

"THE WAY AHEAD FOR THE

AMENITY WATERWAYS "

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"THE WAY AHEAD FOR THE AMENITY WATERWAYS"

A MEMORANDUM TO

THE MINISTER OF TRANSPORT

ON BEHALF OF THE

INLAND WATERWAYS ASSOCIATION LTD.

This Memorandum has been prepared as a result of the Minister of Transport's invitation to provide as much information as possible to assist the Ministry in drafting new legislation in 1967 governing the future of the amenity waterway system controlled by the British Waterways Board.

We were particularly asked not to deal with the commercial waterways which the Ministry consider to be a separate problem but references are included to commercial carrying on the amenity waterways.

For the sake of clarity, the Memorandum is divided into the following Sections:-

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We take this opportunity on behalf of all lovers of our inland waterways of thanking the original I.W.A. pioneers, in particular Mr. Robert Aickman, our Founder, Mr. Tom Rolt for his inspiring book "Narrow Boat", the early and later members of our Council, Branch Chairmen and Secretaries, and last, but not least, the ordinary enthusiastic members without whom we would have no canals to save.

In particular I should like to thank Council Members and others who have read through this Memorandum and kindly suggested alterations and additions. The final result has the full approval of the Council of the Association.

1st January, 1967.

Lionel Munk
Chairman

Section 1 - The Inland Waterways Association

1. Formation

This Association was formed by a small band of enthusiasts in 1946 and was converted into a non-profit-making Company limited by guarantee and registered as a Charity some twelve years later. Since then the Association has grown steadily in membership, but much more important, in influence and at the present time enjoys the support of a very large body of public opinion, the co-operation of many other amenity bodies such as the National Trust, the Royal Yachting Association, the Council for the Preservation of Rural England, the Civic Trust, the Ship and Boatbuilders' National Federation, the Association of Waterway Cruising Clubs and many individual Boat Clubs. Its membership is steadily increasing. We receive very considerable support from members of all political parties in both the House of Lords and the House of Commons. Both national and local press support us strongly.

2. Objects

The objects of the Association are to advocate the use, maintenance and development of the inland waterways of the British Isles and in particular to advocate and promote the restoration to good order of every navigable waterway; and the fullest use of every navigable waterway by both commercial and pleasure traffic. While there may be enthusiasts who believe that the objects of the Association should be carried out to the letter and that not a single foot of waterway should be allowed to be abandoned or to become unnavigable, the Council considers these aims will best be achieved if the objects are interpreted sensibly and that while we most certainly maintain that the whole basic current network should be retained, we are open to discussion in regard to any small and short sections of waterway which have little or no value to present or future users and which are expensive to maintain or would be valuable for other purposes, provided that any such section does not form part of a through or circular route.

3. Campaigning

In its early years, the campaigns of the Association were carried out in a pugnacious and uncompromising manner and from the point of view of believers in our inland waterways, that method was undoubtedly the correct one. Now, the Inland Waterways Association has almost reached its majority, and four years ago decided on a policy of co-operation with the authorities. Whilst this policy of co-operation was fairly successful on a local basis, examples being the joint schemes produced by the British Waterways Board and local enthusiast bodies on such waterways as the Kennet & Avon, the Caldon Arm, the Stourbridge Canal, the Chesterfield Canal, and while contact was maintained between the Association and the authorities, nothing substantial was achieved nationally and we were disappointed in many respects with the British Waterways Board's Report "The Facts about the Waterways" and in particular with its failing to make any definite recommendations which has resulted in a lengthening of the period of uncertainty as to the future of the canals. Since the beginning of 1966, we have decided to reserve the right to criticise all and sundry with maximum energy if proposals should be made which would cut across the objects of the Association. We hope that the Government's final decision next year will be such that our co-operation can be readily offered. It should be borne in mind that we have had to contend with a long series of interim arrangements, inquiries and committees; with a succession of recommendations which have never been implemented, with a succession of Governments with different outlooks, with a procession of administrative chiefs with completely differing views. It has to be remembered that when one even mentioned pleasure boats on canals to the authorities of fifteen years ago, one was met with amusement and indeed almost ridicule.

4. Activities

Over a period of many years, the Association has been industrious in organising a series of National Rallies covering all parts of the Country at such places as Marple, Coventry, Market Harborough, Banbury, Stratford-on-Avon, Blackburn, Lincoln, Stoke-on-Trent, Chester, London, Bishop's Stortford, Harlow, Aylesbury, Stourbridge, Skipton, Llangollen, etc. We usually expect more than 200 cabin boats at these 3/4 day Rallies and the attendance of the general public varies between 10,000 and 50,000. In addition, countless public meetings have been organised and the Association has by these means and by the publication of its quarterly journal "The Bulletin", and its Branch Journals, been largely responsible for educating the public as to the future possibilities of the inland waterway system.

5. The White Paper

We considered that the White Paper published by the Ministry in July 1966, contained several quite unacceptable proposals, particularly the five-year review of the network to be retained, the Government's right to close a waterway by statutory order, the apparent neglect of the possibilities of commercial carrying on amenity waterways, etc. The unfavourable impression formed by the Association was expressed in its press notice issued in August 1966.

6. Multi-purpose Usage and Acknowledgement

There can be no doubt whatsoever that if the Inland Waterways Association had never been formed, then there would now be virtually few canals left and the Association has therefore achieved a major success over the years. In particular, the argument for the multi-purpose use of the waterways; so long promoted by the Association, is now officially accepted by the British Waterways Board and the Government.

7. Canal Enterprises

Many of the Association's members have backed its cause to such an extent as to invest their hard-earned capital in canal enterprises and it has always been our policy to encourage members and as many other people as possible, to start businesses on the waterways system. The majority of canal businesses commenced their activities as a result of I.W.A. campaigns and their owners are waterway enthusiasts who had the courage and initiative to take practical personal steps and risks towards helping to build up the future of the system.

8. Boat Show

It is with pleasure that we record that following suggestions by the Association the central theme of the 1967 International Boat Show at Earl's Court, which will take place shortly after this Memorandum is presented to the Minister, will be the Inland Waterways of England.

Section 2 - The Value of the Amenity Waterways

9. Pioneers

Although one can read accounts of pleasure boat voyages carried out on the canals fifty years and more ago, privately-owned pleasure craft and the first hire cruiser commenced operations as recently as just before the last War and general appreciation of the amenity possibilities of the canals did not arise until the establishment of this Association. In the last twenty years however, more and more people every year have enjoyed themselves in boats on our inland waterways and more and more fishing enthusiasts have realised the possibilities of the canals for angling.

10. Growth

In 1950 there were perhaps fifteen hire cruisers operating on canals - now there are about five hundred. As recently as 1958, there were still comparatively few privately-owned cruisers, now there are more than six thousand. In 1950 the number of people spending their holidays in hire boats was in the neighbourhood of a thousand; in 1965 the corresponding number was about forty thousand. These are illustrations of how the value of the amenity waterways is being increasingly appreciated.

