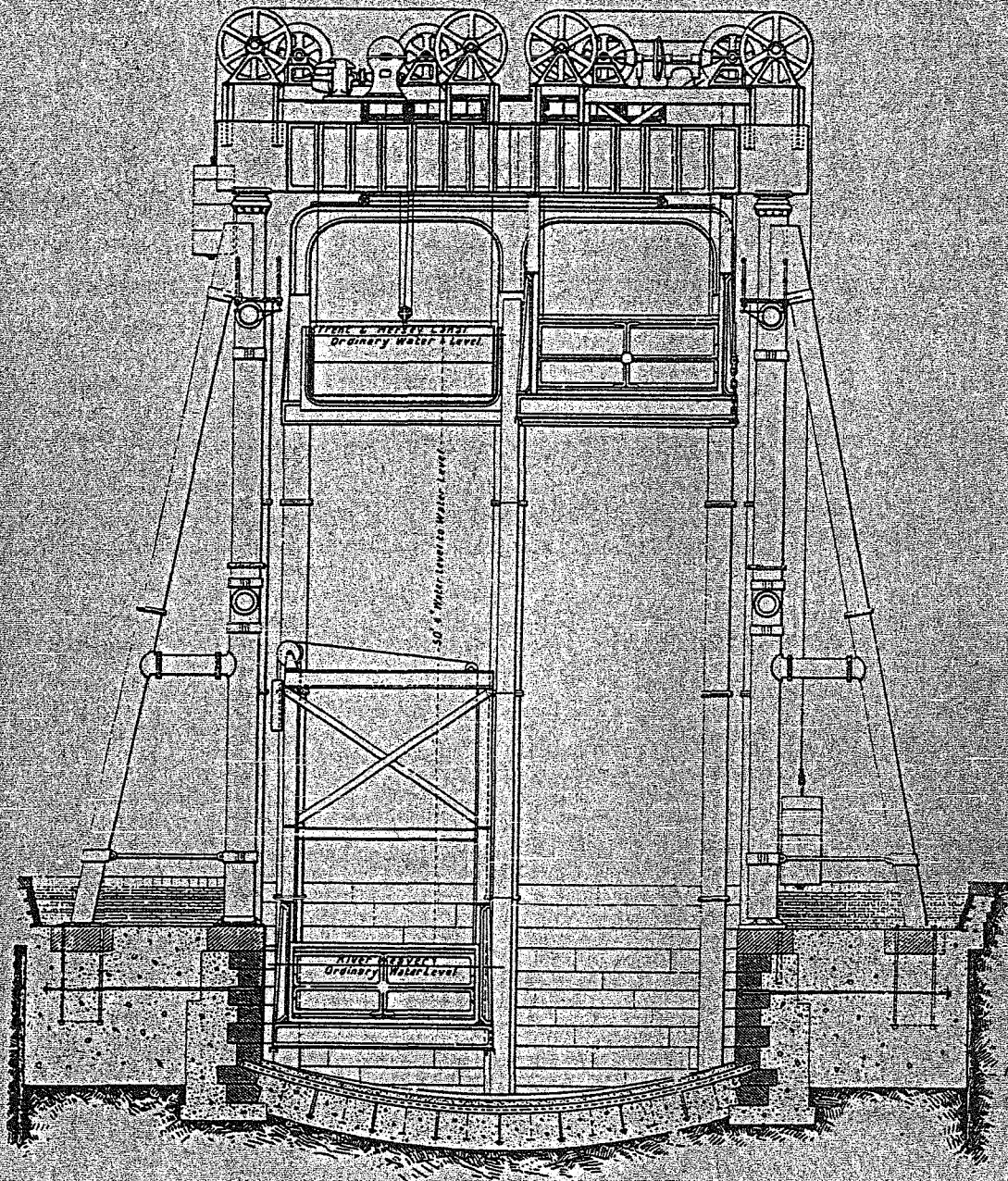


# Waterway Restoration Priorities



A Report by the  
Inland Waterways Amenity Advisory Council  
June 1998

# Inland Waterways Amenity Advisory Council

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Viscountess Knollys DL  
Chair

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## PRESS RELEASE 7 AUGUST 1998

### PRIORITIES FOR WATERWAY RESTORATION : IWAAC ASSESSMENT PUBLISHED

The projects which will trail blaze waterway restoration into the 21st century are identified in the report of a nine month study by the Inland Waterways Amenity Advisory Council (IWAAC), published today. Commissioned to help funding agencies and others make sense of the many proposals and requests for waterway funding, the report assesses 80 projects and finds that 21 are ready for their main funding now or should be within the next five years.

The top three are the Millennium-funded projects for the *Scottish Millennium Link* between Glasgow and Edinburgh, the *Rochdale Canal* and the *Huddersfield Narrow Canal* which the Council strongly supports as flagship projects of national importance. The other 18 are, in **England**, projects proposed for the *Ancholme Navigation*, *Anderton Boat Lift*, *Ashby Canal*, *Basingstoke Canal* (water supply and other improvements), *Bugsworth Basin*, *Chichester Ship Canal*, *Derby Canal*, *Droitwich Canals*, *Grantham Canal*, *Montgomery Canal in England*, *Pocklington Canal*, *Stroudwater Navigation and Wendover Arm*; in **Wales**, projects for the *Monmouthshire Canal*, *Montgomery Canal in Wales* and the *Neath and Tennant Canals*; and, in **Northern Ireland**, the *Lower Lagan Navigation* and *Newry Canal*.

In the five years beyond this, projects should be ready for their main funding in **England** for the *Burslem Branch*, *Thames and Severn Canal*, *Dorset and Somerset Canal*, *Ipswich and Stowmarket Navigation*, *Lancaster Canal (Northern Reaches)*, *Lichfield Canal*, *North Walsham and Dilham Canal*, *Sleaford Navigation*, *Somerset Coal Canal*, *Worsley Deiph* and *Wyrley Branch*; and in **Northern Ireland**, the *Ulster Canal*.

On some 47 other projects, IWAAC has concluded that a great deal of further work is necessary before they can be assessed as ready for major funding within the next decade but that many do have scope for interim or partial restoration schemes towards the goal of full restoration.

For all the schemes, the report includes assessments of the historical importance of the waterway or navigation structure and of their wildlife interest. It also makes recommendations to assist restoration promoters to make progress.

Speaking today about the report, IWAAC Chair, Lady Knollys, said: "The potential is vast. The 80 projects include waterways which will contribute jobs, development and new amenities to our urban and rural areas; much-needed extensions to the existing navigable system; magnificent historic navigation structures and opportunities for wild-life gain, education, leisure and tourism. It is now up to the funding agencies, local authorities and voluntary groups to rise to the challenge. Over the last 40 years, thanks above all to the commitment of local volunteers, more than 700 kms have been restored. The gains are evident to everyone who knows the system. At least as much remains to be done. When we come to repeat the study, the Council hopes to see continuing progress in all parts of the country. We will be pursuing our recommendations to that end"

#### Notes for editors

IWAAC is the independent body set up under the 1968 Transport Act to advise the British Waterways Board, who run 3200 miles of Britain's canals and navigable rivers, and Government on matters affecting the use and development of the Board's waterways. The report on waterway restoration, requested in September 1997 by DETR Minister Angela Eagle MP, is based on a questionnaire completed by voluntary organisations and others and designed to identify the objectives and significance of each project, the progress made and what remained to be done against a set of criteria related to the restoration process.

Queries to the IWAAC Office Tel : 0171 253 1745 / Fax : 0171 490 7656

**Inland Waterways Amenity Advisory Council**

**REPORT  
ON  
WATERWAY RESTORATION PRIORITIES**

**JUNE 1998**

## **Inland Waterways Amenity Advisory Council: Membership as at 30 June 1998**

**\*The Rt Hon The Viscountess Knollys DL** (Chair) - Chair, The Broads Authority; Member, former Chair and former Planning Committee Chair, South Norfolk District Council; Chair, Norwich Area Tourism Agency; Member of Council, University of East Anglia, Regional Strategy Group.

**Jane Barron** C.Eng., MICE, FCIWEM. Minst WM - Environmental engineer; Director, Environmental and Water Resources Planning Gibb Ltd;

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

**Philip Chambers** - Project Director, The Fieldfare Trust; experienced in business sponsorship and conservation.

**Professor Tony Collier** BArch, RIBA, FRSA - Professional architect; Principal, Tony Collier Associates; Chairman/Director, The Bond Company; Director, Parry People Movers;

**David Court** OBE FTS - Tourism/Marketing Consultant; Chairman, Anglo-Welsh Group plc. Member, the Broads Authority; Vice President, Inland Waterways Association.

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

**Helen Green** - Finance and Marketing Director; Accountant.

**John Green** BSc, C.Eng, FIWEM, FIWO, C.Dip.AF. - Trustee of Rockingham Forest Trust.

**\*Tony Hirst** OBE - Director, Boat Museum, Ellesmere Port; Chairman, Waterways Craft Guild.

**\*John Hume** OBE, BSc (Hons), HonFRIAS, FSA, FSA Scot - Chief Inspector of Historic Buildings, Historic Scotland; Honorary President, Seagull Trust; Chair of Scottish Industrial Archaeology Panel and Member, Industrial Archaeology Panel, English Heritage.

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

**David Morgan** BA (Hons), MRTPI - Chief Executive, Black Country Development Corporation.

**Mike Palmer** BSc (Hons) - Broadcast engineer, BBC Television; Chairman, Waterway Recovery Group; Member, Council of Management, Inland Waterways Association.

**Audrey Smith** BSc (Hons) - National Chair, Inland Waterways Association; Director, Waterway Recovery Group; Director, Anderton Boat Lift Trust; qualified teacher of the deaf.

**Stewart Stacey** - Driver, Central Trains Ltd; Councillor and Chair of Planning Committee, Birmingham City Council; Vice-Chair West Midlands Passenger Transport Authority; Chair, National Planning Forum.

**Linford Tatham** - Sports and recreation administrator; Member of the Institute of Management and the Institute of Leisure and Amenities Management.

### **\* Member of Restoration Working Group - other Members of this Group were:**

**Ivor Blomfield** OBE, FRICS (Council Member to March 1998) - former Deputy Director General National Trust

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

**Neil Edwards** - Executive Director, Inland Waterways Association

**Elizabeth Bradley** - former DETR Waterways Administrator

**Mike Woodhead** BSc - Surveyor; former Chairman of Worcester & Birmingham Canal Society; Former Executive Officer, IWAAC.

### **Council Staff**

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

**Anthony McCann** Bsc (Hons) - Manager

### **Acknowledgements**

**Cover : Anderton Boat Lift, © Boat Museum. Map : Utilities Partnership Ltd**



FROM ANGELA EAGLE MP, PARLIAMENTARY UNDER SECRETARY OF STATE  
DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS

DEPARTMENT  
OF THE  
ENVIRONMENT



26 SEP 1997

Des Lady Knollys,

When we met on 1 July we discussed the possibility of IWAAC setting up a working group to assess all waterway restoration schemes in the UK with the aim of establishing a priority ranking list.

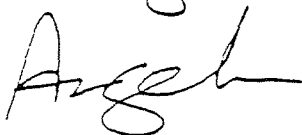
I recognise the value of undertaking this exercise; and the responses to the Council's consultative report and in meetings such as that you have had with the Heritage Lottery fund have clearly indicated the demand for a coherent and comprehensive view to be taken of restoration activity. The development of a priority list would be a valuable document to any organisation involved in the assessment of restoration schemes. In particular, I am sure it would assist funding agencies and authorities in taking an objective view in assessing bids from restoration organisations. With there being around 100 schemes in the UK at different stages of development, it makes the desire for such an assessment all the stronger to ensure funding is fairly and effectively targeted. The Council could also usefully develop from this work advice to Government and British Waterways (BW) about restoration activity in general.

If it is to be a comprehensive and worthwhile study, IWAAC will inevitably need to look wider than BW's network as the majority of restoration schemes now relate to non-BW waterways. Strictly speaking, this would mean going beyond its remit. However, I consider that the Council could justifiably undertake this work given the large number of schemes which directly connect to or in other ways impinge on BW's system. Compiling a priority list, which is likely to be controversial, would require sensitive and impartial handling. It would therefore be best carried out by an independent waterway body. I believe that the Council, with co-option of other interests as necessary, are an appropriately qualified forum to undertake all that would be involved in the study.

I should therefore like you to add this study to the Council's current work programme.

I will be very interested to see the outcome of the working group's assessment.

Kind regards,



ANGELA EAGLE

The Viscountess Knollys

FROM ALAN MEALE MP  
PARLIAMENTARY UNDER SECRETARY OF STATE



The Viscountess Knollys DL  
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OUR REF: EE/PSO/13912/98

31 JUL 1998

*Dear Viscountess Knollys,*

Thank you for your letter of 15 July to Angela Eagle enclosing a working copy of the IWAAC's report on waterway restoration priorities.

I am grateful to the Council for undertaking this study as part of its 1997/98 work programme. The eighty or so restoration groups around the UK who I understand responded to IWAAC's information gathering questionnaire on waterway restoration schemes are also to be commended. I imagine that their input has been essential in enabling the Council to produce a comprehensive and worthwhile assessment.

The objective of the exercise was to address the demand for a coherent and comprehensive view to be taken of inland waterways restoration activity and ensure this was sensitively and impartially handled. I believe that this report achieves this. I am therefore content for the Council to proceed with publication of the report as soon as practicable.

I am sure that funding agencies and other interested bodies involved in the evaluation of inland waterway projects will find this report a valuable reference document to be used in their decision-making processes. I hope too, that the report and its recommendations directed to organisations promoting restoration schemes will be regarded as useful guidance by waterway restoration groups in developing their projects and strengthening bids for main funding.

I see that eight of the recommendations are addressed to the Government. Some of them follow on from the Council's Report "Britain's Inland Waterways: An Undervalued Asset". The Government's Transport White Paper, which was published on 20 July, included a commitment to publish a complementary report on inland waterways. That paper will take forward the debate generated by IWAAC last year with its undervalued asset report.

I suggest you discuss with officials in due course how best IWAAC might update this report on a regular basis.

ALAN MEALE

### Short term

- 1 Ancholme Navigation
- 4 Anderton Boat Lift
- 5 Ashby Canal
- 9 Basingstoke Canal (post-restoration projects)
- 15 Bugsworth Basin
- 18 Chichester Ship Canal
- 19 Cotswold Canals - Stroudwater Navigation
- 22 Derby Canal
- 25 Droitwich Canals
- 30 Grantham Canal
- 36 Huddersfield Narrow Canal
- 48 Montgomery Canal
- 51 Pocklington Canal
- 52 Rochdale Canal
- 55 Wendover Arm

### Medium term

- 16 Burslem Branch
- 20 Cotswold Canals - Thames & Severn Canal
- 23 Dorset & Somerset Canal
- 37 Ipswich & Stowmarket Navigation
- 42 Lichfield Canal
- 49 'Northern Reaches' - Lancaster Canal
50. North Walsham & Dilham Canal
- 56 Sleaford Navigation
- 58 Somersetshire Coal Canal
- 60 Worsley Delph & Underground Canals
- 71 Wyrley Branch & connections

### Longer term

- Ancholme Rase Link
- 3 Ancholme - Witham Link
- 5 Ayisham Navigation
- Barnsley and Dearne & Dove Canals
- Basingstoke Canal - Western end
- 0 Blyth Navigation
- 11 Bottisham Lode
- 12 Bourne Eau
- 3 Buckingham Canal
- 4 Bude Canal - Barge & tub boat sections
- 7 Chesterfield Canal - West of Norwood Tunnel
- 21 Cromford Canal - Southern Section
- 24 Driffield Navigation - 'Old Navigation'
- 5 Fens Branch
- 7 Foxton Inclined Plane
- 3 Frodsham Cut
- 29 Grand Western Canal - tub boat section
- 11 Hatherton Canal
- 2 Herefordshire & Gloucestershire Canal
- 3 Higher Avon Navigation - Phase II
- 4 Higher Avon Navigation - Leam Link
- 35 Horncastle Navigation
- 8 Ivel Navigation
- 7 Lapal Canal
- 0 Lark Navigation
- 1 Leven Canal
- 43 Liskeard & Looe Canal
- 4 Little Ouse Navigation
- 5 Louth Canal
- 5 Manchester, Bolton & Bury Canal
- Melton-Mowbray Navigation & Oakham Canal
- 53 Sankey Canal
- 4 Sankey Canal - Leeds & Liverpool link
- 5 Shrewsbury & Newport Canal
- Sleaford to Grantham link
- South Forty Foot Drain (Witham - Nene link)
- 60 Stafford Branch / Sow navigation
- 1 Stamford Canal
- Stour Navigation
- Swaffham Bulbeck Lode
- Waveney Navigation
- 66 Wey & Arun Canal
- Whitchurch Arm
- Wilts & Berks Canal and North Wilts Canal
- Witham Navigable Drains: East Fen Lock

### Projects in Wales

- Short term**
- Monmouthshire Canal (inc Crumlin Arm)
  - Montgomery Canal
  - Neath Canal
  - 6 Tennant Canal

- Longer term**
- Swansea Canal

### Projects in Scotland

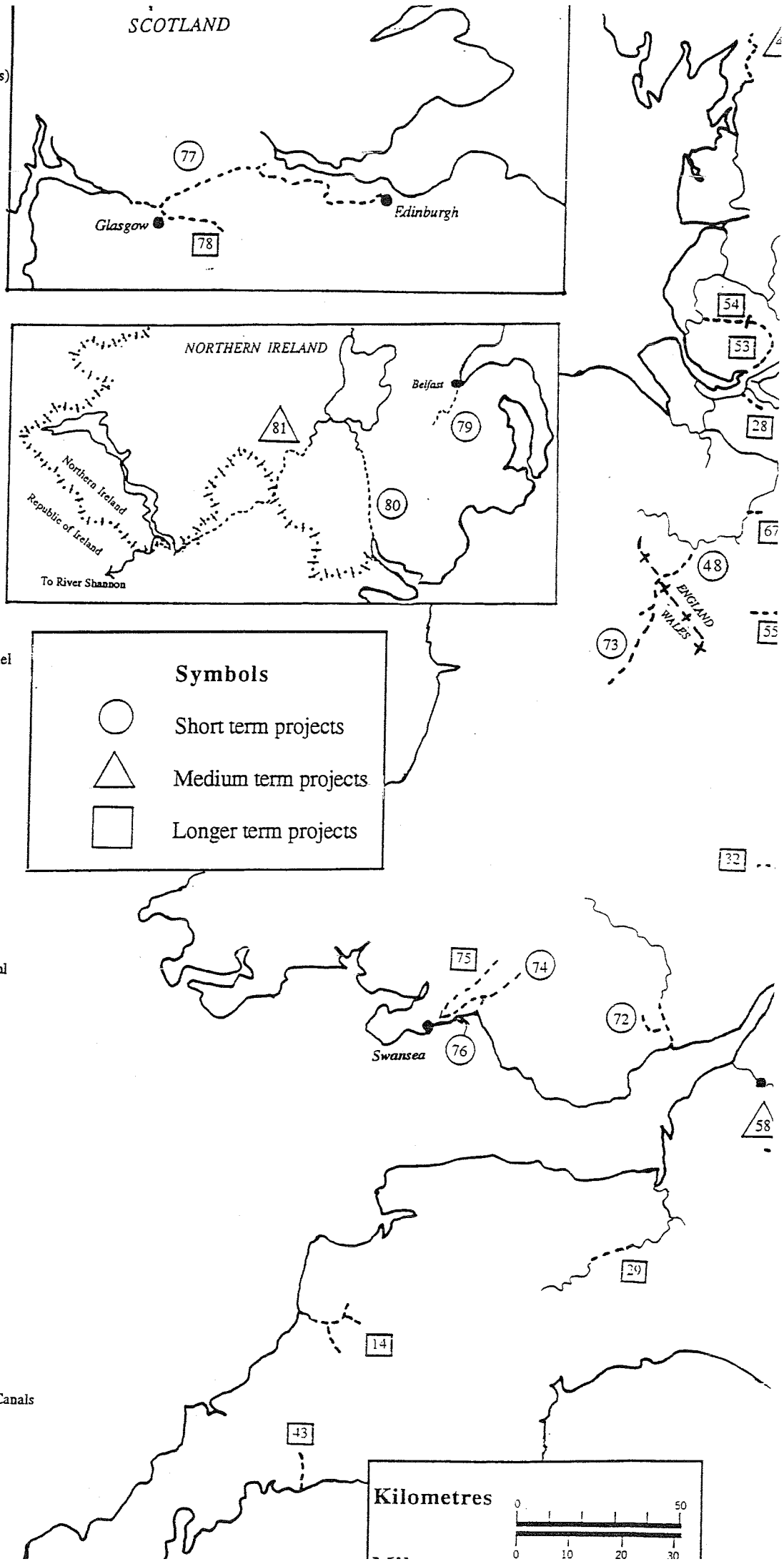
- Short term**
- 'Millennium Link' - Forth & Clyde and Union Canals

