	Conservation and partial restoration to provide historic interest whilst conserving wildlife/natural habitat	5.0	3	L	Transfer of land from Network Rail to LA and on to Trust now underway, albeit slowly. Some surveying and clearance already achieved. Funding to be sought for Project Officer, full survey and project development.	78
EAWA/GOBA	Restoration of navigation to Swaffham Bulbeck	Not yet costed	4	L	No progress since last review. A straightforward local project with benefits for rural community but neglected by EA and lacking local support.	79
Thames & Medway Canal Association	Restoration of Canal from basin eastwards for use by leisure craft and associated leisure activity	9.0	4	L	Little physical progress since review but regional/LA funding raised for various studies including high-level Restoration Strategy. Further studies and project organisational improvements planned.	80
Burslem Port Project	Restoration and construction to develop focus for waterside activities and stimulate social and economic regeneration, create 'destination' and provide secure moorings for boaters in City	10.0	2	L	The aim is still to reopen the Burslem Branch of the Trent & Mersey as part of a wider urban regeneration plan for Stoke on Trent. Backed by City as catalyst for regeneration. Feasibility report completed. Funding streams and local plan approval to be sought.	81
EAWA	Restoration of historic river navigation as extension to Broads	Not yet costed	4	L	No progress since the last review but this remains the most easily realisable extension to the Broads network. Currently being promoted by the BA for canoeing (EA pursuing legal agreement for access) and efforts continue to increase usage by small boats.	82

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83	Weaver Navigation - Frodsham Cut	1.6	Lock cut on Weaver Navigation near to Runcorn	North West	Cheshire, Vale Royal District	BW	BW, Manchester Ship Canal Co
84	Welland - Nene Link						
85	Wey & Arun Canal	37.1	River Wey at Guildford to River Arun at Pallingham	South East	Surrey, Waverley Borough, Guildford Borough, West Sussex, Chichester District, Horsham District		EA, National Trust
86	Wilts & Berks Canal and North Wilts Canal	97	River Thames at Abingdon to Kennet & Avon Canal at Melksham via Swindon with link to Cotswold Canals	South East, South West	Oxfordshire, Vale of White Horse District, Wiltshire, North Wilts District, West Wilts District, Swindon Borough		BW, EA

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River Weaver Navigation Society, BW	Restoration of one lock and one bridge to improve boat access to Weaver via rarely-used formerly semi-tidal water and improve access to Frodsham and help its regeneration	1.5	3	L	Feasibility study and restoration strategy completed 2005. BW supportive as long as funding for lock restoration and maintenance is secured. LA also supportive. Council believes this remains a good project with local support and a potential strategic fit to regional initiatives for the lower Weaver. Next stage requires work on assessing benefits and developing funding package.	83
					Now part of Fens Waterway Link (see project no 104)	84
Wey & Arun Canal Trust	Progressive restoration of remaining 60% for through navigation from Wey to sea. Creation of sustainable low-cost heritage and tourism amenity in populated area with few inland waterways and amenity benefit for local community	20.0	2	N with Portsmouth & Arundel no 66	Council welcomes strategic approach now being developed by strengthened and pro-active Trust. Canal Completion Strategy report commissioned in 2005. Interim restoration projects successfully completed since 2001 (more than 3 kms of waterway now open) including new bridge and aqueduct and more in the pipeline, boosting funding prospects. Pragmatic approach to continuing progress reflects land ownership issues and difficulties in attracting large-scale funding in this part of the country. In these contexts the success of the Trust is to be applauded.	85
Wilts & Berks Canal Partnership	Restoration of through navigation (including diversions where necessary), promoting fullest use for transport, recreation (will create multiple cruising rings), local amenity and tourism for public benefit and securing environmental enhancement	107.4	2	N	This remains one of the most ambitious restoration projects in Britain. Council applauds sustained progress since last review including Partnership formation and development, physical restoration at various sites, mobilisation of LA and public support, completion of 7 detailed engineering/feasibility reports and 10 year restoration strategy, planning safeguarding and land acquisition and successful fund-raising. Emphasis on flagship projects include connections with Thames (completed this year with IWA Jubilee Grant), Thames & Severn and Kennet & Avon Canals (none of which is difficult or high-cost), within a 10 year plan and funding from EU, Lottery and other sources. The Partnership with others has been shortlisted in the Living Landmarks bidding process for a series of rural regeneration projects including the restoration of the Swindon to Cricklade section of the Canal. The Council looks forward to the full reconnection of the entire project with the national waterway system.	86