11. Peace and Grace

Although we are particularly concerned with the present and future of our waterways, the canals are in general unspoilt and undeveloped and convey the peaceful and graceful atmosphere of a hundred and fifty years ago. At the same time, they are particularly suitable for family enjoyment and for the family with a limited amount of money to spend. Whilst quite safe, the navigation of boats on canals provides a mild degree of adventure and has the somewhat unusual qualities which appeal to the educated and sophisticated holiday-maker of the present day. Waterways stretch green fingers into the Black Country. It is indeed surprising how quickly one proceeds from the centre of an industrial town into pleasant country on the waterside.

12. National Linear Park

Our waterways form a wonderful national park of a particularly valuable sort in that it is linear and occupies little space. To create such a water paradise from scratch today would cost many millions. Inland waterway boating is cheap, classless and healthy. It offers mild exercise and it takes people off the roads. It takes the businessman away from his telephone and it provides relaxation and tranquility. The system enables one to cruise all over the country - from the Thames to the Mersey, from the Humber to the Severn, to the mysterious waterways of the Fens and Middle Level and into the Welsh mountains, and the exciting crossing of the Pennines and to the lovely Lancaster Canal extending up towards the Lake District. One cruises at such a speed as to enable one really to see the countryside, to see the waterside flowers and wild life. There is the interest of eighteenth century architecture, thrills of navigating through tunnels and across aqueducts and embankments. Our inland waterways can provide sporting and recreational amenities for the young who are among the keener enthusiasts for voluntary work on canals. Waterways have a tremendous contribution to make towards education.

13. A Wonderful Universal Heritage

But by no means are the values confined to boats. People love the sight of water and they love the sight of clear, clean water and not reaches silted up and filled with weeds. Our canals provide superb facilities for canoeing and rowing, for skating in the winter or walking and pony-trekking, for cruising, fishing and swimming, for bird-watching, and their reservoirs are available for sailing and water skiing. If we neglect or abandon our waterways, we shall do a tremendous dis-service to both young and old people of the future. We shall have cast away a wonderful heritage.

14. Increased Leisure Requirements

We should bear in mind that it is likely that the standard working week will be gradually reduced and that in years to come people will have more and more time for recreation. The Government will be faced with making the necessary provisions to occupy that recreational time. The amenity network of waterways is a ready-made solution and a therapy for the ills of the modern life.

15. Waterway Tourism

But at the present time, we are involved in a chronic balance of payments crisis and are told by the Chancellor of the Exchequer that it is essential that sterling spent on holidays abroad should be reduced to a minimum. If the canal system is closed the 40,000 people who enjoy canal cruising holidays (see Paragraph 10) are likely to go abroad where they only have to spend £10 each to hand over to our European competitors the whole of the British Waterways Board's desired annual saving. Since each person is far more likely to spend at least £50, this alone would mean an additional £2 million leaving the country annually and this figure does not include privately-owned pleasure craft. Foreign currency earned by attracting tourists to this country is just as valuable as cutting down holidays abroad and the facilities which our waterways make available are just as attractive to the American, the Australian, the South African and the German who wants an exciting and unusual holiday as they are to the Englishman who also wants a holiday that is different but who would like to help save our currency. Our canals can provide a booming branch of the English tourist industry. Holidaymakers love the many attractive places that can be reached by waterway, such as Stratford-on-Avon, Warwick, Leamington, Llangollen, Lincoln, Oxford, Chester, the Yorkshire Dales, and countless others. Certainly the Irish Government appreciate the tourism value of their waterways and are doing all they can to preserve, improve and develop them. That Government is even prepared to make grants and low interest loans to concerns developing tourist activities. Where the long term position is as assured as it is in the case of the amenity canals, temporary Government financial support is perfectly justified.

16. Water Sales and Drainage

The recent Water Resources Act undoubtedly brought home to many of us the complications that are likely to arise in the future in regard to water supply. Canals offer a means of transferring water to where it is required, not only for supplies to urban areas but also for irrigating farm land. Our canals could be the basis of a National Freshwater Grid to supply water for communities and for industrial purposes; examples of amenity canals already used for these purposes are the Lancaster Canal and the Welsh Canal (see Paragraph 23). The waterways are also, in many areas, irreplaceable for drainage purposes.

Section 3 - Eliminating the Deficit

17. Increasing Income and Eliminating Waste

Reduction and eventual elimination of the existing deficit is obviously the key problem as regards the future. The authorities in the past tended to make a great error by emphasising too much the reduction of expenditure. This inevitably entails reduced maintenance, which discourages increased use of the system. This outlook also produces the tendency to close waterways which are at present making a loss. We would most strongly recommend that the path to be taken towards reducing the deficit is that of increasing income although greater efforts should still be made to reduce expenditure by more efficient working. The piecework system should be extended by British Waterways for such tasks as piling. Men spend weeks on end slashing hedges instead of clearing rubbish from locks and pounds and oiling lock paddle gear. Dredging and lock repairs might be put out to tender. The necessary increase in income must necessarily include larger contributions from all classes of users.

18. Natural Increase

The deficit will be reduced by the natural annual increase in the number of pleasure boats on the canals. The extent of this is difficult to predict accurately but, depending on economic and other conditions, can be expected to lie somewhere between about 7% and 20% per annum. This natural increase alone could wipe out the £340,000 deficit in less than 10 years. We are following American experience where boating is the largest national pastime. The present percentage rise in canal cruising is greater than in any other serious use of leisure. As pressure on open spaces builds up and cars become too numerous to be 'a way of getting away from it all' the public will realise even more that canals present a long continuous beauty spot accessible at many points while also giving everyone the reward of seclusion. It should also be borne in mind that as the number of pleasure power boats increase, so does the total of fuel tax which they pay increase.

19. Reduction of the Network is Financially Unsound

At the present time there are a hundred or more boatyards which have been formed on the canals and the capital employed in these enterprises probably amounts to well over a million pounds. If the existing waterway system is maintained in its entirety and developed when conditions permit, this boatyard and boating activity will undoubtedly expand quickly; but if a proportion of the system is closed down this will be of such discouragement to boat owners and boatyard proprietors and to private owners of boats that boating activity will steadily be reduced, and not only will the gap of nearly £340,000 still exist but there will never be any chance of reducing the basic deficit of £600,000. That has been said to be an inescapable minimum charge on the Exchequer. This is incorrect. Development of the waterways could be such as gradually to reduce that inescapable minimum in the reasonably near future.

20. Publicity and Selling

The natural growth of activities should be encouraged by action on the Board's part in publicity both at home and abroad (posters, car stickers, newspaper advertising, schools, television and radio items) pointing out to the public the great attractions of our inland waterway system and encouraging people either to buy or hire boats or to use the canals for all their many other facilities.

Information about canal facilities should be supplied to the Clerk of every local authority throughout the country and should be available in every library. We consider that the Board should appoint a Sales Officer to seek fresh outlets for the use of the amenity canals and to encourage fresh investment, and also to obtain increased use of the present outlets, both for navigation and other uses, such as water supply.