- Longer term**
- Monkland Canal

### Projects in Northern Ireland

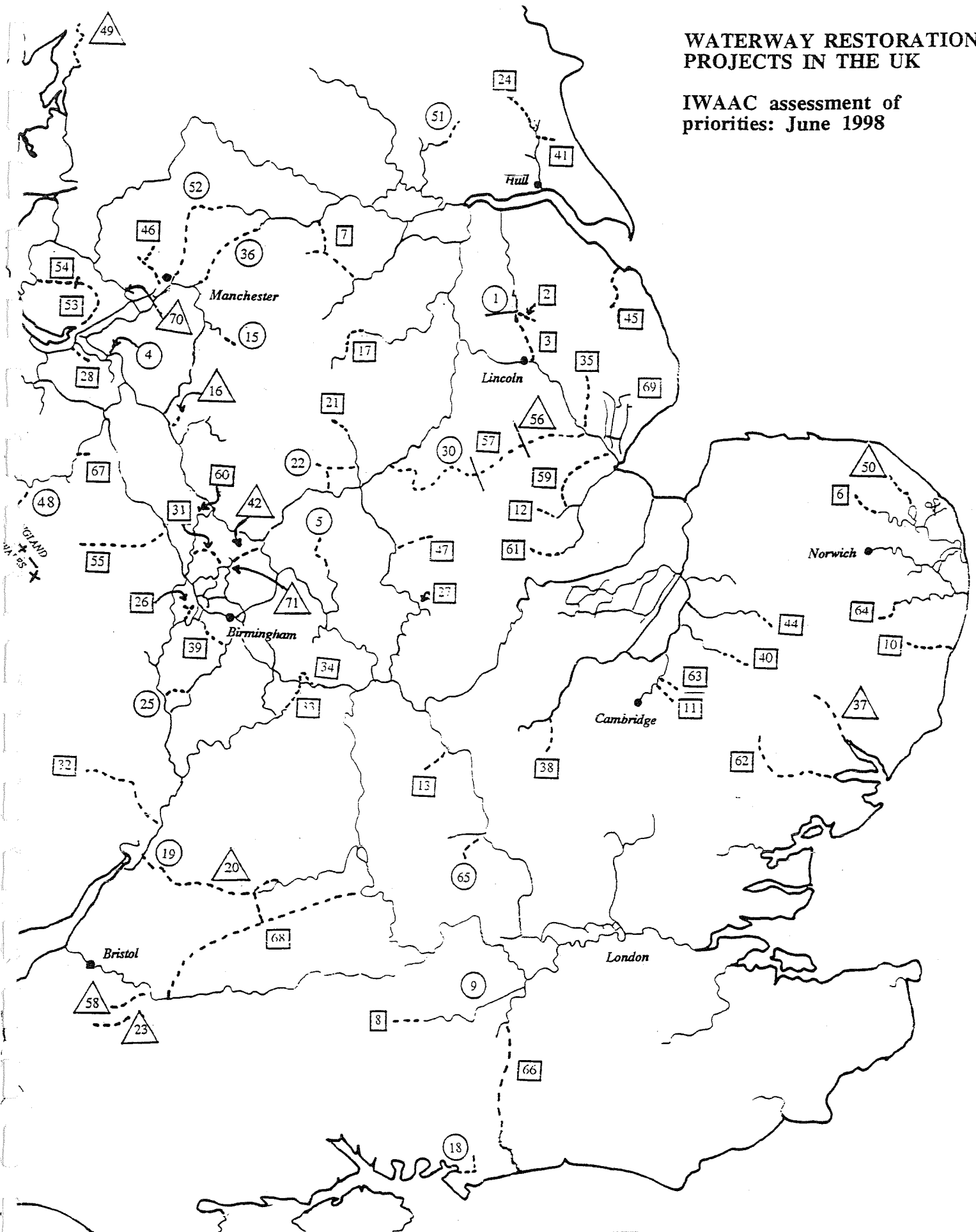
- Short term**
- Lagan Navigation (Lower)
  - Newry Canal

- Medium term**
- Down Canal (Northern Ireland section)



# WATERWAY RESTORATION PROJECTS IN THE UK

IWAAC assessment of priorities: June 1998



## Note

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

The projects are identified by a broken line in order to differentiate them from the main navigable system. In many cases, considerable sections of these waterways are already open to navigation.



## SUMMARY

### Background

Over the last 40 years, and inspired largely by the voluntary sector, more than 700 kms of Britain's inland waterways have been restored for navigation. The work has revitalised areas of our transport and industrial heritage, generated jobs and development, and increased the opportunities for leisure, recreation and tourism. At least as much remains to be done.

Access to funding from Europe and national grants for economic regeneration and environmental improvement, followed by the multi-million grants for waterway projects from the Millennium and Heritage Lottery Funds, fuelled hopes within the restoration movement that large-scale restoration had come to stay.

Competition, however, is fierce, the project development process complex and funding sources for comprehensive large-scale restorations unpredictable. The Government decided in 1997 that an overview of priorities was needed. This report is the outcome.

### What is covered

It covers 80 projects, spread throughout the UK, whose promoters responded to a questionnaire asking each for details of their proposals. The focus is on restoration of un-navigable waterways or un-navigable lengths of waterways for leisure cruising but the report also includes restorations of historic navigation structures and some proposals for new leisure waterways. References to complete restoration do not preclude interim or partial restorations towards the goal of full restoration.

### Assessing the projects

The questionnaire was designed to identify, against published criteria-referring to the key stages of the restoration process, the objectives and significance of each project, the benefits to be gained, the stage it had reached and what remained to be done. The Council then assessed when each project appeared likely to be ready for all, or a significant part, of its main funding, distinguishing short term (approximately one to five years), medium term (five to ten years) and longer term (beyond ten years). The information base is as of mid 1998 but the assessment should, in broad terms, be robust beyond this until it is repeated.

The Council also made its own assessment of the historical importance and nature conservation interest of each waterway/structure.

### The assesment

Of the 80 projects (see **Map** following and listings in the **Main Schedule Annex A**), the following waterways and structures are identified for main funding in the short term (see *Section 4 for details*):

- three Millennium projects - the Millennium Link in Scotland, Huddersfield Narrow and Rochdale Canals - where funding is agreed or close to agreement;
- a further 18
  - in England, projects listed for the Ancholme Navigation, Anderton Boat Lift, Ashby Canal, Basingstoke Canal post-restoration proposals, Bugsworth Basin, Chichester Ship Canal, Derby Canal, Droitwich Canals, Grantham Canal, Montgomery Canal in England, Pocklington Canal, Stroudwater Navigation and Wendover Arm;
  - in Wales, projects for the Monmouthshire Canal, Montgomery Canal in Wales, and the Neath and Tennant Canals;
  - in Northern Ireland, projects for the Lower Lagan Navigation and Newry Canal;

- 12 others likely to be ready for main funding in the **medium term** (see Section 5) :

in England, projects listed for the Burslem Branch, Thames and Severn Canal, Dorset & Somerset Canal, Ipswich and Stowmarket Navigation, Lichfield Canal, Northern Reaches of Lancaster Canal, North Walsham and Dilham Canal, Sleaford Navigation, Somerset Coal Canal, Worsley Delph and Wyrley Branch;  
in Northern Ireland, the Ulster Canal;

- 47 others (see Section 6) whose current status indicates that readiness for main funding will occur in the **longer term**. Some of these projects require a great deal of work before they can be considered further but a number will be able to make progress on interim projects pending full restoration. Funding agencies and local authorities should consider their needs with care.

## Recommendations

**Section 7** is a series of recommendations, designed to assist and progress restoration activity, addressed to Government, funding agencies, local authorities, navigation and regulatory bodies, and those promoting schemes. They cover:

- funding from agencies, particularly from the new Regional Development Agencies (and national agencies in Wales, Scotland and Northern Ireland), and National Lottery funding bodies;
- action by Government on the issue of new roads crossing disused waterways, on national planning guidance and on future management of completed projects;
- the focus for Heritage Lottery funding;
- action by local authorities;
- good practice in project development, and in respect of built heritage and environmental matters.

The Council will take up the recommendations as appropriate with the organisations concerned.

## Next steps

The Council believes that money invested in worthwhile waterway restoration is money well spent and that restoration work merits its place in the policies and programmes of funding agencies. All projects listed in the report have something to offer. How far each project accords with their priorities and offers value for money is for funding agencies to judge as individual applications come forward. The Council hopes that the report and main schedule will help to inform the resource allocation and decision-making processes of funding agencies, regulatory bodies and other key parties who need to be consulted.

## Monitoring and updating

If Ministerial approval is forthcoming, and given the necessary resources, the Council is willing to update project assessments on a regular basis, taking into account comment on this first report and developing its methodology wherever possible.

# **1 INTRODUCTION**

## **About this report**

1.1 This report concerns the current status of some 80 waterway restoration projects in the United Kingdom. They range from the restoration of an individual navigation structure to the re-opening for navigation of a waterway of more than 100 kms, from projects costing tens of thousands of pounds to ones costing tens of millions, from projects where work is about to start to proposals which are little more than a gleam in their promoter's eye.

1.2 What follows is an overview of all this activity. It records what the promoters of each project have told the Council they are trying to do, how far they have progressed and what remains to be done. It then assesses each against published criteria and reviews when it will be ready for significant funding for completion - in the short term (one to five years), in the medium term (approximately five to ten years) and in the longer term (beyond ten years).

1.3 This, in the Council's view, was the fairest means of assessing priorities. There is, therefore, no rigid prioritisation of schemes by numerical ranking: no recommendations that Project A should go forward and Project B should not: no discrimination against local projects and smaller voluntary bodies. Nor does the report seek to interpose itself between applicants and funding agencies.

1.4 Funding is the key issue and funders are the primary audience for the report but they will continue, as now, to be guided primarily by their own criteria and the merits of each application. Nonetheless, for them, for local authorities and for everyone involved in waterway restoration, the Council hopes that this report will provide a useful contribution to the restoration scene.

1.5 It is quite clear that funding sources will remain at least as unpredictable in the future as they have in the past and that they could easily be more constrained, by changes to criteria or to geographical boundaries. A pro-active restoration body will already know how important it is to be flexible in the packaging and promotion of its proposals.

1.6 The information base is, of course, valid only as at mid-1998 but, in terms of readiness for significant funding, the assessment overall should be robust for some time. No category, however, is permanent. Projects in the short term category will reach completion. Others will take their place. Development of some projects will accelerate. The categories are spurs to progress not sentences.

1.7 One of the aims of the report is to assist promoters in the effective preparation and presentation of their projects. As this exercise is repeated in the future, the Council wishes to see every worthwhile and feasible medium/longer term project ultimately progress into the short term category and so to completion.

1.8 Similarly, the focus on complete, or almost complete, restoration and therefore larger-scale funding requirements, in no way precludes phased restoration or smaller schemes or individual structures being brought forward for funding even if they are not part of a waterway restoration or even if complete restoration is some way off. In the time and with the resources available, the Council could not cover all the possible permutations but looks

to restoration bodies to exploit every opportunity for partial funding towards the goal of full restoration.

1.9 The restoration scene is characterised not only by a remarkable range of voluntary effort and commitment extending over years, indeed decades, but also by the scope for productive investment in waterways which this report demonstrates is available to funding agencies. The restoration of more than 700 kms over the last 40 years has revitalised key parts of the country's transport and industrial heritage, generated jobs and development, and increased the opportunities for leisure, recreation and tourism.

1.10 At least as much remains to be done. The Recommendations at the end of this report are addressed to Government, funders, local authorities, regulatory and navigation authorities, and voluntary organisations in an effort to improve the prospects of this being achieved.

### Origins of the study

1.10 The Council most recently expressed support for sustainable restoration of abandoned inland navigations in its 1996 Consultative Report ***Britain's Inland Waterways – An Undervalued Asset***. The Report pointed to the value of a restored waterway to the surrounding community and to the heritage, environmental, economic, social and other benefits which could be derived from it.

1.11 In response to the Report, some funding agencies, and others concerned with inland waterways projects, expressed the view that, admirable as it was, restoration activity needed a more coherent national overview and a demonstration as to how individual projects related to the waterways system as a whole.

1.12 The Council accepted this view and in its ***Final Recommendations (2.3)***, submitted to Government in 1997, suggested that the issue might form part of the work of the newly-established Association of Inland Navigation Authorities (AINA), already charged by Government with identifying the main aims and priorities for inland waterways. In the event the Council, with the support of AINA, agreed to undertake the study.

1.13 As the work involved, for the most part, many waterways other than those managed by British Waterways (BWV), it was strictly speaking outside the Council's statutory remit. Angela Eagle MP, the Waterways Minister at the Department of the Environment Transport and the Regions (DETR), considered therefore whether the Council should become involved.

1.14 The Minister (letter 27 September 1998) duly endorsed a study of restoration priorities, and asked the Council to add the exercise to its current work programme, on the basis that, as an independent body, the Council was an appropriate organisation to carry out an impartial assessment, fair to all parties, and to revise it periodically.

1.15 This report, containing the Council's assessment of restoration projects (**Main Schedule Annex A**), is the outcome. After submission to BWV (as required by the 1968 Transport Act) and the Minister, it is being distributed widely.

## 2 WHY AN OVERVIEW IS NEEDED

### Growth of Restoration Activity

2.1 Interest in restoring navigation for recreational use on the national legacy of abandoned and unused waterways – canals and rivers, which were once navigable and used for commercial traffic, until overtaken by rail and road - has grown rapidly in the post war period. The movement first developed under the inspiration of a handful of pioneers, who established the Inland Waterways Association (IWA), in the 1940s. Some remarkable successes were achieved, against stiff opposition from Government and BW's predecessor body (the British Transport Commission) in the 1950s and 1960s.

2.2 Activity gathered pace from the late 1960s, with the official recognition of the leisure potential of the waterways, with the setting up of BW and with the opportunities which appeared for working on the Board's Remainder Waterways. Work also began on some historic waterways outside the BW system. These tended to present more difficulty because of the need to overcome problems of fragmented ownership.

2.3 **Table 1** (extracted from a *Supplementary Paper* to the Council's *Undervalued Asset* Report), shows some of the restoration projects completed since 1955. If progress to date has been commendable, a great deal of potential remains. **Table 2** shows the estimated extent of un-navigable waterways at the time of the Council's Report in 1996.

### Funding sources

2.4 There has never been a central fund earmarked for waterway restoration work or for meeting the running costs of completed projects. Government, while broadly supportive of restoring navigations where justified, is acutely conscious of BW's and EA's existing liabilities, and will not permit Exchequer grant meant for upkeep of the publicly maintained systems to be spent on restoration work or on maintaining completed projects. Other waterways receive no support for upkeep anyway. Money for restoration has thus always had to be found from whatever other Government budgets or other sources are available at the time.

2.5 In the early days, work was done mainly by volunteers, through work camps, under youth and Government training opportunities programmes, with help from the army, and even by prison labour. The general approach had to be piecemeal and opportunistic. The work by unskilled labour was often not to the standard that would be demanded today. Some of the work undertaken 25 years ago is now life expired and further substantial repairs are needed, to a standard that will secure a long term future for the waterways.

2.6 In the 1980s, prompted by the availability of money from the European Union (EU) Structural Funds, and under various initiatives from UK Government agencies for economic revival, urban regeneration and environmental improvement, more ambitious restoration projects became possible, provided applications could be tailored to fit the objectives and regulations of the individual funding agencies.

2.7 Land reclamation funding from the then Department of the Environment via Derelict Land Grant and subsequently from English Partnerships (EP), played a particularly

important part. Private funding came into play where waterside property development could be involved as a source of additional finance.

2.8 As closer links with local authorities (LAs) were necessary in order to take full advantage of the potential resources on offer, partnerships were formed to put together funding packages for comprehensive restoration projects, using a mix of public and private money.

2.9 More recently, the approval of Millennium Lottery funding for the completion of the Scottish Millennium Link, Rochdale Canal and Huddersfield Narrow Canal projects and the construction of the Ribble Link, plus the Heritage Lottery Fund's (HLF) substantial grant to secure the restoration of the Kennet and Avon Canal, have served to encourage hopes that further major projects will now be able to reach completion, indeed that almost all former navigations may now be restorable.

2.10 Completely new recreational navigations have also been proposed in recent years, mainly to link existing waterways and hence create and develop leisure cruising options.

### **Scene changes**

2.11 Over the past 40 years, waterway restoration has grown from an almost exclusively grass roots movement into one where the voluntary sector, while still retaining its commitment and vision, has had to learn how to prepare for and manage multi-million pound projects, requiring a high degree of professional input and demanding a more systematic approach to their implementation.

2.12 This is evident from the typical steps involved in getting any restoration project going and working it up to a stage where large scale funding can be sought, namely:

- securing local political and public support;
- gaining the agreement of BW or other navigation authority and/or land owner(s) concerned;
- establishing, via a professional study, engineering and water supply needs, environmental impacts and other issues of feasibility, and the financial costs of the work;
- identifying the benefits to provide justification for potential sources of capital funding; and preparing a business plan, these also calling for a professional study;
- consulting/negotiating with those affected;
- raising funding for these and any other preliminary studies;
- establishing a body with the organisation and management capability to deliver the project;
- obtaining any statutory approvals for the works;
- acquiring the necessary land;
- preparing a conservation plan to show how restoration will be approached from a built and natural environmental viewpoint and how both the waterway and its built and natural assets will be cared for; and
- drawing up an 'exit strategy' covering all the arrangements for future management and maintenance.



2.13 Some aspects have become simpler. If new legislation was needed for early restoration proposals a private Act of Parliament had to be promoted, often an expensive and lengthy process. The Transport and Works Act (TWA) now offers a relatively simple, inexpensive way for promoters to obtain simultaneously all the powers needed for restoration, operation and management.

2.14 Other aspects remain difficult. The cost and complexity of land acquisition, together with opposition from land owners and conservation interests, present huge obstacles for some projects. Restoration of river navigations, which adds to the use of an existing waterway and raises land drainage issues, can be particularly contentious. Where canal restoration involves the re-watering of a dry canal line it often raises water resource and supply issues, even where from another perspective it may offer an environmental gain.

2.15 Yet other aspects have become more complex in recent years. Increased awareness of the need for conservation of the built and natural environment means that greater emphasis is placed nowadays on the quality of restorations, on the assessment of environmental impacts and benefits and on consultation with those potentially affected by restoration proposals, to identify issues and resolve difficulties early on.

2.16 Local authorities (LAs) have an increasing interest in restoration. Their statutory planning powers are essential for the protection of the line of disused canals pending restoration, and their support is often crucial for funding for preliminary studies of projects, for coordinating funding applications and, if necessary, for assistance with the cost of upkeep of the restored waterway.

2.17 Many authorities are now persuaded that restored waterways offer significant benefits, economic and social, and there are several examples of projects being successfully promoted by partnerships between LAs, restoration groups and waterway authorities. However, not all LAs are yet willing or able to make the necessary practical and financial commitments.

2.18 In England, the relevant planning guidance, which might encourage a more enlightened and proactive approach from LAs, is scattered over several DETR Planning Policy Guidance Notes (PPGs) and fails to draw together the relevant strands. The lack of protection afforded for disused waterways in the Highways Act 1980 allows them to be severed by new roads whilst awaiting restoration. Long-promised revised policy advice for those preparing road proposals has yet to emerge from DETR and the Highways Agency.

### **The present scene**

2.19 The restoration scene today is therefore multi-faceted, with numerous ongoing projects at various stages, many involving very large capital investment and needing money for upkeep. Much has been achieved through the enthusiasm of the restoration groups but restoration standards are not uniformly high.

2.20 While most schemes are feasible, given the necessary funding, they can only make progress if they can be made to suit the objectives of individual funding bodies. Restoration therefore has to sell itself to funding agencies, local authorities and others who need to be consulted but whose interests are not primarily in waterways.

2.21 To gain their support, a wide range of economic, social and environmental benefits have to be offered in forms clearly relevant to the objectives and criteria of those agencies and authorities. Enthusiasm for an expansion of leisure cruising is not, in itself, usually sufficient. Some voluntary groups are clearly not adequately organised or resourced to cope with the complexities involved in assembling and making the case for restoration funding.

2.22 To some funding agencies, on the other hand, the restoration scene must appear particularly confusing. They see a plethora of projects and proposals, involving in some cases very large sums of money, and struggle to make sense of it in terms of what is important and where the priorities should be. The responses the Council received to its 1996 consultative report remain valid.

### **Future funding**

2.23 Money from the European Union (EU), English Partnerships (EP) and the recent National Lottery funding approvals have fuelled expectations of continued funding for large-scale restoration. These may or may not be fulfilled.

2.24 While the useful Landfill Tax Credit Scheme, overseen by ENTRUST (the Environmental Trust Scheme Regulatory Body), should make an increasing contribution, the most urgent need is for the new Regional Development Agencies (RDAs) in England, and their national equivalents in Wales, Scotland and Northern Ireland, to continue their commitment on land reclamation funding and fill the gap left by the loss of EP funding for those projects which provide major economic and environmental improvements. The HLF's commitment to important heritage-led restoration schemes must also be maintained. If these are not done, a number of very worthwhile schemes will face a serious shortfall in funding.

2.25 Restoration promoters will need to respond to new policy priorities, criteria and boundaries by exploiting the strengths of restoration activity, especially the extent to which it can be phased and the range of benefits it can provide. It has also to be recognised that there will be strong competition between the individual projects for finite resources. In the absence of a central funding programme for restoration, and as funding regimes alter and available monies fluctuate, an overview which sets out the range and significance of projects available for funding becomes essential.

## **3 THE STUDY**

### **Approach**

3.1 The formal work was carried out between September 1997 and June 1998. A Member-level Working Group, with co-opted members from the local authority and voluntary sectors, was established to pursue the study, reporting regularly to the full Council.

3.2 The Group's first decision in September last year was to pursue an appraisal system which avoided crude numerical ranking and did not discriminate against local projects or smaller voluntary groups. This was communicated in January to the IWA Restoration Committee, by way of reassurance for IWA members.

3.3 With the possible number of projects and proposals to be considered exceeding 150, visits to each and full discussions with the project promoters were out of the question. The approach had to be a desk study relying on inputs from those involved directly in restoration. Nor, even if it so wished, could the Council resource a detailed, in-house, comparative evaluation of the merits, technical or organisational, of such a large number of varied projects.

3.4 It was however possible, using Council Members' own knowledge, published sources and some external expert advice, to make an initial assessment of the built heritage importance of waterways and structures and the nature conservation interest of the project location. These, therefore, form one element of the appraisal.

3.5 For the rest, the focus was agreed to be what each restoration was trying to achieve, whatever its size. What benefits would it bring? What stage had the project reached? Did it have a realistic expectation of being achieved over a reasonable timescale of, say five, ten or 15 years? Such an appraisal would provide for waterway organisations, funding agencies and other interested bodies who need to make sense of the restoration scene, as comprehensive, comparative and objective a view of current known restoration projects as possible, together with some considered advice about restoration in general.