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87	River Wissey	5	Present head of navigation at Stoke Ferry to weir near Watermill Farm	East of England	Norfolk, Breckland District, Suffolk, Forest Heath District	EA	EA
88	Witham Navigable Drains - East Fen Lock	20 (relates to length made accessible)	North east of Boston	East Midlands	Lincolnshire, Boston Borough.	EA	Witham Fourth Internal Drainage Board, BW
89	Worsley Delph & Underground Canals						
WALES							
90	Glamorganshire Canal - Nantgarw Pottery Museum						
91	Monmouthshire & Brecon Canal (incl Crumlin Arm)	22.4	The main line from Cwmbran to Newport; the Crumlin Arm from Newport to Cwmcarn	Wales	Monmouthshire, Torfaen CBC, Newport CBC, Caerphilly CBC	BW and part Torfaen CBC	BW, Newport Harbour Commissioners if linked to River Usk
92	Montgomery Canal (also England)	37.7 in Wales	Llangollen Canal near Oswestry to Newtown (whole scheme)	Wales (also West Midlands)	Powys	BW Remainder	BW

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GOBA	Provision of new lock and weir to allow small boats to progress as far as weir near Watermill Farm	Not yet costed	4	L	No progress since last review. GOBA reports project on hold.	87
IWA Lincolnshire Branch	Restoration of derelict lock to regain for navigation some 20 km of Hobhole and other Drains	0.1	4	L	No progress since last review. Priority has been given to Fens Waterway Link and Lincs Waterways Partnership projects but this project merits reconsideration in view of length of navigation which would be regained for very little investment.	88
					Regrettably this important heritage project appears to have been wound up. Some improvements continuing under LA control but not restoration in the sense previously envisaged.	89
					No response received for this project.	90
Monmouthshire & Brecon Canals Regeneration Partnership (BW, LAs and MB&A Canals Trust)	Restore abandoned section from Cwmbran to Newport and the Crumlin Arm from Newport to Cwmcarn. Create leisure and tourism resource whilst protecting and enhancing environment and heritage to bring economic, social and environmental benefits to the community	32.0	1	N	Progressive lock restoration has continued since 2000 and studies completed into further works and conservation of key stretches. Recent progress has seen restoration of the top lock on the 14 Locks Flight, the construction of a slip way to allow a trip boat to operate, the rebuilding of Bettws Lane bridge in Newport (the last major obstacle to navigation on the main line within Newport CC) along with major dredging works on the Crumlin Arm by Caerphilly CBC. Torfaen CBC now supports restoration of the section through the town and has been shortlisted in the Living Landmarks bidding process. Funding success here will complete the restoration of the whole of the main line. Newport UDP now has policy for new terminus basin in Newport and link to river Usk. Upgraded to National in a Wales context.	91
Montgomery Canal Partnership (incl BW and Shropshire Union Canal Society)	Restore Montgomery Canal as flagship model of sustainable canal regeneration with a strategic focus on rural regeneration, whilst protecting the canal's unique environment and heritage through research, management and excellence in design	33.0 in Wales	1	N	Two locks restored by Canal Society since 2000 extending the southern end of the canal. Main achievement has been the creation of the Canal Partnership and production and agreement on a Conservation Management Strategy for an extremely sensitive and high-profile restoration. Still legal hurdles because of nature conservation designation but much firmer basis now exists for future funding bids to achieve implementation of strategy. Open length through Welshpool needs to be better used. Council supports proposed through restoration to Newtown.	92

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WALES

93	Vale of Neath and Swansea Valley Canals- Neath Canal	16	Briton Ferry to Glynneath	Wales	Neath Port Talbot CBC	Co of Proprietors of the Neath Canal Navigation	Tennant Canal Co
94	Vale of Neath and Swansea Valley Canals-Swansea Canal	16.8	Near Abercrave to Swansea	Wales	Swansea City, Neath Port Talbot CBC	Part BW Remainder, part Neath & Port Talbot CBC	Tennant Canal Co via Associated British Ports, Swansea City
95	Vale of Neath and Swansea Valley Canals-Tennant Canal	14.6	Swansea to Neath Canal at Aberdulais	Wales	Swansea City, Neath Port Talbot CBC	Tennant Canal Co	Co of Prop of the Neath Canal Navigation, Associated British Ports, Swansea City