On the Broads there are about 2,500 hire cruisers operating each week and there is no apparent reason why this number should not be equalled or even exceeded on the canals. Some other waterways are in fact becoming unduly crowded, and expansion on the canals in future may therefore accelerate. There is even talk of creating new broads in Norfolk.

We would emphasise again that use of the canals, whether for fishing, boating, or walking, is peculiarly suitable to the family with a small income and is not confined to the wealthier classes. The current high standards of living and the gradually reducing working week means that more and more leisure facilities will be required, and our inland waterway system is particularly suitable for catering for this.

21. Increase of Charges

The cost of navigation permits is already high compared with charges made for other waterways, but bearing in mind the necessity for a speedy financial improvement and also the tremendous scope of our pleasure boat system, we think it likely that the boat-owning public and the canal commercial enterprises would be prepared to accept a reasonable increase in permit charge providing they received satisfactory assurances in regard to the future of the waterways.

22. British Waterways' Hire Fleet and Mooring Bases

The British Waterways Board should not themselves offer direct pleasure boat facilities unless their charges for moorings and for the use of their hire cruisers are similar to those made by the individual firms. In any case, mooring rates charged by canal boatyards are barely economic and are well below those that have to be charged by boatyards on other waterways even though yards and marinas on other waterways also run on a notoriously tight profit margin. The financial results of these operations by British Waterways in regard to moorings and hire cruisers are more or less hidden in the general omnibus accounts of the Board, and while the authorities still indulge in these activities, we consider it essential for them to produce separate accounts for mooring and hire cruiser operations, since we are sure that these operations are being run at a loss, and so increase the current deficit. If the Board concentrated on providing facilities for canal side undertakings to be started it would benefit financially.

23. Water Sales and Drainage

Much has been said concerning the need for the British Waterways Board to obtain a much larger income from the sale of water. We appreciate that these possibilities may be limited by competition with other water suppliers and by existing Acts of Parliament and existing contracts, but when the new legislation is drafted in 1967 it is essential that it includes provision for the elimination of these out-of-date rights, even if compensation has to be paid, and in future all users of canal water should pay a proper commercial price. The price for water, whether required for industrial or irrigation purposes, should be the current market price dependent on alternative supplies available. Demand for water supply is increasing steadily and doubtless the situation is complicated by the provisions of the Water Resources Act, but there is an opportunity for a very large increase in income from this source, probably sufficient in itself to eliminate the deficit.

It is also recommended that British Waterways publish the volumes of water they are currently supplying free of charge, under the so-called "statutory abstractions", to riparian owners. These agreements were made at the time the waterway was constructed and were often for quite different purposes from current uses. There are other agreements for the supply of water at advantageous terms, mainly made by the old canal-owning railway companies, to encourage the recipient to send his goods by the same railway company. In either case, legislation is required to eliminate these anomalies.

Irrigation for agricultural purposes is likely to be increasingly used as part of the drive for higher productivity on the land. There is already a limit on the amount of water that can be taken from bores without an unacceptable lowering of the water-table. Many of the larger canal pounds, backed by existing and possibly new reservoirs, would make excellent water tanks, from which supplies could be drawn.

The canals frequently receive water containing industrial waste and washings from gravel pits, effluent from ~~sawage~~ farms. Every effort should be made to ensure that proper charges are made for these services.

24. Anglers

The Inland Waterways Association is just as interested in the activities of anglers as it is in those of boaters and these anglers can be numbered in their hundreds of thousands and even their millions. Quietly and patiently, these workers of England sit, fish and think and enrich themselves with a reserve of peace to cope with the rigours of the week's work to come. Recently, close liaison has been built up between this Association, the National Anglers' Council, the National Federation of Anglers and the London Anglers' Association. Indeed, an angling representative will in future attend our Council Meeting. While on occasion there has unfortunately been some hostility between fishermen and boatmen, in general their interests equally require the retention and development of the waterway system and its maintenance in good order. Ever since the last War, undoubtedly the greater part of the campaigning, of the physical voluntary work and the money raised for the canals has accrued from boating interests, but anglers have carried out much voluntary work in connection with fishing and especially work in combating pollution. We are sure that anglers wish to play and pay their part in the waterways financial future and, subject to consultation with their National bodies, we would suggest that a small special National annual charge be made on all anglers. This would be so small as not to be noticed individually, but the numbers of anglers are so very great that it would make a tremendous difference to the Board's finances. The 1967 legislation could include provision for making this charge over and above the existing agreements between angling clubs and the Board. Some of the proceeds should be devoted specifically to improving matters for the fisherman.

25. Local Authorities

One of the greatest hopes for our inland waterway system in the future is the gradually increasing interest taken in it by local authorities. This is certainly a quite appropriate and proper interest as these waterways where they enter towns and cities can be turned into landscaped water parks of great beauty. Examples are the plans which are in hand at the present time in regard to the Lee Valley and the Regents Canal in which the Greater London Council is involved. Other plans are in hand in Birmingham, Warrington, Banbury, Stoke-on-Trent, in the Manchester area, Droitwich, Runcorn, etc., and this trickle of local authority interest will undoubtedly become a flood in a few years time. This will in its turn bring about a tremendous increase of interest on the part of the public.

But these local authorities in most cases need hurrying up. We would ask the Ministry and the Board to co-operate with us in enlightening local authorities so far as waterways are concerned. This Association is organising a National Waterways Conference at Oxford University in March 1967 with the purpose of educating the public, and in particular local authorities, as to the possibilities of the waterway system. The Ministry and the Board have already expressed their interest in co-operating with us in this venture and we welcome their support.

In the same way that local authorities are responsible for the upkeep of parks within their boundaries, they should also assist with a contribution towards the maintenance and improvement of their local waterway. An annual penny rate in a town of moderate size would make a splendid contribution towards waterway funds including the provision of water boulevards, waterside restaurants with gay coloured umbrellas, waterside lawns and flowers, improvement of tow-paths and areas of natural beauty and preventing unsightly development. By fostering pride in the local rivers and canals as an asset to the community, a fair share of the financial burden of the Board could be properly moved over on to the shoulders of the local communities.

26. Fire-fighting

Water from many Board canals is already used for fire-fighting, but no financial recognition of this appears in their Reports. Without this reserve of water, alternative supplies would be required in many places. It would therefore seem quite reasonable that this facility should be paid for. An

average figure of, say £5 per mile might be appropriate. This would represent an income of £10,000 p.a. to the Board.

There is also believed to be a considerable potential for local authorities and others to start youth clubs and other "adventure groups" on the canals. The recent example of the Regent's Boat Club, started by Lord St. Davids earlier this year and now supported by the Inner London Education Authority, is a case in point. However, it is considered essential that such clubs should pay a fair and economic rent to the Board for the facilities they use, both on and off the water. This is not believed to be always the case at present. It is not the Board's job to subsidise such activities but to encourage others to do so.