3.6 It is not the Council's business to interpose itself between applicants and funding bodies. Their decisions can take this report into account but it can neither guarantee funding nor determine failure to secure approval.

### **Consultation**

3.7 A two stage approach was adopted, first consulting on draft key assessment criteria applicable to the restoration process, then going on to devise a questionnaire.

3.8 As the first stage, a letter from the Council Chair, Lady Knollys, issued in October 1997 to restoration organisations and others interested parties, consulted on the proposed assessment criteria and on the detail of a schedule of abandoned waterways and known restoration projects in order to establish an accurate database.

3.9 Interested bodies have been kept in touch with progress throughout and received copies of the October 1997 consultation and February 1998 questionnaire packages. National bodies consulted included BW, EA, AINA, the Lottery Funds, the Countryside Commission, EP, English Nature and their Welsh, Scottish and Northern Ireland equivalents. All have been supportive and the HLF responded that the study was timely in view of the HLF Trustees' decision to review their contribution to waterway restoration because of the switch of National Lottery funding to a new sixth "good cause".

### **British Waterways aspects**

3.10 As statutory adviser to the British Waterways Board, the Council has kept in close touch with BW throughout the study. The extent of the Board's commitment and involvement in respect of projects for its own waterways varies from case to case, but they all require BW's endorsement as landowner and manager. Restoration of other waterways outside BW control, the majority of projects in this study, but which interconnect with BW

waterways may also have implications for the Board's business and water supply or raise other issues.

### **Environment Agency aspects**

3.11 The EA interfaces with restoration activity in all eight of its Regions through the Local Environment Action Plans (LEAPs) process, statutory planning consultation, and authorisations under land drainage and water resources legislation and in the areas of fisheries, recreation and conservation. It is particularly concerned about water resource problems and possible detrimental impacts of restoration on the environment. In discussion with Agency representatives, they referred to the difficulty for local officers in understanding whether proposals in their areas are viable or significant. They would welcome a clear indication of which schemes merit attention as dealing with all-comers means that the Agency's resources have to be spread thinly. The Agency has said that this report will inform its LEAPs process.

3.12 The EA has issued for comment a consultation draft as a National User Forum Paper *Environmental Assessment of Inland Waterways*. (NNUF (98)4). Previous advice is contained in the *NRA Guidance note on the Environmental Impact Assessment of Canal Restoration* (January 1997). In January 1998 the Agency published *An Action Plan for Navigation*, which emphasises the need to integrate navigation with other channel functions in catchment management and to take careful account of environmental issues when developing inland navigation.

### **Heritage Lottery Fund aspects**

3.13 The HLF introduced a moratorium on waterway project applications pending the outcome of this study, although it has continued to take decisions on certain applications received before the study began. The Council has had no contact with the Fund on these cases, or indeed on any other.

3.14 Issues raised by the HLF review and the moratorium have been discussed with the Fund's officers who stressed:

- that nature conservation and industrial archaeology should be properly considered;
- the importance of free access for the public to the waterway in contrast to any suggestions that charges might be introduced for towpath use; and
- the need to address the issue of additionality in relation to work on BW and EA waterways.

3.15 The Fund's current criteria and priorities for waterway restoration were published in March 1998 and are:

- the historical significance of the canal or structure should be central to any application, for example logistical importance, date of construction, the extent to which engineering features were innovative;
- the restoration of working waterway landscapes will be assessed on the basis of the benefits to the network as a whole, rather than as isolated examples;
- HLF will only consider support for historic elements of the canal system when financial need can be demonstrated. Applicants will have to demonstrate that other bodies with responsibilities for canals have contributed where applicable;

- strong access, recreational, ecological and educational benefits should be demonstrated;
- HLF may be able to assist (in the conservation of) structures that no longer bring any commercial benefit but which are of outstanding historical importance;

3.16 The Fund also states that it will not normally fund;

- large-scale clearance of silted or disused canals, in the absence of clear heritage and other benefits;
- construction of new, alternative canal routes or of new structures to replace historic ones;
- routine maintenance of canals or canal structures which are in commercial use;
- feasibility studies.

The HLF has promised revised guidance on canals to prospective applicants at the end of its policy review which will take this report into account.

3.17 The HLF has also set up the Local Heritage initiative with the Countryside Commission. This may be of value for some small restoration schemes.

### Questionnaire

3.18 Suggestions and comments in response to the October 1997 consultation letter were reflected in the final agreed key assessment criteria and the questionnaire which issued on 10 February 1998, together with the revised schedule of waterways and projects. This was sent to over 90 bodies in respect of some 150 projects, as the second stage of the exercise.

3.19 The questionnaire was lengthy but was designed to elicit responses covering the six key criteria and all the stages set out in para 2.12 above. The criteria, covering **feasibility**, **benefits**, **disbenefits**, **sustainability** (both in environmental and exit strategy meanings), **implementation** and **vision** are set out in full in **Annex A page E**. Four weeks were allowed for reply but many responses took longer to arrive. All received up to early June have been included in the analysis.

### Response

3.20 The response was excellent. More than 80 questionnaires were returned, including a number completed in respect of projects for which no lead restoration body had been identified. There was no response for 14 projects (see list in the **Commentary to Main Schedule, Annex A page A**). Individual responses are available for inspection at the Council's office, unless respondents have specifically asked that they remain confidential.

3.21 Responses in respect of projects concerning BW's waterways have been sent to the Board for comment, in view of its interest as owner and navigation authority. In some cases where BW is closely involved in progressing schemes BW staff have completed the questionnaire.

## **What is included?**

3.22 The responses analysed cover projects to restore navigation for recreational use, those to conserve historic waterways and individual structures even if not to restore navigation, and some proposals for new navigation links. They exclude freight transport proposals and repairs or improvements to operational waterways. Although consonant with Council thinking, proposals for environmental and access improvements have generally been excluded if they do not involve specific plans for restoring navigation on an abandoned waterway.

3.23 It was decided to include the Basingstoke Canal post-restoration proposals aimed at securing the additional water resources needed to maintain navigation in summer, since these aspects would today be considered within the main project.

3.24 The main emphasis is on restoration for navigation of all or substantial lengths of a waterway. Restoration organisations and funding agencies should note, however, that the Council's conclusions are not intended to preclude works to safeguard a waterway route or structure against loss by decay, pending restoration at some time in the future, nor funding of restoration of individual structures and features integral to a waterway, in isolation or in advance of a main project.

3.25 This may well be justified, for example, where a discrete, free-standing project can serve to demonstrate what is possible in order to attract further investment, or is ready to proceed ahead of the rest of the project and can provide benefits whether or not the overall scheme proceeds. It may also be appropriate for work to conserve decaying structures so that they survive to become potential subjects for full restoration.

3.26 The majority of projects concern non-BW waterways. None of the BW/EA projects appears to include work which should properly be considered part of their statutory day-to-day maintenance responsibilities for operational waterways.

## **The assessment (see Map and Main Schedule, Annex A)**

3.27 A full explanation of the basis of the assessment is given in the **Commentary**, pages A-D in Annex A. Certain features need to be emphasised, in particular;

- it incorporates the independent assessment, carried out by Council Members on the Working Group, consulting where necessary with external experts, to rate the historical importance (waterways and structures) and nature conservation interest of the waterway/structure in its present state. This is an initial assessment in a field where a comprehensive evaluation is currently lacking. If resources are available, the Council hopes to refine and develop the work and would welcome comments and inputs to this end;
- apart from this, and some of the factual material presented, the assessments are based entirely on the responses to the questionnaires. Given the nature of the exercise, it is impossible for the Council to be able to vouch absolutely for the accuracy of the responses made in the questionnaires. The Council has had necessarily to accept the information in good faith in assessing whether a project appeared ready for funding. Funding agencies will still wish to satisfy themselves in each case that individual



applications meet eligibility criteria, that statutory bodies have been consulted and that any necessary consents will be forthcoming;

- while every effort has been made to arrive at assessments which are defensible and fair to all parties, an element of subjectivity is unavoidable;
- the key classification of the responses is in terms of the Council's current judgement on the work done on project development and so the readiness of each project for major funding, distinguishing
  - short term (one to five years),
  - medium term (approximately five to ten years) or
  - longer term (beyond ten years).

This allows schemes of national, regional and local significance to be considered together, does not involve the Council in unrealistically detailed judgements about the quality and value of schemes, and should be useful to funding agencies, including local authorities, when considering the possible time-scale for significant spending commitments;

- the information on which the main assessment is based constitutes a snap-shot of restoration activity in the first half of 1998. The Council believes that the assessment, by and large, will remain robust for some time but it is well aware that individual projects develop and evolve and that their situation can readily change. No project is, or should be, regarded as "relegated" in perpetuity to the medium and longer term categories. They are spurs to progress not sentences. They serve to highlight what more needs to be done. The Council's objective, as this exercise is repeated in the future, is to see all worthwhile and feasible projects progress ultimately into the short term category and so to completion.

#### 4 PROJECTS FOR MAIN FUNDING IN THE SHORT TERM

##### Overview

4.1 Of the responses to the questionnaire, there are **twenty one** projects (Table 3) judged as ready for funding in the short term. They comprise a range of projects located throughout the country but predominantly in the Midlands and North, plus one in Scotland, three in Wales and two in Northern Ireland. They in the main concern BW Remainder Waterways, although some are in other/private hands. Most are well advanced, but two have emerged relatively recently.

4.2 Half have costs in excess of £10m but there are relatively inexpensive schemes as well as large ones. The total estimated spend involved is £378m. Discounting the three Millennium projects (see para 4.3 below) that total reduces to £247m. All have something significant to offer - nationally, regionally or locally. Funding bodies will be able to see which projects best match their respective priorities and the level of funding available in each area.

## **Millennium projects**

4.3 Three projects have secured funding from the Millennium Lottery Fund - the **Millennium Link** (£78m) in Scotland; and two cross-Pennine waterways, the **Huddersfield Narrow Canal** (£30m) and the **Rochdale Canal** (£23m), (both North West /Yorks & Humber). The Millennium Link and the Huddersfield Narrow projects are both on BW Remainder Waterways while the Rochdale Canal is privately owned. (No response was received for a fourth Millennium waterway project, the **Ribble Link**, connecting the Lancaster Canal with the Ribble estuary.)

4.4 All three are considered of national status by virtue of their historical importance, what they will add to the national waterway cruising network and the potential for regenerating their respective corridors. The Council welcomes the Millennium funding approvals and hopes that all these projects will proceed to completion as planned.

## **Other projects by region**

### **East Midlands**

4.5 Five projects, three concerned mainly with regeneration of the local economy, one to allow full navigation on a recently restored waterway and one with heritage tourism potential.

**Ancholme Navigation** (£60,000) *Local status.* Restoration of a lock which will allow access to the already restored upper section of the waterway. This will complete the earlier restoration and provide a local recreational facility at very modest cost. Once completed it will also strengthen the rationale for constructing an Ancholme-Rase Link (see projects for longer term funding below) thereby creating a useful cross-country recreational link.

**Ashby Canal** (£10m) *Regional status.* Restoration of the former Ashby Canal from its present terminus at Snarestone to Measham (with at some possible future date the final length to Moira, not included in present cost). A rural waterway with restoration planned to revive the economy of a former mining area by acting as a catalyst for regeneration. There are historic associations -the Moira Furnace sits alongside the Canal above Measham - and there will be significant environmental gains. The restored length will connect with the existing BW-owned Ashby Canal. The response indicates a strong scheme, well worked out, with the land acquisition problem being addressed and with local authority and public support. Completion appears practical subject to funding, though some sensitive issues surround the effects of any consequent increase in boat traffic upon the wildlife interest of the currently navigable section of the Canal.

**Bugsworth Basin** (£0.75m) *National status* because of the outstanding historical importance of the site. Restoration of the waterway needs to be completed and secured. The main proposals involve new facilities for boaters and a new museum/interpretative centre for the unique canal/tramway interchange. Strong in heritage terms.

**Derby Canal** (£30m) *Regional status.* A large project with substantial benefits. It will reconnect to the national system at both ends thereby creating a new cruising ring, as well as offering employment, tourism, heritage, nature and leisure benefits for the area. It is not, however, in any special area for funding and the scheme is high cost (road severance and diversions) while the historic interest in the centre of Derby has been lost. The response, however, does indicate substantial recreational benefits, a strong regeneration case and local support. Restoration will produce a large extension to the national connected system from the Trent at Nottingham into a scenic rural sub-region with no other navigable water. There are no significant land assembly

problems and, given local authority backing, deliverability is high notwithstanding the high cost and severance problem.

**Grantham Canal (£30m)** *Regional status.* A large project for a BW Remainder Waterway with significant leisure, recreation, tourism and employment benefits for a rural ex-mining area of high landscape value (Vale of Belvoir), though at high cost. It will re-establish the connection with the national connected system at Nottingham, severed by a road scheme in the 1960s. There appear to be no significant insurmountable problems, a strong regeneration case and potential for special RECHAR funding. The strong partnership involving BW, local authorities and the voluntary sector should ensure that over time the project can be delivered.

## **North West**

### **4.6 One very significant heritage project.**

**Anderton Lift (£6.9m)** *National status.* A BW Scheduled Monument of European importance and interest for waterway heritage. The Council hopes that a revised funding application will be successful so that this unique structure, the only lift on the network, can be restored to working condition.

## **South East**

### **4.7 Three projects, one to make a restored waterway reliably open for navigation, one for a small local heritage canal restoration and one for reducing the cost of water supply for a BW operational canal.**

**Basingstoke Canal post restoration projects (£1.7m)** *Regional status.* The proposals will improve the water supply to locks 1-6, and provide a lock gate workshop and visitor facilities. Like the Kennet and Avon, which preceded it, the Basingstoke Canal was re-opened without a satisfactory solution to its water supply problems. The use of its eastern link via the Wey to the Thames is severely constrained by shortage of water for the locks each summer. The waterway is of considerable historic interest and requires further work to make it open for navigation throughout the year.

**Chichester Ship Canal (£2.5m)** *Local status* as it is likely to remain an isolated navigation for some years. Of historic importance, this short canal connects to an important South Coast marina. Restoration would be relatively straightforward.

**Wendover Arm (£8m)** *Local status.* A BW Remainder Waterway. Of limited historic importance and not in an area for special funding but a useful recreational and amenity addition to the system. The benefits will need to be carefully presented without over-reliance on the operational benefits to BW.

## **South West**

### **4.8 1 project, part of a historic national link**

**Cotswold Canals – Stroudwater Navigation (£10m)** *Regional status in its own right but of national status, when taken together with the Thames & Severn Canal (see medium term projects), as part of the historic waterway link between the Thames and Severn.* The Stroudwater in itself is an important heritage canal still owned by the original canal company, possibly the oldest surviving in the UK, and so relatively unhindered by land ownership and acquisition difficulties. Restoration offers valuable heritage, environmental and regeneration gains. For the maximum benefits to be achieved.

*both waterways will have to be fully restored and realistically managed, with legislation rationalised within a joint exit strategy.*

### **West Midlands**

**4.9 Two national projects. one important historic canal in Worcestershire and one major scheme, a Welsh Marches waterway, with unique structures, heritage and waterway recreational importance (see also under Wales)**

**Droitwich Barge and Junction Canals (£5.5m)** *National status Both waterways and structures are of very considerable historic interest in a scenic area rich in industrial archaeology. Restoration offers benefits both for the locality and for waterway recreation (the connections to the Severn and the Worcester and Birmingham Canal make for a commercially attractive small cruising ring). There is local authority support including a large financial contribution, continuing beyond the recent County Council reorganisation, but no other special funding mechanisms are available.*

**Montgomery Canal (£9.5m in England) (see also under Wales)** *National status. An outstanding BW Remainder Waterway, of substantial historical and wildlife importance, involving major opportunities in the conservation of the built and natural heritage, rural regeneration and the only possible connection in Wales to the national system. Restoration is a long-standing BW commitment Two lengths have already been restored and the rest should be a high priority for funding, although most likely programmed over several years because of the high cost and the time needed to complete the work.*

### **Yorkshire & Humberside**

**4.10 One significant heritage project.**

**Pocklington Canal (£2.7m)** *National status. An unaltered rural canal with very important wildlife interest in unspoiled countryside. Restoration of this BW Remainder Waterway offers benefits for heritage, leisure, education and improved access, all compatible with a high degree of wildlife preservation. The short term ranking is intended to encourage an early resolution of conservation issues with English Nature. The project should be a high priority for funding.*

### **Wales**

**4.11 One national scheme, a Welsh Marches waterway, with unique structures, heritage and waterway recreational importance; one large restoration, heritage, environmental and regional tourism project and two historical waterways, considered together, and geared to regeneration of their area.**

**Monmouthshire Canal (£32m)** *Regional status. A waterway of considerable historical importance. Restoration will link with the BW Monmouthshire and Brecon Canal and create a sub-regional tourist network for SE Wales. Other benefits include heritage enhancement for education, and protection of the canal corridor environment.*

**Montgomery Canal (£28.2m in Wales) (for rest see England/West Midlands) )** *National status. An outstanding BW Remainder Waterway, of substantial historical and wildlife importance, involving major opportunities in the conservation of the built and natural heritage, rural regeneration and the only possible connection in Wales to the national system. Restoration is a long-standing BW commitment Two lengths have already been restored and the rest should be a high priority for funding, although most likely programmed over several years because of the high cost and the time needed to complete the work.*

**Neath and Tennant Canals (£10m total).** *Regional status considered together (and also with the Swansea Canal) because they could form a connected regional system of waterways. Both are historically important (especially the Neath for structures) and restoration will offer heritage, recreation and leisure and, in particular, urban regeneration benefits.*

### Northern Ireland

#### **4.12 Two significant projects in heritage and regeneration terms.**

**Lower Lagan Navigation (£7.5m)** *National status for future connection to Lough Neagh and rest of Irish network. Of high historical interest because much of the built heritage survives and with substantial benefits for recreation, conservation, industrial heritage promotion, enhancing access to countryside and economic regeneration in the corridor. With the support of the Rivers Agency, this restoration should be deliverable.*

**Newry Canal (£15m)** *National status as for above because it is another strategic link in the Irish network but also because of its very high historical importance (it is the oldest summit level canal in the British Isles) and, like the Lower Lagan, it should be deliverable in a Northern Ireland context.*

## **5 PROJECTS FOR MAIN FUNDING IN THE MEDIUM TERM**

### **Overview**

5.1 The **twelve** projects assessed for medium term funding are shown in **Table 4**. They are spread throughout England, including for the first time some in East Anglia and the South West, with one in Northern Ireland (none in Wales or Scotland).

5.2 The list contains proportionately more rural and non-BW canals than the short term grouping. This may be accounted for by the greater difficulty which such canal projects, without a single controlling authority or owner and in rural areas, tend to experience in progressing schemes and attracting funding. They are grouped according to the Council's view of their strategic significance.

5.3 It is important that the three heritage projects of national status receive further assistance in order to make faster progress. In particular they need support from their local authorities and others to overcome problems associated with being ineligible for special regional funding, of multiple ownership, or the absence of a responsible controlling body, which may be holding back implementation. Partial funding, or resources for resolving difficulties, may allow them to make such progress. The remaining schemes would add to the system in various useful ways. They also appear capable of delivery.

### **National significance**

5.4 There are three major heritage projects in this group:

**Cotswold Canals – Thames & Severn Canal (£45-60m)** (South West) *Taken together with the Stroudwater Navigation (see Section 4 above), this is of national status because restoration will reopen a major cross-country link from the Severn to the Thames. It will also, albeit at high cost, offer substantial recreational, economic and other benefits for its rural corridor. Unlike the Stroudwater Navigation, however, the Thames and Severn Canal section faces land ownership and acquisition problems and exit strategy questions. It is hoped that these can be successfully addressed with the*

*continued support of the local authorities and others, since for the full benefits to be achieved both waterways have to be fully restored.*

**Worsley Delph & Underground Canals (£4m) (North West)** *Of outstanding national heritage interest, these are remarkable and very early examples of underground canals, whose preservation, along with reuse of buildings and machinery within a linear industrial archaeology canal heritage park, will provide a new regional visitor attraction and enhance the locality.*

**Ulster Canal (£30m) (Northern Ireland)** *The UK's only international restoration project. Jointly developed with the Irish Republic, it will restore the key strategic route in the Irish network linking the Erne and Shannon systems (which in turn link to Limerick, Waterford and Dublin) to Lough Neagh and the Lower Bann Navigation in the North East. It is less advanced than the Lower Lagan and Newry waterways listed in Section 4, largely because much of the land is in private hands, but it is at least as important and like them it should be deliverable.*

### **Regional significance**

5.5 There are five projects in this group:

**Lancaster Canal - Northern Reaches (c.£20m) (North West)** *An important heritage canal. Restoration (coupled with the provision of the Ribble Link) will re-extend the northern limit of the national connected system, foreshortened at Tewitfield by the building of the M6 motorway, and so enhance the recreational and economic state of the rural corridor northwards to Kendal and into the Lake District National Park.*

**Lichfield Canal (£9m plus land costs) (West Midlands)** *A strategically important project for the creation of new cruising rings, the development of leisure cruising on the under-used northern part of the BW Birmingham Canal Navigations (BCN) system and the revitalisation of this part of the West Midlands.*

**North Walsham & Dilham Canal (£1.1m) (Eastern)** *Restoration of the only locked canal on the Broads, with heritage interest and with environmental and leisure benefits in the heart of a national tourism area.*

**Sleaford Navigation (£4.3m) (East Midlands)** *Restoration to navigation of an important early waterway, connecting to the Witham and on to the Trent and Wash, which, with restoration of the former navigation house and warehouses, will help to revive Sleaford town centre.*

**Somersetshire Coal Canal (Not costed) (South West)** *Protection of the line of the canal and of important remaining structures from decay, although restoration to navigation is not currently intended.*

### **Local significance**

5.6 There are four in this group:

**Burslem Branch (c.£5m) (West Midlands)** *A local restoration and regeneration project providing new facilities and reuse of wharf buildings.*

**Dorset & Somerset Canal (not costed) (South West)** *Concerned with conservation of the canal line and structures of this unfinished canal.*



**Ipswich and Stowmarket Navigation (River Gipping)** (£10m) (Eastern) *Restoration of structures to working order for eventual navigation.*

**Wyrley Branch & Connections** (£0.2-3m) (West Midlands) *A canal reclamation and improvement project which will create linear open space, emphasising nature conservation and amenity.*

## **6 PROJECTS FOR MAIN FUNDING IN THE LONGER TERM**

6.1 There are **forty seven** projects currently assessed as longer term funding options (**Table 5**). They are mainly in England with one in Wales and one in Scotland. For all candidates in the longer term category the Council wishes to underline the points already made in para 3.27.

