

# Waterway Restoration

## Louth Navigation in the Big Picture

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## *Swansea and Louth*



# Canal Restoration

## Definitions

- Dictionary defines as returning to original or previous condition
- In canal terms: returning a previously useable waterway to navigable condition OR
- Preservation and enhancement of non-navigable waterways





# The Earliest Restorations: The Bradford Canal 1870s

Oliver Locks



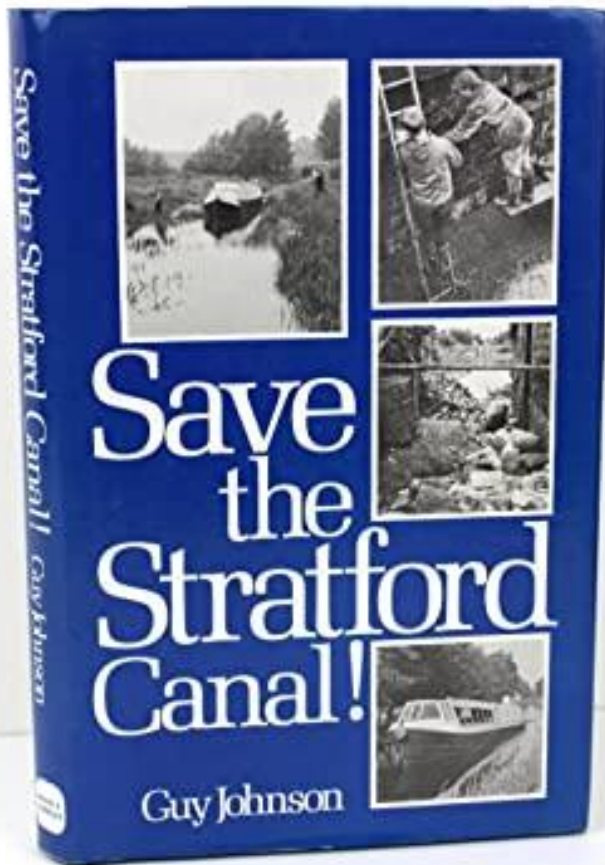
# Lower Avon 1950's

## Pershore Watergate





# First Canal Restorations: Stratford 1964 Stourbridge 1968



# Mileage By Decade

- 1950's: Circa 20 miles, 6 locks
- 1960's: Circa 50 miles, 62 locks
- 1970's: Circa 60 miles, 60 locks
- 1980's: 5 miles, 1 lock
- 1990's: 100 miles, 130 locks
- Millennium: 125 miles, 200 locks, 1 wheel
- 2002-2022: 8 miles 16 locks
- 2022-32: 12 miles 20 locks?