27. Free Navigations

It is extraordinary that several waterways can still be navigated free of charge. These include rivers such as the Lee and Stort, the Witham, the Soar, etc. Reduced charges may be made for the use of locks but not for actual navigation on these waterways. To boat owners on these rivers who may assert that "all British Waterways really do is to provide locks, for which boaters pay when they use them", the first reply must be that without locks and weirs they would have no depth of water on which even to moor their craft, let alone move them up and down the rivers. "Free" navigation generally arose as a compensation for the construction of simple weirs and staunches, through any one of which, however, it could often take a whole day to pass; would modern pleasure craft like to revert to that position?

Responsible organisations of boat owners accept that their active members would consider it reasonable for a charge to be made and we would ask all such bodies to view this plea with understanding and realism.

The example of the River Thames can be quoted - once nominally a free river and semi-derelict but now licensed and excellently managed. We believe this comparison has a lot of merit. However, improved navigation facilities should be provided where such improvements are necessary, such as the full week-end opening of locks. Free navigation is surely inappropriate and we would suggest that the 1967 legislation includes provision for charges to be made for the use of these waterways in a similar fashion to the rest of the British Waterways Board's system. We estimate that this would produce additional annual receipts of £20,000 by 1968.

28. Interest Charges

Much was said in the recent debate in the House of Commons on the vexed question of interest charges. The Board themselves are very much alive to this important point and we will say no more in this Memorandum than to emphasise and endorse the need for a realistic and appropriate capital basis. The Board's inheritance under the 1962 Act was completely unrealistic and we understand that the Board's capital structure is to be revised.

29. Costs of Abandonment

Whilst we agree with the majority of the figures in the British Waterways Board's Report "The Facts about the Waterways", indeed we should agree with them since very many are in favour of our cause, we do not accept their figures in regard to the cost of abandoning waterways. We certainly cannot accept the Board's average figure of £9,000 per mile for abandoning a wide canal in a rural area. We have our own extensive experience of these costs and we feel that an independent committee should be appointed with representatives from both the Board and ourselves further to investigate abandonment costs and the costs of water channeling.

30. Representation on the Board

Membership of the Board must include people of waterway vision, faith and enthusiasm combined with practical waterway business and amenity experience.

31. The Present Subsidy

We are told that the present "subsidy" of £340,000 must be reduced. This Section shows how this can be done but, in any case, this figure is surely extremely small when compared with the existing subsidies for smaller minority interests catered for by the Royal Ballet, the National Gallery, Sadlers Wells, The Arts Council, etc. Can anyone seriously suggest that interest in our truly wonderful canals is less worthy than in "Pineapple Poll", Turner, La Boheme, or Schoenberg, or even that the waterways have less prestige value.

Section 4 - Additional Facilities Required

32. Satisfactory Maintenance

You have asked us to make suggestions as to additional facilities which might be provided to increase the popularity of the waterways. The most important additional facility required is the obvious one of keeping the waterway itself in good order, adequate dredging and general maintenance, especially of locks, removal of dangerous stones and obstacles in the bed of the canal and by the banks.

33. Bridges, Moorings and Launching Sites

When rebuilding becomes necessary, some of the very small arched bridges on the narrow canals should be widened or be carried by flat girders instead of arches which in some cases are so tight as to create hazard. Other hazards which can be dangerous are lift bridges, and the large number on canals such as the southern part of the Oxford Canal should be removed as soon as practicable. Most of them are accommodation bridges and some are not used. These should be removed altogether and the others gradually replaced with fixed bridges. Providing they operate easily, swing bridges are not such a hazard.

In general, mooring and marina facilities are now reasonable. Assistance should be given in the form of long leases to companies which wish to start yards; peppercorn rents should not be quoted and a reasonable and proper economic rent must be fixed in each case. More launching sites for small craft should be made available providing that British Waterways can make arrangements for the collection of the appropriate fees. The British Waterways Board should continue their co-operation with Boat Clubs in providing facilities but here again realistic rentals should be charged. If peppercorn rents are charged to clubs, boatyards in the neighbourhood which are paying economic rents cannot operate with a reasonable profit, and this in turn inhibits development generally.

34. Water Points, Shops and Pubs

Fresh water points have already been provided on many canals by British Waterways. In general, these should be installed at least every ten miles. Every assistance should be offered to concerns which are interested in establishing shops on the banks of canals, since these are a great asset and convenience to the boat-using public. Every co-operation should be offered to brewery companies interested in either modernising existing canal-side pubs or building new ones with first-class mooring facilities and when the waterway itself is an important feature of the development. An excellent example of what can be done is the Rose and Castle at Braunston. These pubs, with attached restaurants, snack bars, etc., are urgently required at various places on the system.

35. Pollution

The river authorities are becoming increasingly concerned about river pollution and this, of course, means canals too since every canal must eventually drain into a river. On rivers such as the Thames, chemical toilets are made compulsory and toilet-emptying stations are provided about every ten miles. Sooner or later, chemical toilets must be compulsory on our canal system, and when they are, toilet-emptying stations will be necessary, not at such close intervals as on the Thames, but certainly at strategic points, say about 25 miles apart. These must be sited carefully so as to be convenient for routine emptying and servicing and also to be adjacent to some British Waterways employee who can look after them.

More satisfactory and comprehensive provision of dustbins and oversight of their emptying by British Waterways is desirable in many places on the system.

Section 5 - Security of Tenure

36. Five-Year Review and Closure by Statutory Order

One of the features of the White Paper published in July 1966 was the mention of an intended review of the amenity canal network after five years and thereafter at regular intervals and the intention of the Government to possess the right to close waterways by Statutory Order; this despite the fact that the British Waterways Board's Report "The Facts about the Waterways" said very clearly in paragraph 46:-

"security of maintenance for a reasonable period is essential. If investment is to proceed; if firms are to put their businesses by the water and to welcome carrying on water; if new craft are to be developed and purchased not only by the Board but also by the independent carriers who play so vital a role; if business is to be retained and expanded - then there must be security. The lack of security in the past has been responsible for a significant part of the commercial traffic decline of many miles of waterway. Taking the small group of waterways which are described above, which are a series of transport facilities and which, as a group, have an income which currently exceeds expenditure, we think it is vital that there should be an assurance that these water-ways will remain open to navigation for a long time (say 25 years), and that expansion and improvement - when accepted as being commercially justified, can and will be undertaken. This security will maximise the chances of more intensive use and so it will increase the prosperity of the waterways concerned."

If the 5-year Review is to take place say in 1973, 1978, 1983 and so on, the security of tenure in 1972 will be reduced to 1 year! Closure by Statutory Order is even worse than the 5-year Review and is surely a denial of basic democratic procedure.

37. Commercial enterprises and Private Owners

If such security of tenure is necessary for commercial carrying, it is equally necessary for the amenity waterways. There are now some 500 hire cruisers on the canal system. Their operation is just as much a commercial enterprise as the operation of cargo carrying vessels and they have a long life which can be as much as 30/40 years. A firm needs to operate them for a considerable number of years in order to gain a reasonable return on the capital employed. In these circumstances, a 5-year review of the network is completely unrealistic. The capital value of each hire craft varies between about £1,000 to £6,000. No enterprise is going to invest these large sums of money if the life of the canals is so curiously uncertain.