6.2 Positions will inevitably change as more immediately ready schemes move to completion. Groups promoting the longer term projects and proposals should see it as an incentive to make progress with whatever steps are needed - consolidating public and local authority support, ensuring the waterway or structure is safeguarded in the local development plan, preparing feasibility studies, exploring short-term initiatives for funding within their overall programme, and so on.

6.3 Three groups of projects merit particular mention: key heritage schemes; East Anglian waterway restoration projects and proposals for new links. There is further comment below on some very large individual schemes on which the Council would wish to see progress. There is, also, a number of other schemes potentially offering important recreation, regeneration and environmental benefits but for the majority of these there is too little information available at present to make for sensible comment.

### **Some key heritage schemes**

6.4 In all these cases the Council wishes to see further progress made towards establishing via appropriate studies whether restoration is possible and what form it might take. The Council is pleased to note that a consultant's study of the Bude Canal has now been commissioned and that one is also proposed for the Foxton Inclined Plane. The need for high-quality work is emphasised in view of the nature and location of these former waterways/structures. On some projects, funding for restoration of individual structures should be pursued in advance of the main scheme.

#### *National significance*

**Bude Canal** (South West), *remarkable industrial archaeology with a tub boat section and six inclined planes.*

**Foxton Inclined Plane** (East Midlands), *site owned by BW, the only plane on the national system.*

**Grand Western Canal** (South West) *tub boat section, with the very important Nynehead Lift.*

**Shrewsbury & Newport Canals** (West Midlands), *small part BW owned, with at least two listed aqueducts (including the famous cast-iron Telford structure at Longdon-on-Tern), a tunnel, the Wappenshall Junction complex, guillotine locks and other important historic structures.*

**River Stour Navigation** (Eastern), *in an area of high heritage landscape value with unusual lock structures*

*Regional significance*

**Manchester Bolton & Bury Canal** (North West). *Part is a BW Remainder Waterway. There are important historical structures.*

*Local significance*

**Louth Canal** (East Midlands) *with unique barrel-shaped locks*

### **East Anglian waterway restoration projects**

6.5 Several projects in East Anglia – eg **Blyth Navigation, Bottisham Lode, Bourne Eau, Ivel, Lark, Little Ouse, South Forty Foot Drain, Swaffham Bulbeck Lode, Waveney** – are mostly fairly modest, local status schemes which would provide useful additions and good gains for navigable length in return for, on the face of it, relatively little outlay. They do not necessarily require extensive preliminary studies to produce a workable scheme.

6.6 However, they will require some work and firmer costing before they can be considered for funding. Most of the questionnaire responses did not allow for a judgement as to what may be feasible and what constrained by environmental matters or water supply. The Council would like to see a more systematic approach and cooperative support from the relevant waterway recreation/navigation bodies to assess what can be achieved over a reasonable period of time.

### **Proposals for New Links**

6.7 Taken together, the proposed **Higher Avon Phase II** and **Higher Avon-Leam Link** projects (both West Midlands) are considered of national significance because of the value of the link which would be created between the Severn/Avon and the Grand Union Canal but there are still outstanding questions as to environmental acceptability and feasibility.

6.8 An **Ancholme-Rase Link** and **Ancholme Witham Link**, both of local importance and a **Sleaford-Grantham Link**, of regional importance (all East Midlands), would provide expanded leisure potential but it is impossible to judge how practical they might be without further detailed study.

6.9 Other proposed links are a new waterway between the **Grand Union Canal and the Bedford-Great Ouse**, which would be of national significance, and one between the **Slough Arm and the Thames**, of regional significance. They appeared in the original schedule of projects but no responses were received to the questionnaires for them.

### **Other projects**

6.10 The list in **Table 5** includes some very large scale projects of heritage and other significance which could be valuable if they could find a way to make progress round their various obstacles, physical or logistical. Examples are the:

**Wey & Arun Canal** (South East) *of national status in view of its historic incarnation as "London's lost route to the sea";*

**Chesterfield Canal** West of Norwood Tunnel (East Midlands), *of regional importance. The phased restoration of the BW owned section of the Chesterfield Canal east of the Tunnel is currently proceeding with funding from various agencies. West of the Tunnel, funding is needed to examine whether there would be better value in pursuing a link via the Rother to the Sheffield and South Yorkshire Navigation or a restoration broadly along the original line towards Chesterfield.*

**Barnsley Dearne & Dove** (Yorks & and Humber) and the **Wilts & Berks Canal** (South West/ South East) *both of regional status and both linking through to create new cruising rings as well as regeneration benefits but both high cost as they involve new, alternative canal routes. The Council believes that in both cases smaller interim projects, towards eventual full restoration, should be progressed within an overall programme.*

#### **No active schemes**

6.12 The Council is also aware of important heritage waterways/structures where there appears to be no active scheme for conservation and/or restoration. Among these are:

**Chard & Ilminster Canal** (South West) - *several significant heritage features survive on the line of this tub-boat canal, in particular the 1.6km long Crimson Hill Tunnel and its adjoining incline, embankments and aqueduct.*

**Royal Military Canal** (South East) - *a unique military defence canal which was also used for navigation. Virtually the whole waterway survives and is only partially conserved.*

6.13 There may also be other canals and also river navigations which contain features which should be conserved. Much more research is needed on surviving remains of former navigations and a responsible attitude to their protection by local authorities. The Council would welcome further information on all these and on any other potential waterway/structure restorations which do not appear on the project list.

## **7 RECOMMENDATIONS**

7.1 This study has raised a number of issues, problems and weaknesses which the Council considers should be addressed to enable waterway restoration activity to progress and the multiple benefits it generates to be secured. The following recommendations are accordingly made for consideration, response and action to:

- **A Government**
- **B The Heritage Lottery Fund and other heritage bodies**
- **C Local Authorities**
- **D Regulatory and Navigation Authorities**
- **E Voluntary Restoration Organisations and others promoting restoration schemes**

For many voluntary organisations, the recommendations in E below will already be common practice but for others the Council hopes that they will give helpful guidance.

## **A GOVERNMENT**

### **Government Development Agencies**

- ***A1 In England, the Department of Environment, Transport and the Regions (DETR) to ensure, via strategic guidance to the new Regional Development Agencies, that the economic and social regenerative value of investment in waterway restoration, in both urban and rural areas, is recognised and acted upon.***
- ***A2 In Wales, Scotland and Northern Ireland, the equivalent Government Development Agencies to maintain, and where possible enhance, their commitment to restoration as a priority in the use of resources.***

### **National Lottery Funding Bodies**

- ***A3 The Heritage Lottery Fund to retain its distributor status of Lottery funds after 2001, in order to preserve a vital source of funding for heritage-led restoration projects.***
- ***A4 The Department for Culture, Media and Sport to consider how the gap in Lottery funding for waterway projects which provide environmental improvement and regeneration benefits can best be filled, either by the creation of a new funding distributor or by extending the remit of an existing body.***

### **A new funding mechanism**

- ***A5 Government to consider and respond to the Council's recommendation in its Britain's Inland Waterways: An Undervalued Asset: Final Recommendations 1997 for the establishment of a Waterways Heritage Trust to draw in and disburse funds for waterway restoration.***

### **New roads crossing disused waterways**

- ***A6 In view of the long standing nature of this problem, and the most recent decisions in respect of the Lichfield and Hatherton and Derby restoration projects, the DETR and Highways Agency to issue the long-promised guidance as a matter of urgency, after the previously agreed consultation with the Council.***

### **National planning guidance**

- ***A7 In England, the DETR to draw together the current advice, spread through a number of Planning Policy Guidance (PPG) notes, into a single waterway PPG (or failing that some other kind of Government advisory document). This should make clear***
  - (a) that the PPG13 guidance about the importance of not severing the potential navigability of waterways will relate to disused waterways pending restoration, and***
  - (b) include relevant points from Recommendations C below.***

## **Future Management**

- **A8** *The DETR to clarify Government policy with regard to Exchequer-funded navigation authorities taking over management of other waterways, so as to assist those promoting restoration of waterways in other ownerships when they are considering their strategies for future management and maintenance.*

## **B HERITAGE LOTTERY FUND (HLF) AND OTHER HERITAGE BODIES**

- **B1** *The HLF to reconsider any reduction in its current commitment to heritage-led waterway restoration and to commit funding to selected and worthwhile large restoration projects, perhaps programmed over several years, as well as smaller projects for waterways and structures.*
- **B2** *The HLF to recognise the value of restoring important heritage waterways as working navigations and be more flexible in the application of their criteria for funding any necessary short new sections or new structures.*
- **B3** *English Heritage (and its equivalents in Wales, Scotland and Northern Ireland) to recognise that restoration involves many non-BW waterways, managed by small and local organisations which cannot necessarily be expected to have high levels of expertise in the identification and management of heritage projects, and therefore to work closely with the voluntary sector on ways to improve restoration practice, while recognising the need for restoration methods to be compatible with the requirements of a working waterway.*

## **C LOCAL AUTHORITIES**

- **C1** *All projects to restore abandoned or derelict waterways, and all surviving lines of waterways, listed in this report, to be supported by the responsible local authorities including, where necessary, protection of the lines in the relevant statutory development plans.*
- **C2** *Where a restoration proposal is at a very early stage, the relevant local authority to ensure nothing is done which might pre-empt the possibility of restoration, pending proof of feasibility and value for money.*
- **C3** *Local authorities to ensure that their planning policies protect both waterways and their corridors for restoration, allow for the full benefits from restoration to be secured and for restored waterways to be self-financing as far as practicable.*
- **C4** *Local authorities to ensure that action is taken to record and safeguard any significant remains of disused waterways and structures in their areas, assess suitability for listing or scheduling, and consider whether action is needed to conserve the remains until longer-term restoration or preservation plans are prepared.*
- **C5** *In pursuit of their statutory and discretionary responsibilities (e.g. for recreation, economic development, and social welfare), local authorities to have*

*regard for the need to support, encourage and fund voluntary activity on waterway restoration, particularly the project development work identified in Recommendations E3 to E6 below.—*

- *C6 Local authorities, with others as necessary, to consider sympathetically financial support for feasibility studies into restoration options where potential public benefits are evident.*

## **D REGULATORY AND NAVIGATION BODIES**

### **Environment Agency (EA)**

- *D1 The EA to give due weight to restoration activity, conservation of waterway archaeology and navigation/recreation proposals in each of its Local Environment Action Plans (LEAPs); be pro-active in supporting restoration schemes to reach fruition, and develop more detailed practical guidance to restorers on ways to handle environmental impact assessment and mitigation.*

### **British Waterways (BW)**

- *D2 BW to continue to assist voluntary groups with their advice and expertise, e.g. in engineering feasibility and project management, commercial evaluations and promotion, funding applications and management agreements, and to consider help with feasibility and other studies where restoration proposals will impact on their own waterways.*

### **Rivers Agency (Northern Ireland)**

- *D3 The Rivers Agency to obtain powers to facilitate restoration projects and to regulate future restored navigations.*

### **Association of Inland Navigation Authorities (AINA)**

- *D4 AINA, as the representative body for inland navigation, to consider what practical steps its members could and should take to assist one another and those in the voluntary sector, to promote good practice in the development and management of waterway restoration.*

## **E VOLUNTARY ORGANISATIONS AND OTHERS PROMOTING RESTORATION SCHEMES**

### **Good practice : project development**

- *E1 All restoration proposals and projects to demonstrate popular local support for the vision and the benefits if they are to be successfully achieved.*
- *E2 Restoration promoters to cultivate, encourage and demonstrate the active support of elected members and professional officers in the relevant local authorities to progress their projects.*

- *E3 Possible conflicts, an overall forward programme, and the strategy to provide for future management and maintenance, to be considered from the outset, in liaison with the local authority, regulatory/waterway authorities and other interests concerned.*
- *E4 Unless there is exceptionally a single funder, larger projects to be broken down, wherever practicable, into discrete elements and phases on the basis of who might be willing to fund each part.*
- *E5 Promoters of restoration projects to take the widest possible view of the public benefits - regenerative, physical, environmental, economic, educational and social - to be obtained from restoration within the waterway corridor so as to maximise local support and funding opportunities.*
- *E6 All funding applications to be closely focused on the objectives and eligibility criteria of the funding body in question, and demonstrate verifiable financial control systems and capacity to implement the project.*
- *E7 Funding to be allocated for the employment of a competent project development officer wherever practicable and not to be considered an unwarranted diversion of resources from restoration on the ground.*

**Good practice : built heritage**

- *E8 Restoration schemes to respect existing historic fabric both of structures forming an integral part of the waterway (locks, lock cottages, bridges, aqueducts, weirs) and of buildings associated with the waterway (warehouses, canal-workers' housing, pubs etc). Historic surfaces, such as cobbling and paving, also to be respected.*
- *E9 Except for very small projects, a conservation management plan to be prepared (as now required for all applications for HLF funding), explaining the historic importance of the waterway and associated and integral structures, their sensitivity and vulnerability to change, and policies to be adopted for the restoration in order to respect and retain significant features; and to be updated as necessary.*
- *E10 The importance and suitability of existing structures for statutory listing or scheduling to be assessed and discussed with the local authority before any repair or restoration work undertaken.*
- *E11 Where necessary, listed building and scheduled monument consent, at least in principle, to be in place before funding applications are made.*
- *E12 Where repairs of existing structures are necessary, like-for-like replacement to be undertaken: replacement structures to be either re-creations (replicas) of the originals, in the same material as the original, or of good modern design in durable materials, respecting the scale and character of the waterway. Replacement structures always to be dated.*

- **E13 Before undertaking repair or re-creation of structures, the advice of a conservation architect or engineers with conservation experience to be sought to ensure those carrying out the work have the necessary skills, sensitivity and experience:**
- **E14 BW to continue to demonstrate to restoration organisations, and encourage them to use, its developing expertise in heritage conservation and training, its Environmental Code of Practice (also in respect of environmental matters below) and Waterside Planning and Design Handbook.**

#### **Good practice - environmental matters**

- **E15 Environmental issues to be considered from the start of project planning and throughout project development, with clear evidence of professional advice being taken. Essential components to include:**
  - (a) **baseline inventories of existing resources and wildlife;**
  - (b) **assessment of likely impacts on those resources and wildlife;**
  - (c) **development of measures to neutralise, or at least mitigate, damaging impacts;**
  - (d) **maintenance and enhancement of bio-diversity generally, and specifically in harmony with national and local Biodiversity Action Plan targets;**
  - (e) **ensuring long-term sustainability specifications, in both the construction and the subsequent management phases of the project.**
- **E16 As national water resources are having to be managed increasingly carefully, any water supply aspects to be set in the context of integrated catchment management: any potential changes in flood control characteristics to be clearly identified and a solution found acceptable to the relevant regulatory authority.**
- **E17 The general Environmental Impact Analysis (EIA) format, suitably adapted to local circumstances, to be used in all cases, even if a formal EIA is not required.**
- **E18 English Nature (and equivalents elsewhere in the UK), together with other environmental and wildlife conservation agencies and interest groups (both professional and amateur) to be consulted for their knowledge, advice and, where applicable, permissions. These organisations should provide prompt and open access to relevant information in their possession and should help project promoters to understand any conservation issues raised by their proposals. They should also assist promoters in any work they undertake to determine the extent to which those conservation issues could be resolved within the aims of the project. Specific statutory issues, such as maintenance of the special interest of any SSSIs (and equivalents elsewhere in the UK), and harmonisation of proposals with Biodiversity Action Plans, to be set out clearly.**
- **E19 Firm proposals for wildlife gain to be included wherever possible, being especially valuable where previously degraded sites, urban or rural, are being proposed for restoration.**
- **E20 Re-instatement of lost vegetation types, including items as simple as hedgerows and herb-rich grass verges, as well as more demanding subjects such**



*as riverine woodland, to use native species from local stock, conforming to National Vegetation Classification specifications as far as possible.*

## 8 NEXT STEPS

8.1 The assessment in this report has revealed a wide range of worthwhile projects, in all parts of the country, ready for main funding in the short term. As individual applications come forward, it is up to the various funding agencies to judge how far each accords with its own priorities, offers value for money and makes a credible and competent case for funding. The Council hopes that its own work will help to inform the decision-making processes of funding agencies, regulatory bodies and other key parties who need to be consulted.

8.2 More projects, currently seen as medium term funding options, need to set about the additional work to allow them to move into the short term category. Of all the projects listed, however, more than half are currently judged as not being ready for main funding until the longer term. The Council hopes that these too will benefit both from the assessment process, in terms of identifying what vital areas need to be pursued if they are to make progress, and from the recommendations on good practice.

## 9 UPDATING AND MONITORING

9.1 Subject to Ministerial endorsement and to resources being made available, the Council hopes to repeat this assessment at regular intervals. Before the first update, it hopes to monitor restoration activity, collect view on this first report and refine its methodology, including the assessment of historical importance and nature conservation interest.

9.2 When an update is produced, the Council hopes to be able to report on progress on all the projects assessed in this report, and on others which it has not been able to cover.

IWAAC  
June 1998

**Table 1 Some waterway restoration projects completed since 1955**

| Waterway   | Km           | Year(s) | Current Waterway Authority             |
|--|--------------|---------|--|
| Ashton-under-Lyne Canal (to Dukinfield Junction)*                            | 10.5         | 1974    | BW                                     |
| Avon (Lower)   | 45.1         | 1962    | Lower Avon Navigation Trust            |
| Avon (Upper)   | 28.2         | 1974    | Upper Avon Navigation Trust            |
| Basingstoke Canal (to Greywell Tunnel)***                                    | 49.9         | 1991    | Basingstoke Canal Authority            |
| Birmingham Canal (Old Main Line Loops)                                       | 6.4          | 1970s   | BW                                     |
| Bridgwater & Taunton Canal   | 25.8         | 1994    | BW                                     |
| Caldon Canal*  | 28.2         | 1974    | BW                                     |
| Caldon Canal Leek Branch (excluding final section)*                          | 4.8          | 1974    | BW                                     |
| Chelmer & Blackwater Navigation  | 0.8          | 1993    | Co of Prop of Chelmer & Blackwater Nav |
| Dilham Dyke  | 0.8          | 1972    | BA                                     |
| Dudley Canal No 2 (Windmill End to Halesowen)                                | 4.0          | 1974    | BW                                     |
| Dudley Tunnel BCN  | 4.0          | 1972    | BW                                     |
| Erewash Canal (Upper section)*   | 8.1          | n/k     | BW                                     |
| Forty Foot River   | 17.7         | 1991    | Middle Level Commissioners             |
| Grand Western Canal Barge Section  | 17.7         | 1973    | Devon CC                               |
| Great Ouse   | 20.9         | 1978    | EA                                     |
| Kennet & Avon Canal (Bath to Hamstead Lock and Bulls Lock to Tyle Mill Lock) | 99.0         | 1990    | BW                                     |
| Linton Lock  | 15.3         | 1966    | Linton Lock Commissioners              |
| Llangollen Canal   | 74.1         | 1955    | BW                                     |
| Monmouthshire & Brecon Canal* (to Crown Bridge)                              | 54.7         | 1970    | BW                                     |
| Ditto (Crown Bridge to Cwmbran)  | 1.6          | 1995    | BW                                     |
| Montgomery Canal (completed in phases)**                                     | 25.6         | 1996    | BW                                     |
| Peak Forest Canal (Lower)*   | 12.9         | 1974    | BW                                     |
| Pocklington Canal (Lower)  | 6.4          | 1986    | BW                                     |
| Prees Branch (Llangollen Canal)  | 2.4          | 1980    | BW                                     |
| Ridgeacre Canal (BCN Wednesbury Old Canal -part)                             | 2.4          | 1970s   | BW                                     |
| Ripon Canal (upper section)  | 1.6          | 1996    | BW                                     |
| Rochdale Canal (The Nine)  | 1.6          | 1974    | Rochdale Canal Company                 |
| Ditto (Sowerby Bridge to Littleborough)**                                    | 24.0         | 1995    | Rochdale Canal Company                 |
| Shannon-Erne Waterway  | 63.0         | 1994    | Rivers Agency (NI)/Irish Republic      |
| Stourbridge Canal  | 10.5         | 1967    | BW                                     |
| Stourbridge Arm  | 3.2          | 1981    | BW                                     |
| Stratford-upon-Avon Canal (Southern Section)                                 | 20.1         | 1964    | BW                                     |
| Titford Canal (BCN)  | 3.2          | 1974    | BW                                     |
| Welford Arm (Grand Union Canal - Leicester Section)                          | 2.4          | 1969    | BW                                     |
| Well Creek   | 8.9          | 1975    | Middle Level Commissioners             |
| <b>Total</b>   | <b>705.8</b> |         |  |

\* Remainder Waterways upgraded by British Waterways Act 1983

\*\* Projects partially completed (lengths are additions to connected system not total length of project)