SCOTLAND

96	Ardlui to Inverarnan Canal	1.6	Northern extremity of Loch Lomond	Scotland	Argyll & Bute	Loch Lomond & Trossachs National Park	Loch Lomond & Trossachs National Park
97	Monkland Canal	24.2	Forth & Clyde Canal in Glasgow to near Airdrie, including Coatbridge	Scotland	City of Glasgow, North Lanarkshire	Part BW Remainder/LA	BW

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Neath Port Talbot CBC/CPNCN/ Neath & Tennant Canals Pres Soc	Restoration of 16 km of navigation for recreational and leisure use and stimulating urban regeneration in valley. Part of proposed regional waterway system	5.0	2	N with Swansea no 94 and Tennant no 95	Part of a potential 40km regional waterway system - see Swansea Canal no 94 below. The Neath section of the project has made most progress since 2000, especially in fund raising (Welsh Assembly, ERDF, LAs etc), partnership promotion and physical work - a 10km stretch of navigable water should be achieved with current funding agreements. Only two road bridges will then prevent restoration to full navigation.	93
Swansea Canal Society/BW/ Neath Port Talbot CBC/ Swansea City	Restoration of 16.8 km to assist urban regeneration of valley communities, provide leisure and recreation facility for local residents. This is part of a Vale of Neath & Swansea Valley Integrated Waterway Regeneration Partnership of LAs, Neath and Tennant Canal companies and voluntary sector, set up to promote the linkup of the three canals via the new initiative of the Swansea SA1 project and designed to create a major regeneration stimulus and leisure resource in the region	55.0	4	N with Neath no 93 and Tennant no 95	The priority here is to integrate a restored Swansea Canal into the proposed regional waterway system including an impounded section of the River Tawe and connection with the Tennant and Neath Canals (nos 93 and 95) via the Swansea Marina SA project, promoting regeneration, tourism and recreation. Progress on the Neath section has left the Swansea Canal project lagging. The project urgently needs endorsement by the LA as part of the regional waterway system and incorporation into future funding bids. In the interim BW and LA support needed for better maintenance and modest improvement projects as useful steps towards longer-term restoration.	94
Neath Port Talbot CBC/TCC and Neath and Tennant Canals Pres Society	Restoration of 16 km of navigation for recreational and leisure use by locals and visitors and stimulating urban regeneration in valley. Part of proposed regional waterway system	8.1	2	N with Neath no 93 and Swansea no 94	See comments on Swansea Canal no 94 above. No further restoration of the Tennant Canal has been achieved since 2000-01. As a first step, studies for and funding of the restoration of the Aberdulais Aqueduct and Lock on the Neath Canal (to give access to the Tennant Canal) are urgently needed.	95
Loch Lomond & Trossachs National Park	Restoration of short length of Canal	Not known	4	L	Potentially useful minor extension of navigation on Loch Lomond but project on hold pending funding decisions by Park Authority. A further project (Loch Lomond link to Clyde - see project no 118) also being explored.	96
North Lanarkshire Council	Regeneration of the canal & canal environment for economic, environmental & social benefits, including tourism, recreation & leisure	Not yet costed	4	L	Extension of navigation does not now appear to be being pursued and emphasis is on regeneration/environmental gains.	97

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C PROJECTS ADDED IN THIS REVIEW - in alphabetical order							
ENGLAND							
98	Arrow River (Warwickshire)	10	Alcester to navigable River Avon	West Midlands	Warwickshire, Stratford on Avon District		UANT, LANT, BW
99	Ashton Canal - Hollinwood Branch - and link to Rochdale Canal	8.5	Fairfield Junction on the Ashton Canal to Failsworth on the Rochdale Canal	North West	Oldham MBC, Tameside MBC	LAs, private	BW/TWT
100	Ashton Canal - Stockport Branch	6.5	Ashton Canal at Clayton to Stockport	North West	Manchester City, Stockport MBC	LAs, private	BW
101	Basingstoke Canal - Enhanced water supply projects	N/A	Various locations on waterway	South East	Surrey CC, Hampshire CC, Runnymede, Woking, Guildford, Surrey Heath, Rushmoor and Hart Districts/Boroughs	Basingstoke Canal Authority	National Trust
102	Bridgewater Canal - Runcorn Locks	0.6	Bridgewater Canal at Runcorn to Manchester Ship Canal	North West	Halton Borough	Bridgewater Canal Trust	Manchester Ship Canal Co
103	Chard Canal	0.4	former canal line near Creech St Michael village	South West	Somerset, Taunton Deane Borough	Private	