No enterprise is going to invest in the large capital sums necessary in order to develop marinas and boatyards on the canal system unless security of tenure is assured. At the present time the British Waterways Board operates both hire cruisers and mooring stations. It cannot reasonably invest public money in these undertakings if the life of the waterways can be terminated at such very short notice.

But it is essential that the existing deficit on amenity waterway operations be reduced as quickly as possible and private owners of pleasure boats can contribute very considerably to this aim. The engineer working in a factory can buy his own new private cruiser for anything between £300 and £750, which put the project well within his reach, and he can use this cruiser on a local waterway, which means that he does not incur the expense of long car journeys and at the same time tends to reduce the number of cars on the roads at week-ends. But is he going to invest his hard-earned savings in such a boat if he feels that there is a distinct possibility that that waterway may be closed in five years time or indeed sooner? This quite deplorable provision in the White Paper will completely kill development on the amenity waterways, whether by commercial enterprise or by private individuals. Who will develop a business with only a 5-year lease? We can assure the Minister that the potential dreadful certainty of a 5-year review is far more discouraging than even the uncertainty for the future of the waterways which has persisted for so long. People will be and have been prepared to take a chance on an uncertain future, but they will not be prepared to risk all on a certain 5-year review.

It was said in the recent debate that having 5-yearly reviews will be like constantly opening the oven door while trying to make a souffle.

In general, as already stated, pleasure craft businesses now operating on the canal were started by enthusiasts to support the canal campaign, rather than by businessmen. Investments were made as acts of faith without co-operation from authority. These first generation operators have achieved some success in helping to transform the canal scene, and without doubt we are now open to the entry of the larger scale second generation new canal businesses, but these will only be started if security of tenure is made certain. The proposed lack of security of tenure will also discourage local authorities from pleasantly developing waterways in urban areas.

38. Financial Review

We well appreciate that, as in the case of any business which is running a department at a loss, the situation must be kept under review, but we would say most firmly that the minimum period of review in view of the long life of the capital assets involved should be at least 25 years, a period equivalent to that recommended by the British Waterways Board and in the earlier Bowes Report. If the steady increase in usage of a particular amenity waterway is not attained, or a serious physical difficulty arises, the position can in emergency be reviewed as and when necessary by the drafting of a Private Bill to go before Parliament. This would be infinitely preferable than for everyone to be faced with the possibility of a waterway being closed at short notice by Statutory Order.

We note the statement of the Parliamentary Secretary in the recent debate, that there is nothing sinister in these provision, but this still does not eliminate the tremendously hampering effect of this uncertainty, which could effectively prevent any reduction in the existing deficit and could indeed actually result in an increase.

The widely accepted minimum term of security of tenure is 25 years, and we would ask the Ministry to make this amendment in the drafting of the Bill and also to eliminate the provisions for closure by Statutory Order.

Section 6 - Cargoes on Amenity Waterways

39. Commercial Waterways

As stated in the introduction, this Memorandum is concerned with amenity waterways and not with the major commercial carrying waterways such as the Aire and Calder, the Trent Navigation, the Severn Navigation, etc. The Inland Waterways Association is just as interested in those main cargo waterways as in the amenity waterways and is just as concerned about their future but the arguments to be put forward to improve the prospects of waterways such as those can be advanced at another time. We note the Ministry's decision that the British Waterways Board should operate these main commercial waterways by a separate division.

We are concerned that our publication last year entitled "New Waterways" did not apparently receive attention from the Ministry. We appreciate that the present National economic climate is perhaps somewhat unsuitable for the introduction of large new schemes of capital expenditure, but we trust that the Government will keep these ideas well before them for careful consideration immediately the National position improves.

40. Narrow Boats

Most of the amenity waterways can only accommodate the traditional narrow boat for cargo-carrying purposes. Development of these waterways in the future should most certainly be planned, but we are dealing with the present and therefore must consider narrow boats only.. It was unfortunate in this respect that one of the first acts of the British Waterways Board was to discontinue the operation of their own narrow boats without taking any steps to see if their operating and sales methods could be improved. Since then, however, several small private enterprise firms have continued narrow boat operations in conditions of the greatest difficulty. Obviously, the larger the undertaking, the more economic can such operations become, but the present lack of security of tenure precludes the obtaining of the large amounts of capital necessary to increase the size of narrow boat fleets.

If on occasion in the past enthusiasts have been over-optimistic as to the current commercial possibilities of the narrow boat, undoubtedly mistakes of considerably greater magnitude have been made by the authorities in their present attitude of more or less completely discounting the possibilities of narrow boat operation. If a substantial network of amenity canals is to be retained and public opinion would seem to make this a certainty, then the network must also be used by commercial narrow boats. They will augment the income of the amenity network, they provide practical advantages, and very substantial ones, in helping to keep channels clear of silt and reducing the necessity for dredging, and even though the contribution be a comparatively small one, every load taken off our over-crowded roads is surely an advantage and could be credited as such to the amenity system. Narrow boat licence fees are also received all the year round whereas pleasure boats are only used extensively for about a 7-month season.

One of the attractions of the amenity waterways is their colour, their beauty and their atmosphere, and one of the chief contributors to these qualities is the gay traditional narrow boat.

Efforts have been made in recent years to modernise commercial transport in narrow boats. We would suggest that these efforts be resumed and that, in particular, attention be given to the possibilities of container traffic in narrow boats. This might entail capital expense in the rebuilding of certain bridges by replacing arch spans with straight spans but if this was done it would also be an advantage to pleasure boat traffic.

Section 7 - Voluntary Effort

41. Examples

It has been well and truly proved that voluntary effort can be of enormous help to the waterways. Major examples (practically all of which were originally offshoots of the Association) are (i) The Lower Avon Navigation Trust - Over the past few years, this famous Trust, which was a pioneer in this type of operation, has re-opened the Lower Avon Navigation from Tewkesbury to above Evesham and raised over £60,000 in completing its task. (ii) The Southern Stratford Canal was completely restored from Lapworth down to Stratford-on-Avon under the auspices of the National Trust and with the assistance of the Inland Waterways Association. The I.W.A. raised nearly £10,000 for this cause at one Annual Dinner! The great majority of the volunteer workers were I.W.A. members and Mr. David Hutchings, who managed this restoration task, was a Council Member of this Association. (iii) The Upper Avon Navigation Trust is now campaigning to continue the restoration work down the River Avon from Stratford to Evesham, so completing a wonderful circular route. Much money has been raised for this object and many additional thousands of pounds have been promised. (iv) Kennet & Avon Canal Trust - This Trust reached agreement with the British Waterways Board, subject to Ministry consent, in 1964, for the restoration of approximately one-third of the Kennet & Avon Navigation, the rest of the waterway to be considered subsequently. The Trust is still awaiting the Ministry's consent. In the meantime, it has almost paid for the complete rebuilding of Sulhampstead Lock, which cost nearly £7,000. It has been instrumental in achieving the rebuilding of Bridge Street Bridge in Reading, with the assistance of I.W.A. and other concerns, so opening the gate from the Thames to this wonderful waterway. Much other work has been carried out by voluntary workers at the western end of the canal and in particular at Limpley Stoke, in the Devizes area and in the Newbury area. (v) The Stourbridge Canal - As the result of an agreement between the Staffs. & Worcester Canal Society and the British Waterways Board, the Stourbridge flight of locks is being restored. (vi) Chesterfield Canal - following co-operation between the Retford and Worksop Boat Club and the British Waterways Board, this canal is gaining use between the River Trent and Worksop and is becoming very popular with pleasure boats. (vii) Caldon Arm - As a result of co-operation between the Caldon Arm Committee and British Waterways Board, preliminary restoration work is going on in regard to the Caldon Arm.