\*\*\* Project incomplete because of continuing water supply problems

Source: Extract from IWAAC Consultative Report 1996 Supplementary Paper 2

**Table 2 Inland waterways : ownership/management in 1996**  
(figures approximate)

| Waterway Authority  | Total       | Un-navigable |
|---|-------------|--------------|
|   | Km          | Km           |
| British Waterways (BW)  | 3220        | 430          |
| Environment Agency (EA)   | 1000        | 120          |
| Broads Authority (BA)   | 200         | 40           |
| Rivers Agency Northern Ireland RA(NI)                               | 280         | 95           |
| Other   | 1300        | 415          |
| <b>Total above</b>  | <b>6000</b> | <b>1100</b>  |
| Former navigations now with no single owner or navigation authority | 2300        | 2200         |
| <b>Total</b>  | <b>8300</b> | <b>3300</b>  |

Source: Extract from Figure 2 IWAAC Consultative Report 1996

**Table 3 Projects for main funding in the short term**

| Ref Annex A | Project   | Waterway authority | Cost £m | Status                                   | Project objectives   | Region                     |
|-------------|---|--------------------|---------|--|--|----------------------------|
|             | <b>Funding secured/about to be secured</b>                |                    |         |  |  |                            |
| 77          | Scottish Millennium Link (Forth & Clyde and Union Canals) | BW                 | 78.0    | National                                 | Sea to sea passage, leisure , tourism, economic regeneration   | Scotland                   |
| 36          | Huddersfield Narrow Canal                                 | BW                 | 30.0    | National                                 | New cruising ring, regeneration catalyst for Pennine valleys, heritage and leisure development   | NW/Yorks & Humber          |
| 52          | Rochdale Canal  | Canal Co           | 23.0    | National                                 | New cruising ring, regeneration of canal corridor, transform environment, stimulate recreation and tourism, conserve/enhance historic features | NW/Yorks & Humber          |
|             | <b>Other projects</b>                                     |                    |         |  |  |                            |
|             | <b>England</b>  |                    |         |  |  |                            |
| 1           | Ancholme Navigation                                       | EA                 | 0.06    | Local                                    | Lock restoration for access to upper navigation  | East Midlands              |
| 4           | Anderton Boat Lift  | BW                 | 6.9     | National                                 | Restoration of historic lift   | North West                 |
| 5           | Ashby Canal   |                    | 10.0    | Regional                                 | Catalyst for regeneration  | East Midlands              |
| 8           | Basingstoke Canal - post restoration projects             | BCA (LAs)          | 1.70    | Regional                                 | Improve water supply to locks 1-6, lock gate workshop and visitor facilities   | South East                 |
| 15          | Bugsworth Basin   | BW                 | 0.75    | National                                 | New facilities for boaters, new museum/interpretative centre for unique canal/tramway interchange  | East Midlands              |
| 18          | Chichester Ship Canal                                     | LA                 | 2.50    | Local                                    | Preservation of line and structures, recreation  | South East                 |
| 19          | Cotswold Canals Stroudwater Navigation                    | Company of Propr   | 10.0    | Regional (National with Thames & Severn) | Navigation, heritage, environment and new facilities   | South West                 |
| 22          | Derby Canal   |                    | 30.0    | Regional                                 | New cruising ring, maximise employment, tourism, heritage, nature, leisure for area, reconnect to national system                              | East Midlands              |
| 25          | Droitwich Canals  | Trust              | 5.5     | National                                 | Heritage, new cruising ring, social and economic benefits for town   | West Midlands              |
| 30          | Grantham Canal  | BW                 | 30.0    | Regional                                 | Connection with national system, leisure, recreation, tourism, social, employment generation   | East Midlands              |
| 48          | Montgomery Canal (in England)                             | BW                 | 9.5     | National                                 | Extension of navigaton, regeneration, Conservation of built heritage and natural environment   | West Midlands (also Wales) |
| 51          | Pocklington Canal   | BW                 | 2.7     | National                                 | Restoration of unspoilt/unaltered rural canal, leisure, education, improved access, wildlife preservation                                      | Yorks & Humber             |

|    |                              |                  |      |                  |   |                            |
|----|------------------------------|------------------|------|------------------|---|----------------------------|
|    | <b>Table 3<br/>continued</b> |                  |      |                  |   |                            |
| 65 | Wendover Arm                 | BW               | 8.0  | Local            | Navigation, local environment and eliminate use/cost of electric pumping for another BW waterway  | South East                 |
| 72 | Monmouthshire Canal          | LAs              | 32.0 | Regional         | Restoration for navigation, heritage preservation, environment enhancement and sub-regional tourist network for SE Wales                              | Wales                      |
| 73 | Montgomery Canal (in Wales)  | BW               | 28.2 | National         | Extension of navigaton, only possible connection in Wales with national system, regeneration, Conservation of built heritage and natural environment  | Wales (also West Midlands) |
| 74 | Neath Canal                  | Co of Propr      | 5.0  | Regional with 76 | Recreation and leisure, urban regeneration, regional waterway system  | Wales                      |
| 76 | Tennant Canal                | Private co       | 5.0  | Regional with 74 | See above - Neath Canal   | Wales                      |
|    | <b>Northern Ireland</b>      |                  |      |                  |   |                            |
| 79 | Lower Lagan Navigation       | RA (NI) proposed | 7.5  | National         | Recreation, preservation of heritage structures, industrial heritage promotion, enhancing access to countryside and economic regeneration in corridor | Northern Ireland           |
| 80 | Newry Canal                  | RA(NI) proposed  | 15.0 | National         | Strategic link to Irish waterways, preservation of working heritage structures, recreation, amenity, economic regeneration in corridor                | Northern Ireland           |

**Table 4 Projects for main funding in medium term**

| Ref Annex A | Project   | Waterway authority                   | Cost £m         | Status                                   | Project objectives   | Region           |
|-------------|---|--------------------------------------|-----------------|--|--|------------------|
|             | <b>England</b>                                  |                                      |                 |  |  |                  |
| 16          | Burslem Branch                                  |                                      | c. 0.5          | Local                                    | Restoration plus some limited new construction to create boaters' facilities, using city canals and reusing wharf buildings to stimulate local regeneration  | West Midlands    |
| 20          | Cotswold Canals Thames & Severn Canal           |                                      | 45-60.0         | Regional (National with Stroudwater Nav) | Major cross-country link, extensive opportunities for heritage, environmental enhancement, rural development and regeneration etc  | South West       |
| 23          | Dorset & Somerset Canal                         |                                      | Not yet costed  | Local                                    | Conservation of canal line and structures, and interpretation  | South West       |
| 37          | Ipswich & Stowmarket Navigation (River Gipping) |                                      | 10.0            | Local                                    | Restoration of structures to working order followed by navigation  | Eastern          |
| 42          | Lichfield Canal                                 | Part BW                              | 9.0 (excl land) | Regional                                 | Reconnection of BCN to Coventry Canal, revitalise BCN, encourage tourism in Lichfield, help regeneration of northern West Midlands   | West Midlands    |
| 49          | Northern Reaches (Lancaster Canal)              | BW                                   | c 20.0          | Regional                                 | Extend northern limit of national system, recreation, preserving/re-using industrial heritage, new recreation/economic resources for Kendal /rural corridor  | North West       |
| 50          | North Walsham & Dilham Canal                    | Canal Co/Private Co                  | 1.1             | Regional                                 | Restoration of only locked waterway on Broads, walking, angling, environmental benefits  | Eastern          |
| 56          | Sleaford Navigation                             |                                      | 4.3             | Regional                                 | Complete restoration of navigation into Sleaford, increasing boating and mooring facilities, improving public access, local prosperity, preservation of historic waterway and buildings as local resources | East Midlands    |
| 58          | Somersetshire Coal Canal                        |                                      | Not yet costed  | Regional                                 | Protection of remaining structures and line of canal from decay. No aim to restore navigation  | South West       |
| 70          | Worsley Delph & Underground Canals              | Coal Auth                            | 4.0             | National                                 | Restore navigation to Worsley Delph plus restoration/preservation of buildings and machinery as part of developing Linear Canal Industrial Heritage Park   | North West       |
| 71          | Wyrley Branch & Connections                     |                                      | Est 0.2-0.3     | Local                                    | Reclamation/improvement of canal line, (not for navigation) create linear open space, emphasising nature conservation and amenity  | West Midlands    |
|             | <b>Northern Ireland</b>                         |                                      |                 |  |  |                  |
| 81          | Ulster Canal (Northern Ireland Section)         | RA(NI) (Jointly with Irish Republic) | 30.0            | National                                 | Key link in Irish network, water-based recreation for residents and tourists, regeneration in corridor, promote waterway as cultural/historical feature, improve access                                    | Northern Ireland |

**Table 5 Projects for main funding in longer term**

| Ref Annex A | Project                                     | Waterway authority | Cost £m        | Status   | Project objective   | Region         |
|-------------|---|--------------------|----------------|----------|---|----------------|
|             | <b>England</b>                              |                    |                |          |   |                |
| 2           | Ancholme – Rase Link                        |                    | Not yet costed | Local    | New navigation, expand leisure potential, improve local economy   | East Midlands  |
| 3           | Ancholme-Witham Link                        |                    | Not yet costed | Regional | Improvement/new construction to create new leisure navigation link to national network  | East Midlands  |
| 6           | Aylsham Navigation                          |                    | Not yet costed | Local    | Restoration of full navigation, on R Bure, to former riverhead extending Broads navigations   | Eastern        |
| 7           | Barnsley Dearne & Dove Canals and branches  |                    | 40.0           | Regional | Create cruising ring in South and West Yorkshire, promote investment, economic revitalisation and environmental gains for blighted industrial area  | Yorks & Humber |
| 8           | Basingstoke Canal Western End               | LAs                | Not yet costed | Local    | Restore navigation including Greywell Tunnel and two listed structures  | South East     |
| 10          | Blyth Navigation                            |                    | Not yet costed | Local    | Extend head of historic river navigation back to former terminus  | Eastern        |
| 11          | Bottisham Lode                              |                    | Not yet costed | Local    | Restore navigation to Lode village  | Eastern        |
| 12          | Bourne Eau                                  |                    | Not yet costed | Local    | Create natural riverhead and focal point for under-utilised River Glen  | Eastern        |
| 13          | Buckingham Canal                            |                    | Not yet costed | Local    | Fullest use of water related activities and educational resource  | South East     |
| 14          | Bude Canal                                  | Part LA/Trust      | Not yet costed | National | Proposals awaiting consultants' study-about to be commissioned  | South West     |
| 17          | Chesterfield Canal – West of Norwood Tunnel |                    | c25.0          | Regional | Restore 4 km west of tunnel to link with restored length into Chesterfield (or possible River Rother link to SSY Nav). Conserving built and natural heritage, employment, regeneration and environmental improvements | East Midlands  |
| 21          | Cromford Canal-Southern Section             | Part BW            | 6.0            | Local    | Reach Butterly Tunnel, join small gauge railway, promote area regeneration  | East Midlands  |
| 24          | Driffield Navigation "Old Navigation"       | Nav Commissioners  | 0.5            | Local    | Complete last 50% navigation to Driffield, promote tourism and educational resource   | Yorks & Humber |
| 26          | Fens Branch                                 | BW                 | Not yet costed | Local    | Restore back to original terminus, preserve rural enclave in urban area   | West Midlands  |
| 27          | Foxton Inclined Plane                       | BW                 | 5.0            | National | Authentic reconstruction of working plane; establish feasibility of site for major tourism. Protect, enhance, interpret industrial archaeological site  | East Midlands  |
| 28          | Fredsham Cut                                | BW                 | est 0.25       | Local    | Restore lock and bridge to increase access to Weaver Navigation   | North West     |
| 29          | Grand Western Canal -Tub Boat Section       |                    | Not yet costed | National | Restoration in three key sections. No aim of through navigation. Restore/rewater Nynehead Lift. Improve access, interpret heritage for local and tourism benefit  | South West     |

|    | Table 5 contd                            |             |                        |                          |   |                |
|----|--|-------------|------------------------|--------------------------|---|----------------|
| 31 | Hatherton Canal                          | Part BW     | 12.0                   | Regional                 | New canal link to Cannock extension. Recreate through route-open up cruising rings, revitalise BCN, help improve local economy                          | West Midlands  |
| 32 | Herefordshire and Gloucestershire        |             | Not yet costed         | Regional                 | Important extension of system to promote economic revitalisation, including tourism, enhanced recreation corridor                                       | South West     |
| 33 | Higher Avon Navigation Phase II          |             | 16.5                   | Local (National with 34) | New navigation to link with Grand Union, creating direct route from Severn to Trent and broad link Severn to Grand Union                                | West Midlands  |
| 34 | Higher Avon-Leam Link                    |             | 6.0                    | Local (National with 33) | New navigation connecting Grand Union to navigable Avon, improving access to Warwick and Leamington to boost tourism                                    | West Midlands  |
| 35 | Horncastle Navigation                    |             | 8.0                    | Local                    | Refurbish old loops and water meadows to increase biodiversity, long distance walk, tourism and job gains   | East Midlands  |
| 38 | Ivel Navigation (Bedfordshire)           |             | Not yet costed         | Local                    | Through navigation  | Eastern        |
| 39 | Lapal Canal                              | Part BW     | c25.0                  | Local                    | Restore canal and tunnel to provide lock-free cruising ring. Alternative through navigation additional development opportunities for urban regeneration | West Midlands  |
| 40 | Lark Navigation                          |             | Not yet costed         | Local                    | Extend from present limit to Mildenhall   | Eastern        |
| 41 | Leven Canal                              | Private co  | 0.6                    | Local                    | Restore for navigation, preserve beauty, improve access, additional moorings  | Yorks & Humber |
| 43 | Liskeard & Looe Canal                    | Railtrack   | Not yet costed         | Local                    | Restore and conserve surviving features, interpret industrial heritage, enhance biodiversity, improve recreation and local services                     | South West     |
| 44 | Little Ouse Navigation                   |             | Not yet costed         | Local                    | Restore historic navigation to former head at Thetford  | Eastern        |
| 45 | Louth Canal                              |             | Not yet costed         | Local                    | Sustainable economic and recreational development, preserving built heritage and natural environment. Stimulate rural regeneration                      | East Midlands  |
| 46 | Manchester Bolton & Bury Canal           | Part BW     | est 25.0               | Regional                 | Multi-user recreation. Nob End site for heritage interpretation, green route in heavily urban area  | North West     |
| 47 | Melton Mowbray Navigation & Oakham Canal |             | Not yet costed         | Local                    | Rural diversification, job opportunities, controlled access to countryside, enhancing heritage and ecological aspects                                   | East Midlands  |
| 53 | Sankey Canal                             | Part BW/LAs | 42.0                   | Regional                 | Restoration for navigation, amenity, leisure, recreation. Clearance of dereliction and pollution, environmental improvements                            | North West     |
| 54 | Sankey Canal to Leeds & Liverpool Link   |             | 35.0                   | Regional                 | New navigation to link to Lancaster Canal via Ribble Link Millennium project and restored Sankey Canal, promote economic and leisure opportunities      | North West     |
| 55 | Shrewsbury & Newport Canal               | Part BW/LA  | Not est probably 50.0+ | National                 | Restore to navigation, generating jobs and tourism, preserving/restoring historic artefacts in linear park  | West Midlands  |

|    |   |                         |                |                                 |  |                         |
|----|---|-------------------------|----------------|---------------------------------|--|-------------------------|
|    | <b>Table 5 contd</b>                        |                         |                |                                 |  |                         |
| 57 | Sleaford to Grantham Link                   |                         | Not yet costed | Regional                        | New navigation to connect Slea Navigation and (BW) Grantham Canal to create new cruising ring  | East Midlands           |
| 59 | South Forty Foot Drain (Witham - Nene Link) | EA                      | Not yet costed | Regional                        | Restore Drain and small new connection to River glen and Welland navigations to national system via Witham   | Eastern                 |
| 60 | Stafford Branch (Sow Navigation)            |                         | 1.5            | Local                           | Remaining 50% historic river/canal linking Stafford centre to main system for benefit of whole community   | West Midlands           |
| 61 | Stamford Canal (Welland system)             | EA?                     | Not yet costed | Local                           | Extend present head of navigation from near Deeping to Stamford  | Eastern & East Midlands |
| 62 | Stour Navigation (Essex/Suffolk)            | EA                      | c 3.7          | National                        | Restore navigation along last stretch of one of earliest river navigations for recreation, sport, amenity, conservation, industrial archaeology  | Eastern                 |
| 63 | Swaffham Bulbeck Lode                       | EA                      | Not yet costed | Local                           | Restore navigation to Swaffham Bulbeck   | Eastern                 |
| 64 | Waveney Navigation                          |                         | Not yet costed | Local                           | Restore historic river navigation as extension to Broads   | Eastern                 |
| 66 | Wey & Arun Canal                            |                         | 17.9           | National                        | Restore remaining 60% of historic route from R Wey to R Arun ("London's lost route to Sea"). Sustainable, low-cost heritage and tourism amenity in populated area with few inland waterways and amenity benefit for local people | South East              |
| 67 | Whitchurch Arm                              | Part Trust              | 2.5            | Local                           | Construction of unique new inclined plane to take canal into Whitchurch to regenerate small market town, improve recreation, preserve green wedge  | West Midlands           |
| 68 | Wilts & Berks Canal/North Wilts Canal       |                         | 103.0          | Regional                        | Through navigation, with diversions where necessary, promote fullest use for transport, recreation (multiple cruising rings) local amenity, and tourism, environmental enhancement   | South West & South East |
| 69 | Witham Navigable Drains: East Fen Lock      | Internal Drainage Board | 0.006          | Local                           | Restore derelict lock to reopen 20 km of Hobhole and other Drains  | East Midlands           |
|    | <b>Wales</b>                                |                         |                |                                 |  |                         |
| 75 | Swansea Canal                               | Part BW                 | c 15.0         | Regional (with Neath & Tennant) | Create regional asset, promote tourism and regional regeneration   | Wales                   |
|    | <b>Scotland</b>                             |                         |                |                                 |  |                         |
| 78 | Monkland Canal                              | Part BW                 | Not yet costed | Local                           | Restore as much as possible for tourism/economic development, leisure and recreation   | Scotland                |



## Inland Waterways Amenity Advisory Council

### WATERWAY RESTORATION PRIORITIES ASSESSMENT: MAIN SCHEDULE ANNEX A

#### Commentary

1 This Schedule provides a comprehensive summary and analysis, across two consecutive sheets, of the 80 responses included in the study. (81 are listed because the Montgomery figures twice, in the England and Wales sections.) Projects which are believed to be active but where **no response** has been forthcoming include the Bedford/Grand Union Link, Bow Back Rivers, Caistor Canal, Chelmer Navigation, Cromford Canal (Cromford Section), Leek Canal, Mersey and Irwell Navigation, Portsmouth and Arundel Canal, Ribble Link, Rother Link (although referred to in the Chesterfield Canal response), Runcorn Link, Severn Navigation, Slough Arm to Thames Link and the Thames and Medway.

2 Other responses are not included because inspection of the completed questionnaire showed that they did not cover significant projects involving restoration of abandoned navigations or conservation of significant navigation structures or restoration beyond day-to-day maintenance by the responsible authority. They include Barton Broad, Grand Western (navigable section) in Devon, Pratts Lock and Wharf and Sandwell's urban regeneration project.

3 Some, such as the Aberdare Canal, the Derwent Navigation, Glamorgan Canal, Shropshire Canal and the Stockport Canal, have disappeared from the schedule because of a lack of a response and because there no longer appears to be a live project.

4 The column headings from left to right across the two sheets are:

- **Reference Number:** a new consecutive numbering system has replaced that used in the schedules of projects previously circulated as so many projects have been added, deleted or regrouped. This and the following column are repeated on the second sheet in each case for ease of reference.
- **Waterway or Structure:** name of the waterway or structure for which restoration proposed and grouped alphabetically for projects in England, Wales, Scotland and Northern Ireland respectively.
- **Region:** for English projects, the DETR 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)

- **Location or Extent / Km / Local authority area / Waterway authority or owner / Navigation authority link:** factual information from the responses and the original schedule. BW = British Waterways; EA = Environment Agency; BA = Broads Authority.
- **Assessment of existing importance in two fields: historical importance of each waterway and importance of structures, and environmental importance of the waterway and adjoining sites.** An initial assessment by Council Members (Tony Hirst, Director of the Boat Museum, Ellesmere Port, and John Hume, Chief Inspector of Historic Buildings, Historic Scotland for the built heritage, and Dr John Eaton, Senior Lecturer in the Department of Environmental and Evolutionary Biology, University of Liverpool, for the nature conservation interest), together with external advice, to define **high (H), medium (M) and low (L)** rankings using the following criteria:

**Historical importance criteria: waterways**

**H = High**

Where a waterway is identified in the standard works (see bibliography below) on the history of waterways as representing an important stage in the development of the system (pioneering, representative of maturity, representative of the edge of technical and economic viability) it rates highly. If it is not so identified it rates highly if its history and the completeness of its main structures give it national importance, even if its scale is too modest for it to feature in summary standard works.

**M = Medium**

If neither its history nor its structures is notably distinguished, but there is a significant built heritage interest in the waterway itself it is considered of medium importance. This is measured initially by the number of listed buildings and scheduled monuments in the immediate vicinity of the waterway, and by the existence of conservation areas covering sections of the waterway but there may be individual structures or buildings, which through their individual importance, raise the level beyond what would be expected from the other structures.

**L = Low**

Waterways where there is a definable but limited interest, structurally or historically, in which case they have a low rating.

**n/a = Not applicable**

Proposals for new waterway links/structures where there is by definition no historical interest although there may well be features of heritage interest on the proposed route.

**Historical importance criteria: structures**

As for waterways above but taking account of structures not part of the waterway itself but forming a context for it, as well as structures integral to the waterway.