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UANT	Make River Arrow navigable to the market town of Alcester, promoting sustainable rural development, economic and social benefits	9.0	4	L	River Arrow Navigation Enterprise formed. Feasibility Study completed but not yet evaluated. Progress will need EA support.	98
Hollinwood Canal Society	Restore Hollinwood Branch of Ashton Canal and part of Fairbottom Branch, and create new link to Rochdale Canal	31.0	4	L	An attractive opportunity to widen recreation use of the Ashton and Rochdale Canals and contribute to urban regeneration, heritage and environmental improvements in area. Preliminary engineering study and business plan already completed by new Society. There are formidable obstacles including two M60 crossings. Stronger project management resources needed to mobilise and sustain more LA and public/private support to make further progress.	99
Manchester & Stockport Canal Society	Restore Stockport Branch, contributing to regeneration of economically deprived area	Not yet costed	4	L	Potentially a positive element in the upgrading of East Manchester (BW also started work to construct new links between the eastern ends of Ashton and Rochdale Canals). Pre-Feasibility Study being undertaken by BW North West with local development corporation and other local funding. Full feasibility study planned and strengthening of project management will be essential to make progress and attract regeneration funding.	100
BCA, Surrey & Hants Canal Society	Securing an enhanced water supply for benefit of whole waterway	Not yet costed	4	L	Work being planned in several discrete stages. Work on 5 locks currently nearing completion using local funds/grants. Future phases hope to exploit potential surplus Ministry of Defence land and reservoirs to provide permanent solution to water supply problems. Projects will require EA approval.	101
Halton Borough Council	Restore navigable link and create new cruising rings, bringing new business opportunities to town; preserve, protect and improve locks for future generations	not yet costed	4	R	A long-standing project of heritage and urban regeneration importance with LA support. The main physical obstacle is the Runcorn Bridge approach road. Replacement as part of the New Mersey Gateway project is now approved, so potentially freeing up this constraint when implemented.	102
Somerset Waterways Development Trust	Preservation of 400m of historic canal channel & embankment, with improved access and interpretation	0.1	4	L	Primarily a community conservation project. Trust negotiating to take ownership and then institute clearance and restoration of structure with LA/voluntary funding. Little prospect of reconnection to nearby BW Bridgwater & Taunton Canal due to severance by main Bristol to Exeter Railway. The future of other surviving structures on the canal line is unclear.	103

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104	Fens Waterway Link	80 of new waterway and 160 of improved waterways	River Nene near Peterborough to River Witham at Boston	East of England, East Midlands	Lincolnshire, Boston Borough, North Kesteven District, South Kesteven District, South Holland District, Cambridgeshire, Fenland District, Peterborough City	EA	BW, EA, Middle Level Commissioners
105	Grand Union Canal - Daventry Arm	3	Daventry to Grand Union Canal	East Midlands	Northamptonshire, Daventry District	Private, LA & BW	BW
106	Hants & Berks Canal (Basingstoke Canal to Kennet & Avon Canal Link)	25 approx	New canal from Odiham on Basingstoke Canal to Kennet & Avon Canal near Reading or Theale	South East	Hampshire, Basingstoke & Deane District, Hart District, Berkshire, Reading Borough, West Berks District, Wokingham District		BW, BCA
107	Hedon Haven, Humber Estuary	4	From Hedon to the Humber Estuary	Yorks & The Humber	East Riding of Yorkshire, Hedon Council	EA, Haven Commissioners, private	Associated British Ports
108	Itchen Navigation						