There are many other smaller examples of success arising from the harnessing of voluntary effort. The above schemes were partially carried out by the use of volunteer labour and partially as the result of the labour of prisoners. This latter arrangement receives the approval of the Home Office and of the Governors of the Prisons concerned and we understand that the work is popular with the prisoners themselves. One would think it must certainly be far more rewarding than the tasks which are usually given to them. A most important factor in all these voluntary schemes is the assistance that has been rendered by the Armed Forces, by the loaning of equipment and assistance in regard to the actual restoration work in the form of training exercises. In addition, I would like to emphasise the assistance that has been given by the British Waterways Board in the case of many of these projects.

42. Our Previous Waterway Trust Proposals

In July, 1965, this Association, in company with the Parliamentary Inland Waterways Group and the National Trust, submitted a paper to the Ministry of Transport proposing that the amenity waterways should be transferred to a new Waterways Trust, leaving the major transport waterways under the jurisdiction of the Board. The Government however have turned down this proposal.

43. A New Trust Approach

It is vitally necessary that the voluntary effort which has been so successful in the cases instanced above should still benefit the amenity waterways. The benefit that can accrue includes in our opinion an improvement

in the morale of the waterways staff arising from the energetic enterprise of enthusiasts. The enthusiasts themselves are converted from onlookers into active and responsible participants in the task of operating canals. The removal of the continual need to fight the authorities to preserve waterways would mean diverting these energies, publicity and propaganda into whole-hearted support of a Trust. The Trust would be registered as a charity and would be suitable for receiving legacies and donations. We understand that the Board have perhaps been somewhat sceptical about the long-term staying power of voluntary supporters. This is surprising since, for example, voluntary effort has been made on the Kennet & Avon alone, for very many years and the same applies on the Lower Avon. But such effort must of course receive at all times the tonic of co-operation by the authorities and not be frustrated by lack of Government action as has occurred so chronically in connection with the Kennet & Avon.

The raising of funds for the waterways should be on both a national and a local basis. For a really big effort, a National Fund would be appropriate but when we are dealing with local restoration schemes, far more money can be raised, and far more voluntary effort made available, if local campaigns are carried out.

Interest in industrial archaeology, and especially that associated with the birth of the Industrial Revolution, is growing rapidly. The inland waterways system is one of the remaining living examples of this period. Public funds are available for the maintenance and preservation of suitable structures. The Trust would ensure that all possible use was made of these funds in appropriate cases.

We therefore recommend that a Waterways Trust on a national basis should be created, which would work in co-operation with the British Waterways Board, in the same way as a football team is assisted by its supporters club. The Waterways Trust would be governed by its own Council with a small Executive Committee and would have Local Committees dealing with individual waterways which would report to the National body. In this way both National and local effort could be obtained to best advantage.

This Waterways Trust would in effect be the consultative body which the Parliamentary Secretary envisaged in the debate. Its attitude would be helpful to the authorities and its criticism constructive. The British Waterways Board would continue to govern the amenity waterways but with the Trust's assistance. We think it quite inappropriate that the total cost of restoration should be borne by voluntary effort alone when the benefit of such schemes after completion accrue to the whole population - and the same applies to maintenance schemes. Instead, the schemes should be financed by joint contributions from the Board's funds and from voluntary effort as envisaged in the Kennet & Avon Scheme. It is hardly rewarding for the enthusiasts to be told that they may be allowed to work on the national waterways and to give money to the national waterways system without any additional burden being imposed on public funds. That is certainly not the way to get the maximum effective use of the voluntary principle. We appreciate that projects to restore long lengths of canal must be approached with caution but the success of such projects obviously depends upon the prospects of the waterway concerned. The very great majority of the canal network is still perfectly navigable and only a small proportion needs immediate restoration, amongst the most important being the Kennet & Avon. In the case of this famous waterway, the advantages of joining together by inland navigation the Rivers Thames and Severn, the important towns and cities en route, the splendid scenery and the large centres of population on or near the canal, make restoration an attractive project from a financial point of view.

If such a Trust was created, we emphasise that the voluntary effort (and this includes work by the Armed Forces and prisoners) could be harnessed very satisfactorily not only for restoration schemes but also for routine maintenance. To achieve this, the proposed Waterways Trust must be a National body but with local Committees and served by a professional secretariat,

44. Representatives on the Council

We would recommend that the Council of the Waterways Trust should include representatives from the following interested bodies:-

Association of Pleasure Craft Operators
British Waterways Board
Council for the Preservation of Rural England
The Inland Waterways Association
Local Authorities
National Farmers' Union
National Federation of Anglers
National Parks Commission
National Sports Council
National Trust
Ramblers Association
River Authorities
Royal Yachting Association
Ship & Boat Builders' National Federation.

45. Committees and Membership

The Council would appoint an Executive Committee of about 4 members who would attend meetings of the British Waterways Board in a consultative capacity.

The initial Trust Local Committees to be set up, as mentioned in the list of Appendix 5 waterways in Section 8, would comprise:-

Cheshire Ring Committee	..	..	..	(paras. 53, 78)
Bridgewater & Taunton	..	..	..	(para. 56)
Calder & Hebble Committee	..	..	..	(para. 57)
Chesterfield Committee	..	..	..	(para. 59)
Fosdyke Committee	..	..	..	(para. 65)
Leicester Committee	..	..	..	(para. 69)
Kennet & Avon Committee	..	..	..	(paras. 73, 74 & 75)
Shropshire Union Committee	..	..	..	(para. 88)
Staffs & Worcester & Stourbridge Committee			..	(paras. 93, 95)
Lee & Stort Committee	..	..	..	(para. 94)
Worcester & Birmingham Committee	..	..	..	(para. 104)

together with 1 representative from each Local Committee mentioned below.

Section 8 - The Network to be Retained

46. Appendix 5 Waterways

Appendix 5 of the British Waterways Board's Report "The Facts about the Waterways", published in December 1965, contains individual studies covering all the Board's waterways other than those included in the proposed Commercial Division. When we talk therefore of the network to be retained, we mean which of the Appendix 5 waterways are to be retained, and at the end of this Section is a list of the Appendix 5 waterways, with the treatment which I.W.A. recommends in each case.