**Select Bibliography**

Nigel Crowe – *Canals* (1994)

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

W A McCutcheon - *The Industrial Archaeology of Northern Ireland* (1980)

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

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

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

**This is an initial assessment in a field where a comprehensive and consistent evaluation is currently lacking. The Council would hope to see this work refined and developed in future waterway assessments and would welcome comments and inputs to this end.**

### Nature conservation interest criteria

#### **H = High**

Designated international/national site of nature conservation importance (nature includes biological and/or geological features) and/or populations of statutorily protected species (Schedules 5 & 8 Wildlife and Countryside Act 1981 as amended; also Annex 2 of the EC Habitats Directive 92/43/EC) or Short or Medium List Biodiversity Action Plan species known to be present.

#### **M = Medium**

Designated local site of nature conservation importance, and/or populations of locally designated species, or local Biodiversity Action Plan habitats or species, known to be present.

#### **L = Low**

Sites not as above, although likely to have existing or potential wildlife value.

#### **I = Indirect**

The project site itself does not appear to be of High interest, but implementation of the project may create significant impacts upon a connected site of High or Medium interest.

#### **U = Unknown**

The Council has no information on this site.

**\*\***

Exact location/line of project, and so proximity to designated area, uncertain.

The above criteria are directly applicable in England, Wales and Scotland. Slightly different designation systems apply in Northern Ireland, so for projects there the nearest equivalent ratings have been allotted.

- **Restoration or promoting body:** the organisation identified through the consultation exercise of October 1997 and amended from the questionnaire response. IVA = Inland Waterways Association.
- **Project description:** the Council's summary based on the questionnaire response.
- **Project cost:** the capital cost as given (with any qualifications) in the questionnaire response.

**Assessment of responses:** this comprises the **six** remaining columns of the Schedule, and sets out how the projects measure up to the strategic criteria (see Page E following) on which the Council consulted initially in October 1997.

The first **four** are a Council view as to whether respondents have, through their response to the questionnaire, demonstrated (✓), demonstrated that they will not (N) or have still to demonstrate (?) that the project in question offers

- **Feasibility** : in engineering and other (water supply, environmental impact, land ownership etc) terms;
- **Benefits/disbenefits** : demonstrable benefits (or if disbenefits, that they can be offset) for the categories shown;
- **Sustainability** : an exit strategy (funding) and a conservation management plan for on-going maintenance;
- **Implementation**: the project is deliverable (strength of organisation, track record, funding progress etc).

A ✓? marking indicates some ambiguity in the response as to whether a criterion has been adequately met.

The remaining **two columns** are the Council's view of

- **Vision and strategic significance** : in terms of the national, regional and local significance of the project for its potential contribution to the inland waterway system, its built and natural heritage importance and its potential importance for economic and social regeneration;
- **Timescale for funding for main scheme**: using information from the questionnaire, this is set out as short term (viewed as one to five years), medium term (approximately five to ten years) and longer term (beyond ten years). This constitutes the Council's measure, based on the questionnaire response, of the current "readiness" of each project for all or a significant part of its funding. The qualifications in para 3.25 of the report should be noted.

NB -THE INFORMATION SUPPLIED IN THE RESPONSES TO THE QUESTIONNAIRES HAS BEEN ACCEPTED BY THE COUNCIL IN GOOD FAITH. IT IS IMPOSSIBLE FOR THE COUNCIL TO BE ABLE TO VOUCH ABSOLUTELY FOR ITS ACCURACY. 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.

IWAAC  
June 1998

## **WATERWAY RESTORATION PRIORITIES ASSESSMENT : KEY ASSESSMENT CRITERIA**

### **FEASIBILITY**

Can it be demonstrated that the restoration of the waterway/structure(s) is possible in

- (a) practical terms (i.e. engineering work, water supply, acceptable environmental impact, costs and potential sources of funding etc) and
- (b) in other terms (i.e. land ownership, legal considerations, consents and licences etc)?

### **BENEFITS**

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

### **DISBENEFITS**

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

### **SUSTAINABILITY**

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

### **IMPLEMENTATION**

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

### **VISION**

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

## WATERWAY RESTORATION PRIORITIES ASSESSMENT : MAIN SCHEDULE ANNEX A

| REF NO  | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | REGION           | LOCATION OR EXTENT   | KM   | LOCAL AUTHORITY AREA  | WATERWAY AUTH. OR OWNER                      | WATERWAY AUTH. LINK | ASSESSMENT OF EXISTING IMPORTANCE |              |                              | RESTORATION OR PROMOTING BODY                         | PROJECT DESCRIPTION   | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | PROJECT COST £                 | FEASIBILITY         |       | BENEFITS/DISBENEFITS |                     |             |          |        |               | SUSTAINABILITY               |             | IMPLEMENTATION | VISION AND STRATEGIC SIGNIFICANCE | OVERALL ASSESSMENT OF TIMESCALE FOR FUNDING OF MAIN SCHEME |                         |                                  |       |       |         |
|---|---|------------------|--|------|---|--|---------------------|-----------------------------------|--------------|------------------------------|---|---|---|--------------------------------|---------------------|-------|----------------------|---------------------|-------------|----------|--------|---------------|------------------------------|-------------|----------------|-----------------------------------|--|-------------------------|----------------------------------|-------|-------|---------|
|   |   |                  |  |      |   |  |                     | Historical Importance             |              | Nature Conservation Interest |   |   |   |                                | Engineering         | Other | Built Heritage       | Waterway recreation | Environment | Economic | Social | Exit Strategy | Conservation Management Plan | Deliverable |                |                                   |  | National Regional Local | Short term Medium term Long term |       |       |         |
|   |   |                  |  |      |   |  |                     | waterway                          | structure(s) |                              |   |   |   |                                |                     |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  | H/M/L | H/M/L | H/M/L/I |
|   |   |                  |  |      |   |  |                     |                                   |              |                              |   |   |   |                                |                     |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |       |       |         |
| FOR EACH COLUMN, DEMONSTRATED (■) / NOT DEMONSTRATED (N) / TO BE DEMONSTRATED (?) |   |                  |  |      |   |  |                     |                                   |              |                              |   |   |   |                                |                     |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |       |       |         |
| PROJECTS IN ENGLAND   |   |                  |  |      |   |  |                     |                                   |              |                              |   |   |   |                                | PROJECTS IN ENGLAND |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |       |       |         |
| 1   | Ancholme Navigation                               | East Midlands    | Top section from Harlam Hill Lock to Bishopbridge                                  | 3.2  | Lincolnshire, West Lindsey District   | EA   | EA                  | L                                 | L            | L                            | IWA Lincs Branch with EA as partner                   | Restoration of lock to operable condition to admit craft to upper 3.2 kms of statutory navigation   | Ancholme Navigation                               | 0.06m                          | ■                   | ■     | ■                    | ■                   | ■           | ■        | ■      | ■             | ■                            | ■           | L              | S                                 |  |                         |                                  |       |       |         |
| 2   | Ancholme Rase Link                                | East Midlands    | New navigation on course of River Rase   | 14.4 | Lincolnshire, West Lindsey District   |  | EA                  | n/a                               | n/a          | L                            | IWA Lincolnshire Branch                               | Construction of new navigation to expand the leisure potential of the Rivers Ancholme and Rase and so improve the local economy   | Ancholme Rase Link                                | Not yet costed                 | ?                   | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | L           | L              |                                   |  |                         |                                  |       |       |         |
| 3   | Ancholme-Witham Link                              | East Midlands    | New navigation connecting Rivers Ancholme and Witham                               | 25.6 | Lincolnshire, West Lindsey District   |  | EA/BW               | n/a                               | n/a          | H**                          | IWA Lincolnshire Branch                               | Part enlargement of existing channel and part construction of new channel to create new leisure navigation link to national waterway system   | Ancholme-Witham Link                              | Not yet costed                 | ?                   | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | R           | L              |                                   |  |                         |                                  |       |       |         |
| 4   | Anderton Boat Lift                                | North West       | Link between Weaver Navigation and Trent & Mersey Canal                            | 0.3  | Cheshire, Vale Royal District   | BW   | BW                  | n/a                               | H            | L                            | Anderton Boat Lift Trust (BW lead)                    | Restoration of lift to original 1875 hydraulic operation, retaining much of 1908 version as static monument   | Anderton Boat Lift                                | 6.9m (incl new visitor centre) | ■                   | ■     | ■                    | ■                   | ■           | ■        | ■      | ■             | ■                            | N           | S              |                                   |  |                         |                                  |       |       |         |
| 5   | Ashby Canal                                       | East Midlands    | Head of current navigation at Snaresstone to Moira                                 | 12.9 | Leicestershire, North West Leicestershire District, Hinkley & Bosworth Borough      |  | BW                  | L                                 | M            | U, I                         | Ashby Canal Restoration Project                       | Restoration of canal as catalyst for regeneration of area of mining decline, encourage investment and employment, create green corridor and increase biodiversity.  | Ashby Canal                                       | 10.0m (in 3 phases)            | ■                   | ■     | ■                    | ■                   | ■           | ■        | ■      | ■             | ■                            | R           | S              |                                   |  |                         |                                  |       |       |         |
| 6   | Aylsham Navigation (Norfolk Broads)               | Eastern          | Navigable River Bure at Coltshall to Aylsham                                       | 15.3 | Norfolk, Broadland District   |  | BA                  | L                                 | L            | H                            | East Anglian Waterways Association Ltd                | Restoration of full navigation on River Bure to former riverhead at Aylsham so extending Broads navigations   | Aylsham Navigation (Norfolk Broads)               | Not yet costed                 | ?                   | ?     | ?                    | ■                   | ?           | ?        | ?      | ?             | ?                            | L           | L              |                                   |  |                         |                                  |       |       |         |
| 7   | Barnsley and Deane & Dove Canals & branches       | Yorks and Humber | Aire & Calder Navat Wakefield to SSY Navat Mexborough via Barnsley (plus branches) | 44.8 | City of Wakefield, Barnsley Borough, Rotherham Borough                              |  | BW                  | M                                 | M            | M, I                         | Barnsley Canal Group                                  | Restoration to full navigation of both canals 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.                | Barnsley and Deane & Dove Canals & branches       | 40.0m                          | ?                   | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | R           | L              |                                   |  |                         |                                  |       |       |         |
| 8   | Basingstoke Canal - Western End                   | South East       | Eastern end of Greywell Tunnel to Basingstoke                                      | 10.5 | Hampshire, Basingstoke & Deane BC   | Hampshire County                             | BCA                 | M                                 | H            | I                            | Surrey & Hants Canal Soc and Basingstoke & Deane BC   | Restoration of navigation including Greywell Tunnel and 4 kms west of Tunnel and restoration of 2 listed structures   | Basingstoke Canal - Western End                   | Not yet costed                 | ?                   | ?     | ■                    | ■                   | ?           | ?        | ?      | ?             | ?                            | L           | L              |                                   |  |                         |                                  |       |       |         |
| 9   | Basingstoke Canal - post restoration projects     | South East       | Upper Natelye to Wey Navigation at Woodham   |      | Hampshire, Basingstoke & Deane BC   | Basingstoke Canal Authority (BCA)            | National Trust      | H                                 | H            | H                            | BCA/ Surrey and Hampshire Canal Society               | Improvement of water supply and availability of navigation by providing backpumping of water for locks 1-6. Also provision of lock gate workshop, visitor and education facilities.   | Basingstoke Canal - post restoration projects     | 1.7m                           | ■                   | ■     | ■                    | ■                   | ■           | ?        | ■      | ■             | ■                            | R           | S              |                                   |  |                         |                                  |       |       |         |
| 10  | Blyth Navigation                                  | Eastern          | Halesworth to navigable section at Blythburgh                                      | 7.25 | Suffolk, Waveney District   |  |                     | L                                 | L            | H                            | East Anglian Waterways Assoc Ltd                      | Restoration of historic river navigation to extend head of navigation from Blythburgh back to former terminus at Halesworth   | Blyth Navigation                                  | Not yet costed                 | ?                   | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | L           | L              |                                   |  |                         |                                  |       |       |         |
| 11  | Bottisham Lode                                    | Eastern          | River Cam to Lode village  | 4    | Cambridgeshire  |  | EA                  | L                                 | L            | L                            | East Anglian Waterways Assoc Ltd/IWA Cambridge Branch | Restoration of navigation to Lode Village   | Bottisham Lode                                    | Not yet costed                 | ?                   | ?     | N                    | ■                   | ?           | ?        | ?      | ?             | ?                            | L           | L              |                                   |  |                         |                                  |       |       |         |
| 12  | Bourne Eau (Welland 'System')                     | East Midlands    | River Glen to Bourne   | 5.6  | Lincolnshire, South Kesteven District   | EA?  | EA                  | L                                 | L            | M                            | East Anglian Waterways Association Ltd                | Restoration of short waterway to create natural river head and focal point for under-utilised River Glen  | Bourne Eau (Welland 'System')                     | Not yet costed                 | ?                   | ?     | ?                    | ■                   | ?           | ?        | ?      | ■             | ?                            | L           | L              |                                   |  |                         |                                  |       |       |         |
| 13  | Buckingham Canal                                  | South East       | Grand Union Canal at Cosgrove to Buckingham  | 19.2 | Buckinghamshire, Aylesbury Vale District, Milton Keynes Borough                     | Part BW Remainder                            | BW                  | L                                 | L            | L                            | Buckingham Canal Society                              | Restoration to good and navigable order, making fullest use of all water-related activities and developing waterway as education resource.  | Buckingham Canal                                  | Not yet costed                 | ?                   | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | L           | L              |                                   |  |                         |                                  |       |       |         |
| 14  | Bude Canal : Barge and Tub Boat sections          | South West       | Barge section near Bude and tub-boat system inland                                 | 59.8 | Cornwall, N Cornwall District, Devon, Torridge District                             | N Cornwall DC (part) Bude Canal Trust (part) |                     | H                                 | H            | H                            | North Cornwall District Council/Bude Canal Trust      | Securing line of canal against detrimental development. Precise restoration proposals awaiting outcome of consultants' strategic study now commissioned.  | Bude Canal : Barge and Tub Boat sections          | Not yet costed                 | ?                   | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | N           | L              |                                   |  |                         |                                  |       |       |         |
| 15  | Bugsworth Basin (Peak Forest Canal)               | East Midlands    | Terminus basins of Peak Forest Canal near Whaley Bridge                            | 1.6  | Derbyshire, High Peak District  |  | BW                  | H                                 | H            | L                            | Inland Waterways Protection Society                   | Restoration of navigation off national system; new facilities for boaters; new museum and interpretive centre for only extant canal/tramway interchange; protection of environment within conservation area.  | Bugsworth Basin (Peak Forest Canal)               | 0.75m                          | ■                   | ■     | ■                    | ■                   | ■           | ■        | ■?     | ?             | ■                            | N           | S              |                                   |  |                         |                                  |       |       |         |
| 16  | Burslem Branch                                    | West Midlands    | Branch of Trent and Mersey Canal in Stoke on Trent                                 | 0.8  | Stoke on Trent  |  | BW                  | M                                 | M            | L                            | The Burslem Port Project                              | Restoration and some limited new construction to create "safe haven" with facilities for boaters using City canals and reuse of wharf buildings to stimulate social and economic regeneration of area.  | Burslem Branch                                    | c.5.0m                         | ■                   | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | L           | M              |                                   |  |                         |                                  |       |       |         |
| 17  | Chesterfield Canal (west of Norwood Tunnel)       | East Midlands    | Norwood Tunnel to Stavely  | 16   | Rotherham Borough, Derbyshire, Chesterfield Borough, North East Derbyshire District |  | BW                  | M                                 | M            | M, I                         | Partnership of Chesterfield Canal Society, BW and LAs | Restoration of 16 kms west of Norwood Tunnel to join 6.4 kms already partly restored into Chesterfield (or possible Rother link to SSY Nav) - conserving built and natural heritage, securing employment regeneration and environmental improvements. | Chesterfield Canal (west of Norwood Tunnel)       | c.25.0m                        | ■                   | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | R           | L              |                                   |  |                         |                                  |       |       |         |

## WATERWAY RESTORATION PRIORITIES ASSESSMENT : MAIN SCHEDULE ANNEX A

| REF NO  | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION        | REGION           | LOCATION OR EXTENT                                    | KM   | LOCAL AUTHORITY AREA   | WATERWAY AUTH. OR OWNER                            | WATERWAY AUTH. LINK | ASSESSMENT OF EXISTING IMPORTANCE |                       |                              | RESTORATION OR PROMOTING BODY   | PROJECT DESCRIPTION  | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION        | PROJECT COST £                                  | FEASIBILITY |       | BENEFITS/DISENBENEFITS |                     |             |          |        |               | SUSTAINABILITY               |             | IMPLEMENTATION | VISION AND STRATEGIC SIGNIFICANCE | OVERALL ASSESSMENT OF TIMESCALE FOR FUNDING OF MAIN SCHEME |                         |                                  |
|---|--|------------------|---|------|--|--|---------------------|-----------------------------------|-----------------------|------------------------------|---|--|--|---|-------------|-------|------------------------|---------------------|-------------|----------|--------|---------------|------------------------------|-------------|----------------|-----------------------------------|--|-------------------------|----------------------------------|
|   |  |                  |   |      |  |  |                     | Historical importance             | waterway structure(s) | Nature Conservation Interest |   |  |  |   | Engineering | Other | Built Heritage         | Waterway recreation | Environment | Economic | Social | Exit Strategy | Conservation Management Plan | Deliverable |                |                                   |  | National Regional Local | Short term Medium term Long term |
|   |  |                  |   |      |  |  |                     |                                   |                       |                              |   |  |  |   |             |       |                        |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
|   |  |                  |   |      |  |  |                     |                                   |                       |                              |   |  |  |   |             |       |                        |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
| FOR EACH COLUMN, DEMONSTRATED (■) / NOT DEMONSTRATED (N) / TO BE DEMONSTRATED (?) |  |                  |   |      |  |  |                     |                                   |                       |                              |   |  |  |   |             |       |                        |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
| 18  | Chichester Ship Canal                                    | South East       | Chichester to sea at Chichester Harbour               | 2.8  | West Sussex, Chichester District   | Chichester District                                |                     | M                                 | M                     | H                            | Chichester Canal Society  | Restoration of through navigation, preservation of line and structures, development of recreation and amenity  | Chichester Ship Canal                                    | 2.5m  | ■           | ■     | ■                      | ■                   | ■           | ■        | ■      | ■             | ■                            | ■           | L              | S                                 |  |                         |                                  |
| 19  | Cotswold Canals - Stroudwater Navigation                 | South West       | River Severn at Framilode to Walbridge Stroud         | 12.8 | Gloucestershire, Stroud District, Cotswold District  | Co of Proprietors of Stroudwater Navigation (CPSN) | BW                  | H                                 | H                     | M                            | Cotswold Canals Trust with CPSN   | Completion of restoration of the whole length for economic regeneration, heritage and environmental enhancement, and new local facilities. With Thames and Severn Canal reopening of key cross-country link.   | Cotswold Canals - Stroudwater Navigation                 | 10.0m   | ■           | ■     | ■                      | ■                   | ■           | ■        | ■      | ■             | ■                            | R N with 20 | S              |                                   |  |                         |                                  |
| 20  | Cotswold Canals - Thames and Severn Canal                | South West       | Walbridge Stroud to River Thames at Lechlade          | 45   | Gloucestershire, Cotswold District, Wiltshire, North Wiltshire District                                    |  | EA                  | H                                 | H                     | M                            | Cotswold Canals Trust   | Complete restoration of the whole length to secure heritage and environmental enhancement, rural development and regeneration and new facilities for local communities. With Stroudwater Navigation reopening of key cross-country link.                     | Cotswold Canals - Thames and Severn Canal                | 45-60m  | ■           | ■     | ■                      | ■                   | ■           | ■        | ■      | ?             | ?                            | ?           | R N with 19    | M                                 |  |                         |                                  |
| 21  | Cromford Canal - Southern section                        | East Midlands    | Erewash Canal at Langley Mill to Butterley Tunnel     | 6.4  | Derbyshire, Amber Valley Borough   | Part BW Remainder                                  | BW                  | L                                 | L                     | M                            | Groundwork Trust/Erewash Canal Pres and Development                                 | Restoration to reach Butterley Tunnel and make contact with small gauge railway of Midland Railway Trust to promote regeneration of area.  | Cromford Canal - Southern section                        | 6.0m  | ■           | ?     | ?                      | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | L              | L                                 |  |                         |                                  |
| 22  | Derby Canal  | East Midlands    | Trent and Mersey Canal to Derby then to Erewash Canal | 18.5 | Derbyshire, South Derbyshire District, Erewash Borough, City of Derby                                      |  | BW                  | M                                 | M                     | U                            | Derby and 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. | Derby Canal  | 30.0m   | ■           | ■     | ■                      | ■                   | ■           | ■        | ■      | ?             | ?                            | ■           | R              | S                                 |  |                         |                                  |
| 23  | Dorset & Somerset Canal (not completed and never opened) | South West       | Frome to Nettlebridge                                 | 17.7 | Somerset, Mendip District  |  |                     | M                                 | M                     | M**                          | Dorset and Somerset Canal Study Group   | Conservation of line of canal and surviving structures and interpreting them to public in area without canals.   | Dorset & Somerset Canal (not completed and never opened) | Not yet costed but no major expenditure planned | ?           | ?     | ■                      | N                   | ?           | ?        | ?      | ?             | ?                            | ?           | L              | M                                 |  |                         |                                  |
| 24  | Driffield Navigation "Old Navigation"                    | Yorks and Humber | Great Driffield to Aike Beck on River Hull            | 9    | East Riding of Yorkshire   | Driffield Navigation Trust                         | Hull City           | M                                 | H                     | I                            | Driffield Navigation Trust  | Completion of through navigation on remaining 50% of length to Driffield; promoting tourism development and an educational resource.   | Driffield Navigation "Old Navigation"                    | 0.5m  | ?           | ?     | ?                      | ■                   | ?           | ?        | ?      | ?             | ?                            | ?           | L              | L                                 |  |                         |                                  |
| 25  | Droitwich Canals   | West Midlands    | River Severn to Worcester and Birmingham Canal        | 6.1  | Worcester County, Wychavon District  | Droitwich Canals Trust                             | BW                  | H                                 | H                     | M                            | Partnership of Droitwich Canals Trust and two LAs                                   | Restoration of 6.1 km of Barge and Junction canals to full cruising standard providing new short cruising ring, preserving heritage and giving social and economic benefits to town.   | Droitwich Canals   | 5.5m  | ■           | ■     | ■                      | ■                   | ■           | ■        | ■      | ■?            | ■?                           | ■           | N              | S                                 |  |                         |                                  |
| 26  | Fens Branch  | West Midlands    | Branch of Stourbridge Canal                           | 1.6  | Dudley Borough   |  | BW                  | L                                 | L                     | L, I                         | Stourbridge Navigation Trust, Staffs and Worcs Canal Society, IWA Birmingham Branch | Restoration of branch back to original terminus, preserving rural enclave in urban area.   | Fens Branch  | Not yet costed                                  | ■?          | ?     | ?                      | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | L              | L                                 |  |                         |                                  |
| 27  | Foxton Inclined Plane                                    | East Midlands    | Grand Union Canal, Leicester section                  | 0.8  | Leicestershire, Harborough District  |  | BW                  | n/a                               | H                     | L                            | Foxton Locks Partnership (LAs, BW and others)                                       | Authentic reconstruction of working plane; establishing feasibility of developing the site for major tourism; protecting, enhancing, interpreting major industrial archaeological site; promoting employment etc for locality.                               | Foxton Inclined Plane                                    | 5.0m  | ■?          | ?     | ?                      | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | N              | L                                 |  |                         |                                  |
| 28  | Frodsham Cut   | North West       | Lock cut on Weaver Navigation near to Runcom          | 1.6  | Cheshire, Vale Royal District  |  | BW                  | L                                 | L                     | L                            | River Weaver Navigation Society   | Partial restoration of one lock and one bridge to improve boat access to Weaver via rarely used tidal water and improve access to Frodsham.  | Frodsham Cut   | est < 0.25m                                     | ?           | ?     | ?                      | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | L              | L                                 |  |                         |                                  |
| 29  | Grand Western Canal - Tub Boat Section                   | South West       | Taunton to navigable section at Lowdells              | 21.7 | Somerset, Taunton Deane Borough  |  |                     | H                                 | H                     | M**                          | Grand Western Canal Trust   | Restoration of approx 4 kms in 3 key locations. No aim for through navigation. Restore and rewater Nynehead Lift; improve access to whole canal; demonstrate and interpret heritage importance of canal for local and tourism benefit.                       | Grand Western Canal - Tub Boat Section                   | Not yet costed                                  | ?           | ?     | ■                      | N                   | ?           | ?        | ?      | ?             | ?                            | ?           | N              | L                                 |  |                         |                                  |
| 30  | Grantham Canal   | East Midlands    | River Trent near Nottingham to Grantham               | 49.3 | Nottinghamshire, Rushcliffe Borough, Leicestershire, Melton Borough, Lincolnshire, South Kesteven District |  | BW                  | M                                 | M                     | H                            | Grantham Canal Partnership (inc I BW), Gr Nav Assn, Gr Canal Rest Soc Ltd           | Restoration for full navigation of further 49.3 kms to restore connection with national system, promote leisure, recreation and tourism in Vale of Belvoir; help to revive local communities and generate employment.  | Grantham Canal   | 30.0m   | ■           | ■     | N                      | ■                   | ■           | ■        | ■      | ■             | ■?                           | ■           | ■?             | R                                 | S  |                         |                                  |
| 31  | Hatherton Canal  | West Midlands    | Staffs and Worcs Canal to Northern BCN                | 10.4 | Staffordshire, South Staffs District, Cannock Chase District   | Part BW Remainder                                  | BW                  | L                                 | L                     | M, I                         | Lichfield and Hatherton Canals Restoration Trust                                    | Restoration for public use; construction of new canal link to Cannock extension; recreation of through route to open up new cruising rings and revitalise 100kms of underused northern BCN and help improve West Midlands regional economy.                  | Hatherton Canal  | 12.0m   | ■           | ■?    | ■                      | ■                   | ?           | ?        | ?      | ?             | ?                            | ?           | R              | L                                 |  |                         |                                  |
| 32  | Herefordshire & Gloucestershire Canal                    | South West       | Hereford to River Severn at Gloucester via Ledbury    | 54.7 | Hereford, S Hereford Dist, Malvern Hills Dist, Gloucester, Forest of Dean Dist, Tewkesbury Borough         |  | BW                  | H                                 | H                     | M                            | Herefordshire and Gloucestershire Canal Trust Ltd                                   | Full restoration of whole canal as important extension of waterways system, to promote economic revitalisation including tourism, and provide enhanced environmental and recreation corridor.  | Herefordshire & Gloucestershire Canal                    | Not yet costed                                  | ?           | ?     | ■                      | ■                   | ■           | ■        | ■      | ■             | ?                            | ?           | ?              | R                                 | L  |                         |                                  |