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EA	Create new strategic waterway link connecting the existing navigations of Rivers Witham, Glen, Welland, Nene and Great Ouse and Middle Levels, by using the South Forty Foot Drain and creating new navigation between Rivers Welland and Nene to east of Peterborough. The project will provide opportunities for urban and rural investment, sport, tourism and recreation; create a new regional asset, diversify economic opportunities, link existing and new attractions, contribute to bio-diversity, improve water supplies and land drainage and provide local and regional transport routes	130.2	3	N	The largest and most significant of all the new projects since the last review and one which the Council warmly welcomes. Embryonic for a number of years, following a sustained campaign by EAWA, major planning work started in 2002 with ERDF, East Midlands RDA, LA and other funding. Project adopted by EA and Implementation Plan completed 2004. Project to be delivered over 15 year period via a series of discrete schemes. First stage begins 2006-07 at Boston with scheme to connect Witham and South Forty Foot. At same time a three-year programme of small-scale recreational improvements, again with ERDF and Lincs CC funding, will begin in the corridor. Council looks forward to further progress on this nationally significant project which also strengthens the case for the Bedford-Milton Keynes link - see project no 17.	104
Daventry District Council	New canal arm from Daventry Town Centre to the Grand Union Canal	10.0	3	L	Significant opportunity for sustainable growth and regeneration of the town of Daventry. Feasibility Study & Outline Design completed. Progress so far part funded by EMDA and project within ODPM Growth Area Funding Programme. LA proceeding with preparation for TWA Order	105
Surrey & Hampshire Canal Society	Better integration of Basingstoke Canal into the national waterway network, create a new cruising ring in the South of England and provide opportunities for new waterside environments/habitats in corridor	55.0	4	R	A proposal at this stage. Feasibility Study now required for which funding is being sought.	106
Hedon Navigation Trust	Reopen ancient navigable channel from Humber to Hedon, including creation of country park, marina, etc	13 - 17.5	3	L	In Phase 1 feasibility, environmental scoping and economic studies completed with regional/local funding. Project Manager appointed. There are important heritage and nature conservation interests to be safeguarded. Phase 2 will include conservation management plan.	107
					An active project concerned primarily with access improvements, wildlife and conservation of this historic river navigation. Restoration for navigation unlikely but apparently not ruled out. However, no response received for this review.	108

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C PROJECTS ADDED IN THIS REVIEW - in alphabetical order

ENGLAND

109	Leeds & Liverpool Canal - Bradford Canal	5.2	From Shipley to Bradford	Yorks & The Humber	Bradford MB		BW
110	Lord Rolle's (Torrington) Canal	1	River Torridge at Bideford to Weare Gifford and Torrington	South West	Devon, Torridge District	Torridge District Council	R
111	Parrett River (Somerset) - including Westport Canal	56	Ilchester to Bristol Channel at Burnham	South West	Somerset, Sedgemoor District, South Somerset District	EA	BW
112	Severn River Navigation Restoration - Phase 1	40	Navigable River Severn at Bewdley to Coalport and in later phases to Welshpool	West Midlands, Wales	Worcestershire, Wyre Forest District, Shropshire, Telford & Wrekin District, Bridgnorth District, Shrewsbury & Atcham Borough, Powys (ultimate project)		
113	Tavistock Canal	7.2	Former tub boat canal from Tavistock to Morwellham Quay	South West	Devon, West Devon District		

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Partnership of Bradford Council, Bradford Centre Regeneration & BW	Restore the infilled Bradford Canal, leading off the Leeds & Liverpool Canal, to regenerate corridor between Shipley & Bradford City centre	c35.0	2	R	A new project which is progressing with impressive speed because of significant regeneration benefits in one of the few English cities without a city centre waterfront. Scoping Study proved positive, full Feasibility Study completed and route of restored canal published with benefits identified in detail. Application to restore original terminus basin in city centre now submitted. Lake project which would be a central feature of the restored canal has been shortlisted in Living Landmarks bidding process.	109
Rolle Canal and North Devon Waterways Society	Initial objective to repair tidal lock; longer term project not yet completely defined	Not yet costed	4	L	Project likely to aim at conservation of canal remains but requires further definition and clarification.	110
Somerset Waterways Development Trust	Re-establish navigation rights on River Parrett; reconnect with Taunton & Bridgwater Canal at Bridgwater Docks with the aim of boosting tourism and regeneration opportunities in rural area.	Not yet costed	4	L	Right of Navigation established by 1795 Act not being exercised by EA on the non-tidal section of the river. If this can be re-established (tidal barrage planned by EA), it would be feasible to restore Westport Canal and through navigation to Ilchester. With LA support, the new Trust plans a range of further studies covering economic, environmental, heritage and regeneration issues. Somerset CC shortlisted in the Living Landmarks bidding process for a number of 'access to water' projects, including the Parrett.	111
Severn Navigation Restoration Trust	Phase 1 Promote extension of the existing BW River Severn Navigation between Stourport and Coalport; further phases (2) to extend navigation from Coalport to Shrewsbury to link up with Newport-Shrewsbury Canal restoration; (3) from Shrewsbury to near Welshpool to link up with Montgomery Canal Restoration.	12.5 - 15.0 (Phase 1)	4	R	A new entry although the Trust, a campaigning and research body, has been active for many years. The Trust has abandoned its previous objective of becoming the navigation authority in favour of campaigning for extending navigation per se, focusing on the damaging impact of persistent low flows on the Severn. Funding for restoration to be sought from water companies. Many other potential benefits e.g. significant new cruising rings, hydro-electricity, creation of wet lands, tourism etc are asserted but promoters, even with reports from independent consultants, have so far failed to convince EA, LAs and others of case for the project. Council recommends commissioning of a comprehensive EIA report.	112
		Not yet costed	4	L	A very initial individual proposal for restoration for which no organised restoration body yet exists. Part of canal in use to supply hydroelectricity scheme. Likely heritage value. There are considerable land ownership difficulties if progress is to be made.	113