47. Why the Present Network must generally be retained

When one studies the network individually it is impossible not to be impressed by the fact that there are almost unassailable arguments in favour of the retention of more or less the whole existing network particularly since so many canals have already been abandoned over the years.

In most cases, pleasure boat traffic is gradually but steadily increasing. The boat pastime is only just starting in this country but we shall inevitably follow America's lead and when pleasure boating is only half as popular here as it is there, we shall need every mile of canal we own. On many waterways, boatyards and/or marinas have been established. On some waterways, amenity treatment is in hand sponsored by local authorities. It is essential for the future system that all through routes and all circular or ring routes should be maintained. But we will not oppose, merely for the sake of opposing a proposal to abandon a length of waterway which has no obvious value at the present or future and which is expensive to maintain and for which other valuable uses can be found.

48. The Water Channel Fallacy

In many cases, purely from the financial point of view, it might be thought best to convert a waterway into a water channel with the locks replaced by weirs and it is said by your Ministry that this would be perfectly acceptable to anglers and canoeists. But we would point out that a canal is unlike a river and there is normally no moving stream of water except that created by the passage of boats. Countless examples can be shown when navigation has ceased that the waterway concerned silts up quickly and becomes full of mud and weeds and in this condition is unsuitable for fishing. Anglers will not fish in stagnant water. If canals are converted into water channels, they will quickly silt and weed up and become not only unnavigable but also unfishable. We appreciate that too many boats can be a nuisance to anglers but the choice frankly is fishing with boats or no boats and no fishing. If boats are excluded from certain waterways they will cruise in ever greater concentration on surviving navigable waters and impede fishing even more. (Please also see Paragraph 25.)

Serious canoeists certainly will not accept a waterway in such a state. The Association is advised by the British Canoe Union that in their opinion unless regular through traffic by power boats is maintained by the retention of locks, the intervening pounds will silt and weed up and become unusable. They quote as examples that the Montgomeryshire Canal and the Great Ouse between Cardington and Roxton are already useless for canoeing, and the Kennet and Avon Canal will soon go the same way if something is not done. The absence of boats will probably mean that the water levels will be reduced and the waterway made even more unsuitable for canoes and fishing. Furthermore, a canal converted into a water channel and which has deteriorated into the state mentioned above is unattractive from the point of view of walkers and members of the public who love water. A canal converted into a water channel is more vulnerable to the activities of vandals than a canal freely navigated by powered boats. In other words, a water channel will become useless for all amenity purposes.

A water channel is also unsuitable for the passage of water needed for industrial or urban requirements unless it is kept free of weeds - unless it receives the same maintenance as a navigable canal.

49. Waterways of Potential Value

We note that the Minister acknowledges that it would be wrong to allow waterways of potential value to go out of existence and in consequence be debarred from economic restoration in the future. The Government also appreciates the need for greatly increased recreational facilities in the future. The Government will appreciate that a waterway with frequent pleasure traffic is least likely to be the cause of drowning children than a disused one, because of the presence of responsible adults.

50. Getting Rid of the Deficit

If the cheapest course is taken in regard to each of the waterways listed in Appendix 5 of the Board's Report there will still be an inescapable minimum charge of £600,000 per annum to the community, and the extra cost of maintaining virtually the whole network in navigable condition is £340,000. In Section 3 we make suggestions as to how this extra deficit of £340,000 can be reduced and finally eliminated. These suggestions are also aimed at eventually beginning to reduce the minimum deficit of £600,000. In other words we repeat that that £600,000 deficit is not inescapable. If the waterways are developed to maximum extent, then not only can the extra £340,000 be eliminated but a start can be made on eliminating the £600,000 in addition.

51. Acknowledged Scenic Waterways

We note that the Parliamentary Secretary himself commented in the debate on the great value of waterways such as the Lancaster Canal, the Llangollen Canal or the southern section of the Oxford Canal and yet this latter waterway was itself in such serious danger of abandonment some twelve years ago, that we formed a local Preservation Society and organised our national Banbury Rally in 1955, to build up public support for the Oxford Canal. The massive growth in the number of pleasure boats since has now placed it in a safe position. Many people ask which are the most beautiful waterways in the country and that always presents a problem, for there are many other canals whose beauties are on the same scale as those of the Southern Oxford, the Lancaster and even the Llangollen. Who can deny the charm of the greater length of the Worcester & Birmingham, the Staffs & Worcester, the Trent & Mersey, the Grand Union, the Leeds & Liverpool, etc.? Conversion into water channels or abandonment of any significant length of waterway will result in the lessening of interest in our canal system.

Set out below are a list of the Appendix 5 waterways together with our recommendation. The local Committees referred to are mentioned in Paragraph 43.

<u>Waterway</u>	<u>Recommendation</u>
52. <u>Ashby</u>	Retain for Navigation. Little financial advantage in any alternative course. Now carrying regular commercial traffic. Local Preservation Society formed last year (including many anglers and local non-boating residents) when there was a threat of closure through subsidence.
53. <u>Ashton</u>	Retain for Navigation. Mining subsidence difficulties exaggerated. Little financial advantage in any alternative course. Intense local interest. Local authorities very interested and Local Trust is being formed and would assist in restoration and form basis of local <u>Cheshire Ring Committee</u> . Manchester Corporation could be encouraged to assist in turning canal into landscaped green finger into City. similar to G.L.C. and Regents Canal. Forms part of Cheshire Ring.

54. Birmingham & Fazeley Retain for Navigation. Cost of elimination of Birmingham Section would be very high. Little financial advantage in any alternative course. Through route. Build up receipts to eliminate deficit.
55. Birmingham Retain for Navigation. Important Through Routes. Local commercial carrying. Surplus being shown. Birmingham Corporation becoming interested. Possibly certain local arms and sections could be re-developed so as to increase the existing surplus.
56. Bridgewater & Taunton Retain for Navigation. Little financial advantage in any alternative course. Intense local interest. Form Local Committee.
57. Calder & Hebble Retain for Navigation. Little financial advantage in any alternative course. Build up local traffic. Form Local Committee.
58. Caledonian Retain for Navigation. In Special Commercial Category. Any alternative course impracticable as Scottish Office will confirm!
59. Chesterfield Retain for Navigation from Stockwith to Worksop. The Retford & Worksop Boat Club are most active and could form basis of Local Committee.
60. Coventry Retain for Navigation. Deficit being steadily reduced as pleasure boats increase in number. Coventry Corporation could be interested. Part of important Through Route.
61. Crinan As for Caledonian.
62. Cromford Treat as recommended by Redevelopment Committee.
63. Erewash Retain for Navigation from Trent Lock to Ilkeston. Little financial advantage in any alternative course. Because of the immense number of pleasure boats in locality, suggest extension of navigation to Langley Mill.
64. Forth & Clyde & Monkland As per British Waterways Board's Report.
65. Fossdyke Retain for Navigation. Through route. Income will build up. Form Local Committee.
66. Grand Union (below
(below Slough) Retain for Navigation. Most important Through Route. British Waterways Board's Report says it is difficult to see effective alternative.
67. Grand Union (Slough
to Birmingham) Retain for Navigation. Vitally important Through Route. Pleasure boat traffic, boatyards, etc. steadily increasing. Since working narrow boats have been drastically reduced in number on the Grand Union, maintenance costs should go down owing to the lighter usage of locks by pleasure boats. Suggest Special Committee be formed by British Waterways Board with users being represented, to study ways of reducing deficit.
68. Grand Union (Aylesbury) Retain for Navigation. Little financial point in any alternative course. There is considerable pleasure boat traffic and moored craft in Aylesbury Basin.