## WATERWAY RESTORATION PRIORITIES ASSESSMENT : MAIN SCHEDULE ANNEX A

| REF NO  | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | REGION                       | LOCATION OR EXTENT   | KM               | LOCAL AUTHORITY AREA  | WATERWAY AUTH. OR OWNER      | WATERWAY AUTH. LINK                | ASSESSMENT OF EXISTING IMPORTANCE |                              |             | RESTORATION OR PROMOTING BODY   | PROJECT DESCRIPTION   | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | PROJECT COST £                     | FEASIBILITY |                | BENEFITS/DISENBENEFITS |             |          |        |               |                              | SUSTAINABILITY |                         | IMPLEMENTATION | VISION AND STRATEGIC SIGNIFICANCE | OVERALL ASSESSMENT OF TIMESCALE FOR FUNDING OF MAIN SCHEME |             |             |          |              |
|---|---|------------------------------|--|------------------|---|------------------------------|------------------------------------|-----------------------------------|------------------------------|-------------|---|---|---|------------------------------------|-------------|----------------|------------------------|-------------|----------|--------|---------------|------------------------------|----------------|-------------------------|----------------|-----------------------------------|--|-------------|-------------|----------|--------------|
|   |   |                              |  |                  |   |                              |                                    | Historical importance             | Nature Conservation Interest | Engineering |   |   |   |                                    | Other       | Built Heritage | Waterway recreation    | Environment | Economic | Social | Exit Strategy | Conservation Management Plan | Deliverable    | National Regional Local |                |                                   | Short term   | Medium term | Longer term |          |              |
|   |   |                              |  |                  |   |                              |                                    |                                   |                              |             |   |   |   |                                    |             |                |                        |             |          |        |               |                              |                |                         |                |                                   |  |             |             | waterway | structure(s) |
|   |   |                              |  |                  |   |                              |                                    |                                   |                              |             |   |   |   |                                    |             |                |                        |             |          |        |               |                              |                |                         |                |                                   |  |             |             |          |              |
| FOR EACH COLUMN, DEMONSTRATED (■) / NOT DEMONSTRATED (N) / TO BE DEMONSTRATED (?) |   |                              |  |                  |   |                              |                                    |                                   |                              |             |   |   |   |                                    |             |                |                        |             |          |        |               |                              |                |                         |                |                                   |  |             |             |          |              |
| 33  | Higher Avon Navigation - Phase II                 | West Midlands                | Navigable Avon at Alveston to Warwick                              | 16.5             | Warwickshire, Warwick and Stratford District                        |                              | BW via proposed Leam Link (see 34) | n/a                               | n/a                          | H           | Upper Avon Navigation Trust   | Creation of new river navigation: to link the Avon (via proposed Leam Link) with Grand Union so creating new direct route from Severn to Trent and new broad link Severn to Grand Union.  | Higher Avon Navigation - Phase II                 | 6.0m                               | ■           | ?              | ?                      | ■           | ?        | ?      | ?             | ?                            | ■              | ?                       | ?              | L N with 34                       | L  |             |             |          |              |
| 34  | Higher Avon Navigation - Leam Link                | West Midlands                | Warwick to Radford Semele on Grand Union Canal                     | 6                | Warwick District  |                              | BW and UANT via No 33              | n/a                               | n/a                          | M           | Upper Avon Navigation Trust   | New navigation connecting Grand Union to navigable Avon and improving access to Warwick and Leamington to boost tourism.  | Higher Avon Navigation - Leam Link                | 2.5m                               | ?           | ?              | ?                      | ?           | ?        | ?      | ?             | ■                            | ?              | ?                       | L N with 33    | L                                 |  |             |             |          |              |
| 35  | Horncastle Navigation                             | East Midlands                | River Witham at Tattershall to Horncastle                          | 17.6             | Lincolnshire, East Lindsey District                                 |                              | BW                                 | L                                 | L                            | L           | WA Lincolnshire Branch  | Restoration of navigation; refurbishing old river loops and water meadows to increase biodiversity; creation of long distance walk; tourism and job gains   | Horncastle Navigation                             | 8.0m (incl flood protection works) | ?           | ?              | ?                      | ■           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 36  | Huddersfield Narrow Canal                         | Yorks and Humber/No rth West | Ashton Canal near Manchester to Huddersfield                       | 32               | Kirklees Borough, Oldham Borough, Tameside Borough                  | BW                           | BW                                 | H                                 | H                            | H           | Huddersfield Canal Company - partnership of LAs, BW and Canal Society | Removal of 5km of blockages at 20 locations to reopen canal for navigation, create new Pennine link and ring, open visitor/heritage centre at tunnel end and create regeneration catalyst for Pennine valleys.                  | Huddersfield Narrow Canal                         | 30.0m                              | ■           | ■              | ■                      | ■           | ■        | ■      | ■             | ■                            | ■              | ■                       | N              | S                                 |  |             |             |          |              |
| 37  | Ipswich & Stowmarket Navigation (River Gipping)   | Eastern                      | Ipswich to Stowmarket  | 27.4             | Suffolk, Mid Suffolk District                                       |                              |                                    | L                                 | L                            | H           | WA Ipswich Branch   | Restoration of navigation structures to working order and eventual restoration of navigation.   | Ipswich & Stowmarket Navigation (River Gipping)   | 10.0m                              | ■?          | ?              | ?                      | ■           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | M                                 |  |             |             |          |              |
| 38  | Ivel Navigation (Bedfordshire)                    | Eastern                      | Great Ouse at Tempsford to Shelford                                | 24.2             | Bedfordshire, Mid Bedfordshire District                             | EA                           | EA                                 | L                                 | L                            | M           | WA Cambs Branch/E Anglia Waterways Assoc                              | Restoration of through navigation.  | Ivel Navigation (Bedfordshire)                    | Not yet costed                     | ?           | ?              | ?                      | ?           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 39  | Lapal Canal                                       | West Midlands                | Worcs & Birmingham Canal at Selly Oak to Dudley Canal at Halesowen | 8.5              | City of Birmingham, Dudley Borough                                  | Part BW Remainder            | BW                                 | L                                 | M                            | U           | 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.                     | Lapal Canal                                       | c.25.0m                            | ?           | ?              | ?                      | ?           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 40  | Lark Navigation                                   | Eastern                      | Navigable section at Judes Ferry to Mildenhall                     | 4.6              | Suffolk, St Edmundsbury Borough, Forest Heath District              |                              | EA                                 | L                                 | L                            | M,I         | IWA Cambridge Branch  | Extension of navigation from present limit another 4.6 km to Mildenhall.  | Lark Navigation                                   | Not yet costed                     | ■?          | ?              | ?                      | ■           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 41  | Leven Canal                                       | Yorks and Humber             | River Hull to Leven  | 4.8              | East Riding of Yorkshire  | Trailer & Marina (Leven) Ltd | Hull City                          | L                                 | L                            | H           | Trailer and Marina (Leven) Ltd  | Restoration of remaining 1.8 km for navigation, and preserve beauty and improve public access, additional moorings etc.   | Leven Canal                                       | 0.6m                               | ?           | ?              | ?                      | ■           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 42  | Lichfield Canal                                   | West Midlands                | Coventry Canal near Lichfield to BCN near Brownhills               | 11.3             | Staffordshire, Lichfield District                                   | Part BW Remainder            | BW                                 | L                                 | L                            | U           | 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 tourism spend of £3M p.a.                            | Lichfield Canal                                   | 9.0m + land costs                  | ■           | ■              | ■                      | ■           | ■        | ■      | ■             | ■                            | ?              | ?                       | R              | M                                 |  |             |             |          |              |
| 43  | Liskeard & Looe Canal                             | South West                   | Liskeard to sea at Looe  | 9.7              | Cornwall, Caradon District  | Mostly Railtrack plc         |                                    | L                                 | M                            | M           | Caradon District Council  | Restoration and conservation of surviving features, interpreting industrial heritage, enhancing bio-diversity, and improving recreation and local services.   | Liskeard & Looe Canal                             | Not yet costed                     | ?           | ?              | ■                      | N           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 44  | Little Ouse Navigation                            | Eastern                      | Navigable section at Brandon to Thetford                           | 14               | Norfolk, Breckland District, Suffolk, Forest Heath District         |                              | EA                                 | M                                 | H                            | M,I         | East Anglian Waterways Assoc Ltd and G Ouse Boating Assoc             | Restoration of historic river navigation to former river head at Thetford   | Little Ouse Navigation                            | Not yet costed                     | ?           | ?              | ?                      | ?           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 45  | Louth Canal                                       | East Midlands                | The Humber to Louth  | 19.3             | Lincolnshire, East Lindsey District                                 |                              |                                    | L                                 | H                            | I           | Louth Navigation Trust  | Restoration of navigation to create sustainable economic and recreational development, preserving built heritage and natural environment and stimulating rural regeneration.  | Louth Canal                                       | Not yet costed                     | ?           | ?              | ?                      | ?           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 46  | Manchester, Bolton & Bury Canal                   | North West                   | River Irwell (Salford) to Bury with branch to Bolton               | 25.1             | Bolton Borough, Bury Borough, City of Salford                       | Part BW Remainder            | Manchest Ship Canal Co via Irwell  | M                                 | M                            | H           | Manchester, Bolton and Bury Canal Society                             | Progressive restoration of whole canal for multi-user recreation, developing Nob End site for heritage interpretation and creating green route in heavily urbanised area.   | Manchester, Bolton & Bury Canal                   | est 25m                            | ■?          | ?              | ■                      | ?           | ?        | ?      | ?             | ?                            | ?              | ?                       | R              | L                                 |  |             |             |          |              |
| 47  | Melton Mowbray Navigation and Oakham Canal        | East Midlands                | River Soar near Leicester to Oakham via Melton                     | 48.3             | Leicestershire, Charnwood Borough, Melton Borough, Rutland District |                              | BW                                 | L                                 | M                            | H           | Melton and 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                             | Melton Mowbray Navigation and Oakham Canal        | Not yet costed                     | ?           | ?              | ?                      | ?           | ?        | ?      | ?             | ?                            | ?              | ?                       | L              | L                                 |  |             |             |          |              |
| 48  | Montgomery Canal                                  | West Midlands (and Wales)    | Llangollen Canal near Oswestry to Newtown (whole scheme)           | 17.1 in Engl and | Shropshire, Oswestry Borough  | BW Remainder                 | BW                                 | H                                 | H                            | H           | Montgomery Waterway Restoration Trust (in partnership with BW)        | Restoration to navigation of the only unrestored canal in Wales that can be linked to national system; rural regeneration whilst balancing conservation of the nationally important natural and built heritage of the waterway. | Montgomery Canal                                  | 9.5m in England                    | ■           | ■              | ■                      | ■           | ■        | ■      | ■             | ■                            | ■              | ■                       | N              | S                                 |  |             |             |          |              |



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|---|---|------------------------------|---|------|---|---|---------------------|-----------------------------------|--------------|------------------------------|---|---|--|---|----------------|-------|----------------------|---------------------|-------------|----------|--------|---------------|------------------------------|-------------|----------------|-----------------------------------|--|-------------------------|----------------------------------|
|   |   |                              |   |      |   |   |                     | Historical Importance             |              | Nature Conservation Interest |   |   |  |   | Engineering    | Other | Built Heritage       | Waterway recreation | Environment | Economic | Social | Exit Strategy | Conservation Management Plan | Deliverable |                |                                   |  | National Regional Local | Short term Medium term Long term |
|   |   |                              |   |      |   |   |                     | waterway                          | structure(s) |                              |   |   |  |   |                |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
|   |   |                              |   |      |   |   |                     |                                   |              |                              |   |   |  |   |                |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
| FOR EACH COLUMN, DEMONSTRATED (■) / NOT DEMONSTRATED (N) / TO BE DEMONSTRATED (?) |   |                              |   |      |   |   |                     |                                   |              |                              |   |   |  |   |                |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
| 49  | "Northern Reaches" (Lancaster Canal)              | North West                   | Navigable Lancaster Canal at Tewitfield to Kendal                               | 22.5 | Cumbria, South Lakeland District, Lancashire, Wyre Borough                                    | BW Remainder  | BW                  | H                                 | H            | M                            | Northern Reaches Restoration Group (partnership of LAs, BW, IWA, LCT) | Restoration of remainder waterway for navigation (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.  | "Northern Reaches" (Lancaster Canal)   | c.20.0m                                   | ■?             | ■     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | ?              | R                                 | M  |                         |                                  |
| 50  | North Walsham & Dilham Canal                      | Eastern                      | River Ant at Dilham to Arthingham   | 10   | Norfolk, North Norfolk District   | N Walsham & Dilham Canal Co/J Paterson (Properties) Ltd | BA                  | M                                 | M            | H                            | East Anglian Waterways Association Ltd/ IWA Norwich Branch            | Restoration of 10 kms of locked waterway potentially connecting with Broads for navigation and creating walking, angling, general amenity and environmental benefits.   | North Walsham & Dilham Canal   | 1.1m                                      | ■              | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ■           | R              | M                                 |  |                         |                                  |
| 51  | Pocklington Canal                                 | Yorkshire and Humberside     | Navigable section at Melbourne to Canal head                                    | 6.4  | East Riding of Yorkshire  | BW Remainder  | EA                  | H                                 | H            | H                            | Pocklington Canal Amenity Society                                     | Completion of remaining restoration of unspoilt and unaltered rural canal and so provide navigable, leisure and educational facility with improved access while conserving wild-life interest.  | Pocklington Canal  | 2.7m                                      | ■              | ■     | ■                    | ■                   | ?           | ■        | ■      | ■             | ?                            | ■           | N              | S                                 |  |                         |                                  |
| 52  | Rochdale Canal                                    | Yorks and Humber/No rth West | Bridgwater Canal at Manchester to Calder & Hebble Navigation at Sowerby Bridge  | 25.5 | Calderdale Borough, Rochdale Borough, Oldham Borough, City of Manchester                      | Rochdale Canal Co                                       | BW                  | H                                 | H            | H                            | Rochdale Canal Trust  | Restoration of 25.5 km to restore through navigation across the Pennines so creating new cruising ring, promote regeneration of canal corridor, transform environment, stimulate recreation and tourism, and conserve and enhance a special historic feature. | Rochdale Canal   | 22.7m                                     | ■              | ■     | ■                    | ■                   | ■           | ■        | ■      | ■             | ■                            | ■           | N              | S                                 |  |                         |                                  |
| 53  | Sankey Canal                                      | North West                   | Tidal Mersey to St Helens   | 26.6 | Hallon Borough, Warrington Borough, St Helens Borough   | Part BW, rest three LAs                                 |                     | H                                 | M            | M                            | 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.  | Sankey Canal   | 42.0m                                     | ■              | ■     | ■                    | ■                   | ?           | ?        | ?      | ?             | ?                            | ?           | R              | L                                 |  |                         |                                  |
| 54  | Sankey Canal to Leeds & Liverpool link            | North West                   | New navigation from St Helens to Leeds and Liverpool Canal                      | 12   | St Helens Borough, Knowsley Borough, West Lancashire District                                 |   | BW                  | n/a                               | n/a          | L                            | Sankey Canal Restoration Society                                      | Construction of new navigation to increase value of remainder section of Leeds and Liverpool Canal, the Millennium project linking to Lancaster Canal via Ribble and restored Sankey Canal and promote economic and leisure opportunities in area.            | Sankey Canal to Leeds & Liverpool link   | 35.0m                                     | ?              | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | R              | L                                 |  |                         |                                  |
| 55  | Shrewsbury and Newport Canal                      | West Midlands                | Shropshire Union Canal at Norbury Junction to Shrewsbury via Newport            | 41.1 | Staffordshire, Stafford District, Shropshire, Wrekin District, Shrewsbury and Aitcham Borough | Part Wrekin District, part BW Remainder, part private   | BW                  | M                                 | H            | H                            | Shropshire Union Canal Society Ltd                                    | Restoration to navigation generating jobs and tourism; preservation and restoration of historic artefacts; creation of linear park  | Shrewsbury and Newport Canal   | not yet estimated, probably 50.0m-        | ?              | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | N              | L                                 |  |                         |                                  |
| 56  | Sleaford Navigation                               | East Midlands                | Upper section from near South Kyme to Sleaford                                  | 7.4  | Lincolnshire, North Kesteven District   |   | BW                  | M                                 | H            | M                            | 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.  | Sleaford Navigation  | 4.3m                                      | ■              | ?     | ■                    | ■                   | ?           | ?        | ?      | ?             | ?                            | ?           | ■              | R                                 | M  |                         |                                  |
| 57  | Sleaford to Grantham link                         | East Midlands                | New navigation from Sleaford Nav to Grantham Canal near Grantham                | 25.6 | Lincolnshire, North Kesteven District, South Kesteven District                                |   | BW                  | n/a                               | n/a          | M**                          | Sleaford Navigation Trust   | Construction of new navigation within Lincolnshire to connect the Grantham Canal to the Sleaford Navigations and so create new cruising ring  | Sleaford to Grantham link  | Not yet costed                            | ?              | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | R              | L                                 |  |                         |                                  |
| 58  | Somersetshire Coal Canal                          | South West                   | Kennet & Avon Canal at Limpley Stoke to Paulston with branch to Radstock        | 29   | Bath & North East Somerset District, West Wiltshire District                                  |   | BW                  | H                                 | H            | U, I                         | Somersetshire Coal Canal Society                                      | Protection of remaining canal structures (3 aqueducts, 2 tunnels, 22 locks, 3 bridges, 1 workshop) and line of canal from decay, dereliction and vegetation. No aim of restoration for navigation.  | Somersetshire Coal Canal   | Not yet costed                            | ?              | ?     | ■                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | R              | M                                 |  |                         |                                  |
| 59  | South Forty Foot Drain (Witham-Nene link)         | East Midlands                | River Witham at Boston to River Glen at Gutfarm Gowt (no historical connection) | 33.8 | Lincolnshire, Boston Borough, South Kesteven District, South Holland District                 |   | EA                  | EA/BW                             | L            | M                            | L   | IWA Lincolnshire Branch/East Anglian Waterways Association  | Restoration of drain and construction of small new connection to connect the River Glen and Welland Navigations to the national system via the River Witham. | South Forty Foot Drain (Witham-Nene link) | Not yet costed | ?     | ?                    | ?                   | ■           | ?        | ?      | ?             | ?                            | ?           | ?              | R                                 | L  |                         |                                  |
| 60  | Stafford Branch / Sow Navigation                  | West Midlands                | Staffs & Worcs Canal to Stafford  | 2.4  | Staffordshire, Stafford Borough   |   | BW                  | L                                 | L            | U                            | Stafford Branch Navigation Heritage Trust                             | Restoration of remaining 5% of historic river/canal navigation linking Stafford centre to main system with benefits for the whole community.  | Stafford Branch / Sow Navigation   | 1.5m                                      | ?              | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ■           | L              | L                                 |  |                         |                                  |
| 61  | Stamford Canal (Welland 'System')                 | Eastern/East Midlands        | Stamford to Deeping St James  | 21.7 | Lincolnshire, Cambridgeshire  |   | EA                  | M                                 | L            | L                            | East Anglian Waterways Association Ltd                                | Extension of present head of navigation from near Deeping to Stamford   | Stamford Canal (Welland 'System')  | Not yet costed                            | ?              | ?     | ?                    | ■                   | ?           | ?        | ?      | ?             | ?                            | ?           | L              | L                                 |  |                         |                                  |
| 62  | Stour Navigation (Essex/Suffolk)                  | Eastern                      | Sea at Manningtree to Sudbury   | 26.4 | Suffolk, Babergh District, Essex, Braintree District, Colchester Borough                      |   | EA                  | H                                 | H            | H                            | River Stour Trust Ltd   | 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.  | Stour Navigation (Essex/Suffolk)   | c.3.7m                                    | ?              | ?     | ■                    | ■                   | ?           | ?        | ?      | ?             | ?                            | ?           | N              | L                                 |  |                         |                                  |
| 63  | Swaffham Bulbeck Lode                             | Eastern                      | River Cam to Swaffham Bulbeck   | 5.3  | Cambridgeshire  |   | EA                  | EA                                | L            | L                            | M**, I  | East Anglian Waterways Assoc Ltd  | Restoration of navigation to Swaffham Bulbeck  | Swaffham Bulbeck Lode                     | Not yet costed | ?     | ?                    | N                   | ■           | ?        | ?      | ?             | ?                            | ?           | L              | L                                 |  |                         |                                  |
| 64  | Waveney Navigation                                | Eastern                      | Upper section of river from Geldeston to Bungay                                 | 6.76 | Norfolk, South Norfolk District, Suffolk, Waveney District                                    |   | BA                  | L                                 | L            | H                            | East Anglian Waterways Association Ltd                                | Restoration of historic river navigation as extension to Broads   | Waveney Navigation   | Not yet costed                            | ?              | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | L              | L                                 |  |                         |                                  |