Ref no	FACTUAL INFORMATION (based on promoters' responses)						
	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)
Col no	1	2	3	4	5	6	7
114	River Thames - Maidenhead Waterways (York Stream and The Cut)	8	From Thames near Bray Lock through Maidenhead to rejoin Thames at Cliveden Reach	South East	Windsor and Maidenhead Borough	EA?	EA
115	Uttoxeter Canal	21	Froghall to Uttoxeter	West Midlands	Staffordshire, East Staffordshire Borough, Staffordshire Moorlands District	Various public and private	BW
116	Wood Wharf, Isle of Dogs	Not known	New canal link between Blackwall Basin and South Dock	London	London Borough of Tower Hamlets	BW & consortium partnership	Port of London Authority
SCOTLAND							
117	Carron River	2	From Forth & Clyde Canal at Grangemouth towards the Firth of Forth	Scotland	Falkirk	BWS	Forth Ports Ltd
118	Leven River	10	River Clyde to Loch Lomond		West Dunbarton	West Dunbarton Council	Loch Lomond & Trossachs National Park, Clydeport

			FINDINGS FOR PROJECT		COMMENTARY	Ref no
Project promoter(s)	Project description/objective	Est cost £M (exc VAT)	Funding stage reached: Advanced (1) Substantial (2) Intermediate (3) Early (4)	Strategic significance: National (N) Regional (R) Local (L)		
8	9	10	11	12	13	Col no
Maidenhead Waterways Restoration Group	Phase 1 (4.5km) to restore full navigation to existing channel from Thames near Bray Lock, through Maidenhead town centre to junction with Flood Relief Channel. Phase 2 (3.5km) extension of navigation channel northwards to rejoin Thames at Cliveden Reach	3-4.0 (Phase 1)	4	L	A new project restoring historic navigable routes which initial technical studies suggest could be feasible and which would have clear environmental, leisure, ecological and other benefits for Maidenhead. Project development is now underway. The attitudes of the EA and local authorities will be crucial to carry it forward.	114
Caldon & Uttoxeter Canals Trust	Preserve the line and remaining structures of Uttoxeter Canal, and create walking route. Investigate feasibility of restoring navigation and possible extension to link with Trent & Mersey Canal at Burton-upon-Trent	Not yet costed	4	L	Builds on Destination Froghall project which included reopening of the first lock and basin on the canal in 2005 and improves link with nearby Churnet Valley Railway (although insufficient headroom in Froghall Tunnel still inhibits full access from the Caldon Canal). Trust reformulated in 2003/4 with new objectives to extend Caldon work to the whole of the Uttoxeter. Restoration Committee mobilising LA and local support. Council suggests next step should be overall feasibility assessment of restoring navigation.	115
BW	Construction of small new canal link and basin as part of major urban mixed-use development project	No separate costings available	1	L	Part of BW's largest single commercial development project. Masterplan adopted in LA local plan. Start on site expected in 2008. In waterway terms of local importance: in financial terms the whole project is of national significance to BW.	116
BW	Improve navigation of River Carron, thus increasing accessibility to Grangemouth Docks and Forth & Clyde Canal, revitalising Grangemouth and creating new tourist attraction	22.0	3	R	A project supported in the Scottish Executive's <i>Scotland's Canals</i> report 2002. Feasibility study completed, funded by BWS. Major health and safety issues to be resolved in developing preferred option. Development of new route in Grangemouth has been shortlisted in Living Landmarks bidding process.	117
BW	Canalise the River Leven for flood protection and potentially to provide navigable link between the River Clyde and Loch Lomond, boosting regeneration and recreation/tourism opportunities	22.0	3	N	A project also supported in the Scottish Executive's <i>Scotland's Canals</i> report 2002. Already a right of navigation on the river. Scottish Enterprise-funded feasibility study completed but concentrates on flood alleviation and navigation is not fully supported. If work proceeds only on this basis a strategic opportunity for regeneration in the area by connecting Loch Lomond to the sea will be missed. Further feasibility report commissioned by BWS.	118



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