69. Grand Union (Leicester) Retain for Navigation. An important Through Route of exceptional beauty. Leicester County Council are interested. 1967 I.W.A. Rally will result in Leicester City Corporation and local public becoming even more interested. Form Local Committee.
70. Grand Western As per British Waterways Board's Report.
71. Grantham do. do. do. do. do.
72. Huddersfield Narrow do. do. do. do. do.
73. Kennet & Avon (Western) Retain for Navigation. Little financial advantage in any alternative course. Part of potential Through Route from Severn to the Thames. Kennet & Avon Canal Trust could form Local Committee. Intense National interest.
74. Kennet & Avon (Centre) Restore to Navigation in co-operation with Kennet & Avon Trust which could form Local Committee. Vitally important potential through route between Severn & Thames. Superb scenery. Local authorities very interested. Much voluntary work going on in co-operation with British Waterways Board.
75. Kennet & Avon (Eastern) As for Kennet & Avon (Centre). Some restoration work already started on large scale.
76. Lancaster Retain for Navigation. Very popular and attractive scenically. See British Waterways Board's remarks in their Report.
77. Leeds & Liverpool Retain for Navigation. Most important Through Route of outstanding beauty. Traffic gradually building up especially after I.W.A. National Rally at Blackburn in 1965. Suggest Special Committee be formed as for Grand Union (Slough/Birmingham).
78. Macclesfield & Peak Forest Restore for navigation where necessary. Outstandingly attractive waterways. Local authorities very interested and large number of pleasure boats in use. Local Trust is being formed and could be basis of Cheshire Ring Local Committee.
79. Manchester, Bolton & Bury As per British Waterways Board's Report.
80. Monmouthshire & Brecon do. do. do. do. do.
81. Nottingham do. do. do. do. do.
82. Oxford (North) Retain for Navigation. Of great importance as a Through Route. Attractive scenically and with steadily increasing number of pleasure boats. Some commercial carrying traffic.
83. Oxford (South) Retain for Navigation. Little financial advantage in any alternative course. Extremely popular and an important Through Route.
84. Pocklington As per British Waterways Board's Report.
85. Ripon Retention is implied in the British Waterways Board's Report.

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| 86. | <u>St. Helens</u> | As per British Waterways Board's Report. |
| 87. | <u>Sheffield &
South Yorkshire</u>
(Sheffield/Rotherham) | Retain for Navigation. Very important commercial waterway. Special Joint Committee of British Waterways Board and users to be formed to study this length. |
| 88. | <u>Shropshire Union</u>
(Main Line) | Retain for Navigation. A most important <u>Through Route</u> with heavy pleasure boat traffic and some commercial carrying. Traffic building up steadily. Form <u>Local Committee</u> . |
| 89. | <u>Shropshire Union</u>
(Llangollen Branch) | Retain for Navigation as per British Waterways Board's Report. |
| 90. | <u>Shropshire Union</u>
(Montgomery, Newport,
etc.) | As per British Waterways Board's Report. |
| 91. | <u>Soar Navigation</u> | Retain for Navigation. Little financial point in any alternative course. Very attractive. Heavy pleasure boat traffic. |
| 92. | <u>Staffs & Worcester</u>
(North) | Retain for Navigation. Little financial point in any alternative course. Most important <u>Through Route</u> . Very popular and of very high scenic standard. |
| 93. | <u>Staffs & Worcester</u>
(South) | As for Staffs and Worcester (North). Staffs & Worcester Canal Society could possibly form basis of <u>Local Committee</u> for both North and South Sections. |
| 94. | <u>Stort River</u> | Retain for Navigation. Little financial point in any alternative course. Increasingly popular. Local authorities interested. Lee & Stort Development Committee could form basis of <u>Local Committee</u> . |
| 95. | <u>Stourbridge</u> | Retain for Navigation. Staffs & Worcester Canal Society could form basis of <u>Local Committee</u> . |
| 96. | <u>Stratford</u> (North) | Retain for Navigation. Important <u>Through Route</u> . Many pleasure boats. Little financial point in any alternative course. |
| 97. | <u>Swansea</u> * | As per British Waterways Board's Report. |
| 98. | <u>Trent & Mersey Main Line</u> | Retain for Navigation. A most important <u>Through Route</u> of great natural beauty over most of its length. Some commercial traffic. Suggest <u>Special Committee</u> be formed, with users' representatives, to study ways of reducing deficit. |
| 99. | <u>Trent & Mersey</u>
(Caldon Arm) | Restore for Navigation. The Caldon Canal Committee has commenced work to restore this canal. Stoke-on-Trent City Council has recently passed a resolution that parts of the Caldon Canal Area and the Churnet Valley should be developed as a natural park and recreational centre in co-operation with the Caldon Canal Committee. |

100. Trent Navigation (Upper) Retain for Navigation. A most important Through Route, with very heavy pleasure boat traffic. The increasing number of boats will gradually reduce the deficit.
101. Union As per British Waterways Board's Report.
102. Ure Navigation Retain for Navigation. Little point in any alternative financial course, as British Waterways suggest.
103. Witham Navigation Retain for Navigation. Little point in any alternative financial course.
104. Worcester & Birmingham Retain for Navigation. A Through Route of considerable attraction and with many pleasure boats and boatyards. Local Committee might be formed to help reduce deficit.

Section 9 - Conclusion

105. Separate Waterways Act

We would particularly suggest that now the waterways have been separated from the railways, the projected Waterways Bill be separate from the forthcoming Transport Bill. The waterways are of sufficient importance and national interest to necessitate protection from the possibility of their necessary new legislation being buried in an omnibus Transport Bill.

106. Remarkable Opportunity

This Government has a remarkable opportunity to present the British Public with a beautiful network of amenity waterways, increasingly prosperous and increasingly advantageous to the nation's finances and general well-being.

Let us all view this problem not as it appears today but as it can appear in twenty-five years' time.

The Ministry are seeking the opinions of all interested parties at the present time. They should sound the opinions of the public in 1991.

We are only just entering the new Canal Age, the door is just opening. If the Ministry and the Government let any of the remaining canals die now, future generations will mourn a lost heritage and will condemn the people responsible for such vandalism.