## WATERWAY RESTORATION PRIORITIES ASSESSMENT : MAIN SCHEDULE ANNEX A

| REF NO  | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | REGION                | LOCATION OR EXTENT   | KM            | LOCAL AUTHORITY AREA  | WATERWAY AUTH. OR OWNER                                 | WATERWAY AUTH. LINK   | ASSESSMENT OF EXISTING IMPORTANCE |              |                              | RESTORATION OR PROMOTING BODY   | PROJECT DESCRIPTION  | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | PROJECT COST £ | FEASIBILITY          |       | BENEFITS/DISBENEFITS |                     |             |          |        |               | SUSTAINABILITY               |             | IMPLEMENTATION   | VISION AND STRATEGIC SIGNIFICANCE | OVERALL ASSESSMENT OF TIMESCALE FOR FUNDING OF MAIN SCHEME |                         |                                  |
|---|---|-----------------------|--|---------------|---|---|-----------------------|-----------------------------------|--------------|------------------------------|---|--|---|----------------|----------------------|-------|----------------------|---------------------|-------------|----------|--------|---------------|------------------------------|-------------|------------------|-----------------------------------|--|-------------------------|----------------------------------|
|   |   |                       |  |               |   |   |                       | Historical Importance             |              | Nature Conservation Interest |   |  |   |                | Engineering          | Other | Built Heritage       | Waterway recreation | Environment | Economic | Social | Exit Strategy | Conservation Management Plan | Deliverable |                  |                                   |  | National Regional Local | Short term Medium term Long term |
|   |   |                       |  |               |   |   |                       | waterway                          | structure(s) |                              |   |  |   |                |                      |       |                      |                     |             |          |        |               |                              |             |                  |                                   |  |                         |                                  |
|   |   |                       |  |               |   |   |                       |                                   |              |                              |   |  |   |                |                      |       |                      |                     |             |          |        |               |                              |             |                  |                                   |  |                         |                                  |
| FOR EACH COLUMN, DEMONSTRATED (■) / NOT DEMONSTRATED (N) / TO BE DEMONSTRATED (?) |   |                       |  |               |   |   |                       |                                   |              |                              |   |  |   |                |                      |       |                      |                     |             |          |        |               |                              |             |                  |                                   |  |                         |                                  |
| 65  | Wendover Arm                                      | South East            | Wendover to Tringford  | 8.3           | Buckinghamshire, Aylesbury Vale District, Hertfordshire, Dacorum Borough  | BW Remainder  | BW                    | L                                 | M            | M                            | Wendover Arm Trust (partnership with BW)  | Phased restoration to navigation of piped/isolated lengths so eliminating use/cost of electric pumping for Grand Union.  | Wendover Arm                                      | 8.0m           | ■                    | ■     | ?                    | ?                   | ?           | ?        | ?      | ?             | ■                            | ■           | ■                | L                                 | S  |                         |                                  |
| 66  | Wey & Arun Canal                                  | South East            | River Wey at Guildford to River Arun at Pallingham   | 37.1          | West Sussex, Chichester District, Horsham District, Surrey County, Waverley Borough, Guildford Borough              |   | EA and National Trust | M                                 | M            | M, I                         | Wey and Arun Canal Trust Ltd  | 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.                        | Wey & Arun Canal                                  | 17.9m          | ■                    | ■     | ■                    | ■                   | ■           | ■        | ■      | ?             | ?                            | ?           | N                | L                                 |  |                         |                                  |
| 67  | Whitchurch Arm                                    | West Midlands         | Llangollen Canal to Whitchurch   | 1.6           | Shropshire, North Shropshire District   | Whitchurch Waterway Trust (part)                        | BW                    | n/a                               | n/a          | L                            | Whitchurch Waterway Trust   | Construction of unique new working inclined plane to take canal into Whitchurch, regenerating small market town, improving recreation and preserving green wedge.  | Whitchurch Arm                                    | 2.5M           | ?                    | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | L                | L                                 |  |                         |                                  |
| 68  | Wilts & Berks Canal and North Wilts Canal         | South West/South East | River Thames at Abingdon to Kennet & Avon Canal at Melksham via Swindon with link to Cotswold Canals | 97            | Oxfordshire, Vale of White Horse District, Wiltshire, North Wilts District, West Wilts District, Thamesdown Borough |   | BW/EA                 | M                                 | L            | U, I                         | Wilts & Berks Canal Amenity Group/Wilts & Berks Canal Trust (with LAs)/Wilts & Berks Canal Co | 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.      | Wilts & Berks Canal and North Wilts Canal         | 103.0m         | ■                    | ■?    | ■                    | ■                   | ■           | ■        | ■      | ?             | ?                            | ?           | R                | L                                 |  |                         |                                  |
| 69  | Witham Navigable Drains : East Fen Lock           | East Midlands         | North east of Boston   | 20            | Lincolnshire  | Witham Fourth IDB                                       | Witham Fourth IDB     | L                                 | L            | M                            | WA Lincolnshire Branch  | Restoration of derelict lock to regain navigation of 20 kms of Hobhole and other Drains  | Witham Navigable Drains : East Fen Lock           | 0.006m         | ?                    | ?     | ?                    | ■                   | ?           | ?        | ?      | ?             | ?                            | ?           | ?                | L                                 | L  |                         |                                  |
| 70  | Worsley Delph and Underground Canals              | North West            | Bridgewater Canal at Worsley to Farnworth  | 22.4          | City of Salford   | Bridgewater Canal Trust                                 | BW                    | H                                 | H            | U, I                         | Steam, Coal and Canal   | Restoration of navigation to Worsley Delph. Project also includes restoration/preservation of buildings and machinery, improved access as Heritage Trails, environment improvements, permanent exhibitions, all as part of Canal Linear and Heritage Park. | Worsley Delph and Underground Canals              | 4.0m           | ■                    | ?     | ?                    | ?                   | ?           | ?        | ?      | ■             | ?                            | ■           | N                | M                                 |  |                         |                                  |
| 71  | Wyrtley Branch & connections                      | West Midlands         | Branches of the Wyrtley & Essington Canal north from Sneyd   | 3.6           | Staffordshire, South Staffs District  |   | South Staffs District | L                                 | L            | U                            | South Staffordshire District  | Reclamation and improvement of canal line (but no restoration for navigation) to create linear walk/open space, emphasising nature conservation and amenity value.   | Wyrtley Branch & connections                      | est 0.2-0.3m   | ?                    | ?     | N                    | N                   | ?           | ?        | ■      | ?             | ?                            | ■           | L                | M                                 |  |                         |                                  |
| PROJECTS IN WALES   |   |                       |  |               |   |   |                       |                                   |              |                              |   |  |   |                | PROJECTS IN WALES    |       |                      |                     |             |          |        |               |                              |             |                  |                                   |  |                         |                                  |
| 72  | Monmouthshire Canal (incl Crumlin Arm)            |                       | Monmouthshire & Brecon Canal at Cwmbran to Newport, Newport to Crumlin                               | 14.5          | Monmouthshire, Torfaen CBC, Newport CBC, Caerphilly CBC   |   | BW                    | H                                 | H            | M                            | Monmouth, Brecon & Abergavenny Canals Partnership (BW with 3 LAs)                             | Opening up the canal for navigation and public access; protecting environment and biodiversity;protecting & enhancing heritage; providing sub-regional tourist network for SE Wales and developing local history and education.                            | Monmouthshire Canal (incl Crumlin Arm)            | 32.0m          | ■                    | ■     | ■                    | ■                   | ?           | ■        | ■      | ■             | ?                            | ■           | R                | S                                 |  |                         |                                  |
| 73  | Montgomery Canal                                  | (and West Midlands)   | Llangollen Canal near Oswestry to Newtown (whole scheme)   | 37.7 in Wales | Powys   | BW Remainder  | BW                    | H                                 | H            | H                            | Montgomery Waterway Restoration Trust (in partnership with BW)                                | Restoration to navigation of the only unrestored canal in Wales that can be linked to national system; rural regeneration whilst balancing conservation of the nationally important natural and built heritage of the waterway.                            | Montgomery Canal                                  | 28.2m in Wales | ■                    | ■     | ■                    | ■                   | ■           | ■        | ■      | ■             | ■                            | ■           | N                | S                                 |  |                         |                                  |
| 74  | Neath Canal                                       |                       | Briton Ferry to Glynneath  | 16            | Neath Port Talbot CBC   | Co of Proprietors of the Neath Canal Navigation (CPNCN) | Tennant Canal Co      | H                                 | H            | H                            | Neath Port Talbot CBC/CPNCN/ Neath & Tennant Canals Pres Soc                                  | Restoration of 16 kms of navigation for recreational and leisure use by locals and visitors and stimulating urban regeneration in valley. Part of proposed regional waterway system  | Neath Canal                                       | 5.0m           | ■                    | ■     | ■                    | ■                   | ?           | ?        | ?      | ■             | ?                            | ■           | R with 75 and 76 | S                                 |  |                         |                                  |
| 75  | Swansea Canal                                     |                       | Near Abercave to Swansea   | 24.2          | Swansea City, Neath and Port Talbot CBC   | Part BW Remainder                                       |                       | M                                 | M            | H                            | Swansea Canal Society   | Restoration of 16.8 kms to create regional asset and to promote tourism and urban regeneration.  | Swansea Canal                                     | c.15.0m        | ■                    | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | ?           | R with 74 and 76 | L                                 |  |                         |                                  |
| 76  | Tennant Canal                                     |                       | Swansea to the Neath Canal at Aberdulais   | 14.6          | Swansea City, Neath Port Talbot CBC   | Tennant Canal Co (TCC)                                  | CPNCN                 | M                                 | M            | I                            | Neath Port Talbot CBC/TCC and Neath and Tennant Canals Pres Soc                               | Description and objectives as for Neath Canal - see No 74  | Tennant Canal                                     | 5.0m           | ■                    | ■     | ■                    | ?                   | ?           | ?        | ?      | ■             | ■                            | ■           | R with 74 and 75 | S                                 |  |                         |                                  |
| PROJECTS IN SCOTLAND  |   |                       |  |               |   |   |                       |                                   |              |                              |   |  |   |                | PROJECTS IN SCOTLAND |       |                      |                     |             |          |        |               |                              |             |                  |                                   |  |                         |                                  |

WATERWAY RESTORATION PRIORITIES ASSESSMENT : MAIN SCHEDULE ANNEX A

| REF NO | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION  | REGION | LOCATION OR EXTENT                             | KM   | LOCAL AUTHORITY AREA   | WATERWAY AUTH. OR OWNER | WATERWAY AUTH. LINK | ASSESSMENT OF EXISTING IMPORTANCE |              |                              | RESTORATION OR PROMOTING BODY | PROJECT DESCRIPTION  | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | PROJECT COST £ | FEASIBILITY |       | BENEFITS/DISBENEFITS |                     |             |          |        |               | SUSTAINABILITY               |             | IMPLEMENTATION | VISION AND STRATEGIC SIGNIFICANCE | OVERALL ASSESSMENT OF TIMESCALE FOR FUNDING OF MAIN SCHEME |                         |                                    |   |       |         |
|--------|--|--------|--|------|--|-------------------------|---------------------|-----------------------------------|--------------|------------------------------|-------------------------------|--|---|----------------|-------------|-------|----------------------|---------------------|-------------|----------|--------|---------------|------------------------------|-------------|----------------|-----------------------------------|--|-------------------------|------------------------------------|---|-------|---------|
|        |  |        |  |      |  |                         |                     | Historical Importance             |              | Nature Conservation Interest |                               |  |   |                | Engineering | Other | Built Heritage       | Waterway recreation | Environment | Economic | Social | Exit Strategy | Conservation Management Plan | Deliverable |                |                                   |  | National Regional Local | Short term Medium term Longer term |   |       |         |
|        |  |        |  |      |  |                         |                     | water way                         | structure(s) |                              |                               |  |   |                |             |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                    |   |       |         |
|        |  |        |  |      |  |                         |                     |                                   |              |                              |                               |  |   |                |             |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                    | H/M/L   | H/M/L | H/M/L/I |
|        |  |        |  |      |  |                         |                     |                                   |              |                              |                               |  |   |                |             |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                    | FOR EACH COLUMN, DEMONSTRATED (■) / NOT DEMONSTRATED (N) / TO BE DEMONSTRATED (?) |       |         |
| 77     | "Millennium Link" - Forth & Clyde and Union Canals |        | Glasgow to Edinburgh plus Forth to Clyde       | 110  | City of Glasgow, West Dunbartonshire, East Dunbartonshire, North Lanarkshire, Falkirk, West Lothian, City of Edinburgh | BW                      |                     | H                                 | H            | H                            | British Waterways             | Restoration of navigation by eliminating blockages, creating a sea to sea and city to city passage and a new tourism attraction for Lowland Scotland, and stimulating economic regeneration in corridor. | "Millennium Link" Forth & Clyde and Union Canals  | 78.4m          | ■           | ■     | ■                    | ■                   | ■           | ■        | ■      | ■             | ■                            | N           | S              |                                   |  |                         |                                    |   |       |         |
| 78     | Monkland Canal                                     |        | Forth & Clyde Canal in Glasgow to near Airdrie | 24.2 | City of Glasgow, North Lanarkshire   | Part BW Remainder       | BW                  | M                                 | M            | M                            | North Lanarkshire Council     | Restoration of as much of canal as possible for tourism development, economic development, leisure and recreation.   | Monkland Canal                                    | Not yet costed | ■           | ?     | ?                    | ?                   | ?           | ?        | ?      | ?             | ?                            | L           | L              |                                   |  |                         |                                    |   |       |         |

## WATERWAY RESTORATION PRIORITIES ASSESSMENT : MAIN SCHEDULE ANNEX A

| REF NO  | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | REGION | LOCATION OR EXTENT   | KM         | LOCAL AUTHORITY AREA   | WATERWAY AUTH. OR OWNER   | WATERWAY AUTH. LINK | ASSESSMENT OF EXISTING IMPORTANCE |              |                              | RESTORATION OR PROMOTING BODY                        | PROJECT DESCRIPTION   | WATERWAY OR STRUCTURE(S) PROPOSED FOR RESTORATION | PROJECT COST £ | FEASIBILITY |       | BENEFITS/DISBENEFITS |                     |             |          |        |               | SUSTAINABILITY               |             | IMPLEMENTATION | VISION AND STRATEGIC SIGNIFICANCE | OVERALL ASSESSMENT OF TIMESCALE FOR FUNDING OF MAIN SCHEME |                         |                                  |
|---|---|--------|--|------------|--|---|---------------------|-----------------------------------|--------------|------------------------------|--|---|---|----------------|-------------|-------|----------------------|---------------------|-------------|----------|--------|---------------|------------------------------|-------------|----------------|-----------------------------------|--|-------------------------|----------------------------------|
|   |   |        |  |            |  |   |                     | Historical Importance             |              | Nature Conservation Interest |  |   |   |                | Engineering | Other | Built Heritage       | Waterway recreation | Environment | Economic | Social | Exit Strategy | Conservation Management Plan | Deliverable |                |                                   |  | National Regional Local | Short term Medium term Long term |
|   |   |        |  |            |  |   |                     | waterway                          | structure(s) |                              |  |   |   |                |             |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
|   |   |        |  |            |  |   |                     |                                   |              |                              |  |   |   |                |             |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
| FOR EACH COLUMN, DEMONSTRATED (■) /NOT DEMONSTRATED (N) /TO BE DEMONSTRATED (?) |   |        |  |            |  |   |                     |                                   |              |                              |  |   |   |                |             |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
|   | PROJECTS IN NORTHERN IRELAND                      |        |  |            |  |   |                     |                                   |              |                              |  | PROJECTS IN NORTHERN IRELAND  |   |                |             |       |                      |                     |             |          |        |               |                              |             |                |                                   |  |                         |                                  |
| 79  | Lagan Navigation (Lower)                          |        | Belfast to Lisburn   | 16.1       | City of Belfast, Castlereagh Borough, Lisburn Borough                                      | RA(NI)  | RA(NI)              | H                                 | H            | M                            | Local authorities, RA(NI) and Lagan side Corporation | Restoration of 8 kms of strategically important abandoned waterway as recreational resource (in regional park); preservation of heritage structures, promotion of industrial heritage, enhancing access to countryside and economic regeneration in corridor.   | Lagan Navigation (Lower)                          | 7.5m           | ■           | ■     | ■                    | ■                   | ?           | ■        | ■      | ?             | ■                            | ■           | N              | S                                 |  |                         |                                  |
| 80  | Newry Canal                                       |        | Newry to the Upper Barn at Portadown                           | 29.8       | Banbridge District, Craigavon Borough, Newry and Mourne District, Armagh City and District | Owned by 4 LAs in Joint Committee. RA(NI) seeking navigation powers | RA(NI)              | H                                 | H            | M                            | Newry/Portadown Canal Joint Development Committee    | Restoration of through navigation for strategic link in Irish network, preservation of working heritage structures, provision of recreation/amenity for locals and tourists, promotion of economic regeneration in corridor and improved access to countryside. | Newry Canal                                       | 15.0m          | ■           | ■     | ■                    | ■                   | ?           | ■        | ■      | ?             | ?                            | ■           | N              | S                                 |  |                         |                                  |
| 81  | Ulster Canal (Northern Ireland section)           |        | Charlemont, River Blackwater to Upper Lough Erne (whole canal) | 38.6 in NI | Fermanagh District, Armagh City and District   | RA (NI) seeking navigation powers                                   | RA(NI)              | H                                 | H            | I                            | RA(NI) jointly with DAHGI in Republic of Ireland     | Restoration for navigation of the key link in the Irish network, provide for water-based recreation for residents & overseas visitors, encourage regeneration in corridor, promote waterway as cultural and historical feature and improve countryside access.  | Ulster Canal (Northern Ireland section)           | 30.0m          | ■           | ■     | ■                    | ■                   | ?           | ■        | ■      | ?             | ?                            | ?           | N              | M                                 |  |                         |                                  |