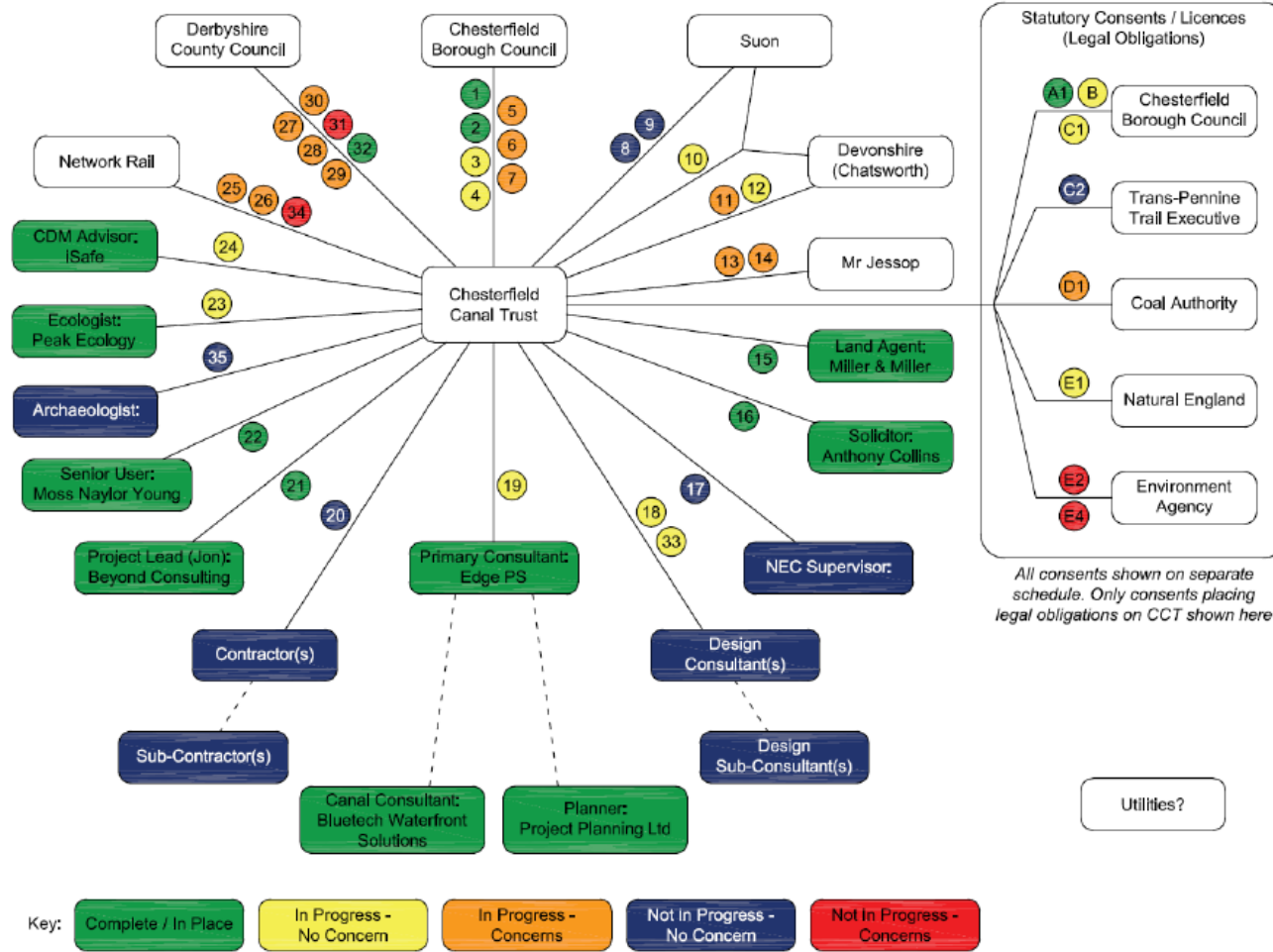
# What's Gone Wrong?

- Early schemes generally involved reversal of neglected maintenance within the reach of unpaid labour
- In the 1990's schemes were more complex, partly due to regulation, but more money was available
- After the Millenium much less money available



# Chesterfield Canal: Staveley Town Deal Fund

update.



# The Future of Canal Restoration

- Easy schemes connected to the network have been done
- Less money available for complex and expensive engineering solutions
- Funding on the Millenium scale had dried up
- Cheaper local schemes with local benefits come to the fore
- *This Matters because schemes must be justified for planning policy and consent, and for funding bids*



# The Railway Preservation Business Model



# MNY active schemes

- Caldon/Leek\*
- Chesterfield
- Manchester Bolton & Bury
- Swansea
- Gipping
- North Walsham & Dilham
- Parrett/Bridgwater

*\* the only one connected to the network*



# Gipping Navigation



- Plan for three miles with two locks
- Links to locally popular destinations
- Proposal for electric trip boat
- Involves raising water levels
- Ecological benefits outweigh losses

# Chesterfield Canal



- Two locks, two cafes, two trip boats
- Each lock sees 5-600 boat movements a year despite being isolated from the main system – more than about 1/3<sup>rd</sup> of the canal system
- Cycle, canoe and paddle board hire also available



# No-one pays for canal restoration\*

- Enthusiasts want navigation or preservation
- Communities seek involvement and amenity
- Funding agencies seek their own outcomes, sometimes economic, always complex

*\*Except a few battle hardened wealthy enthusiasts!*



# A strategy for the Louth Navigation

*What does the Navigation offer?*

- Community benefits
- Relatively cheap when compared to (a) other waterways and (b) other regeneration schemes
- *What might early stages look like*
- Walking Trail along the navigation
- Increased water activity at Louth
- Navigation along the long level from Tetney Lock





Walking, Canoeing & Paddle Sports, Angling, and Volunteer Labour are accessible across society and have wellbeing benefits for communities












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<http://www.coalcanal.co.uk>









# What Next

- Recruit Volunteers!
- Establish Waterways Consortium – *"A coalition of the willing"*
- Appoint project champion/project manager (Funded post)
- Develop Proposals
  - Bite size chunks
  - Seek inclusion in development plans and policies
  - Raise funds