



Analysis
of
British Waterways'
Waterways Condition Survey
2009

in association with



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Executive Summary

Two surveys initiated by the National Association of Boaters (NABO) have concluded that boaters believe that the inland waterways managed by British Waterways are in a parlous state.

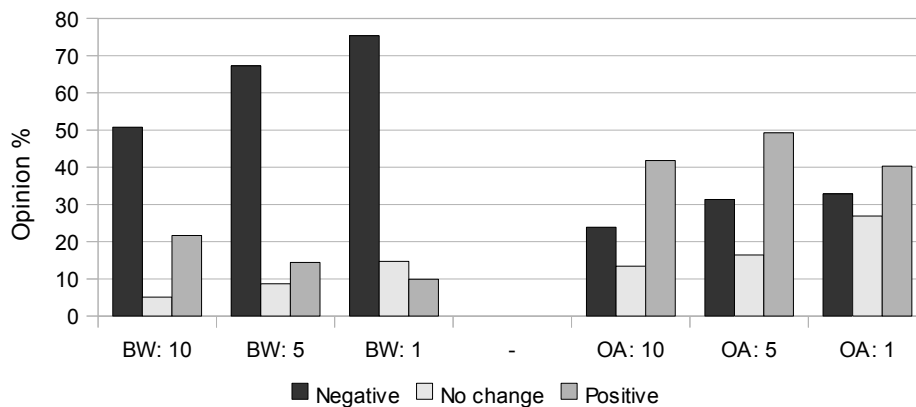
At the beginning of 2009, BW's Chief Executive, Robin Evans, stated that “the network is now in better shape than at any time in decades.” It is clear that the majority of boaters that responded to the surveys, both members of NABO and other waterway organisations, and none, disagree.

The two internet surveys examined the Condition of the Waterways controlled by BW and those of Other Agencies (OA). 370 boaters, having between them over 7000 years of boating experience and cruising nearly 130,000 miles this year alone, responded to the survey about BW waterways. 88 contributed to the survey concerning OA waterways, with nearly 2000 years of experience and over 32,000 miles cruising in 2009.

Invitations to contribute to the surveys were distributed widely to members of NABO, RBOA (Residential Boat Owners Association), TBA (The Boating Association), IWA (Inland Waterways Association), DBA (The Barge Association) and SOW (Save Our Waterways), other waterway-related organisations and to other boat owners and hirers through Internet forums and newsgroups.

The following table shows that boaters' opinion is more negative about the state of BW's rivers and canals than those of Other Agencies. Three-quarters felt negative about the current state of BW waterways compared to last year, increased from two-thirds when compared to 5 years ago and half compared to 10 years ago. In contrast, although the negative trend rose similarly (but at a much lower level), more people were consistently positive about OA river and canals.

Opinion of State of BW or OA Waterways compared with 10, 5 or 1 year ago



On BW waters, 82% of respondents had encountered lock gear out of use, with signs “BW Aware”. 20% had seen such notices on more than 12 pieces of broken equipment. Over 60% had seen *more* temporary fencing or netting this year, marking structures yet to be repaired.

The lack of maintenance is further noticed when using operational structures. Over 80% reckoned that some locks were hard to operate and encountered lock paddles out of use; more than half found them harder this year compared to previous years. 30% who found swing bridges and 23% finding lift bridges too difficult for single users to operate. 57% of boaters asked saw more badly damaged bridges this year. Many of these failures create issues of safety with boats and boaters, some of which were described in submissions.

The deterioration of the BW network affected cruising and mooring to a greater extent than the past. The lack of necessary dredging, the increased number of underwater obstacles such as trolleys, sofas and fridges, weed proliferation and inadequate vegetation control affected the ease and pleasure of the experience of cruising. It also made mooring difficult through the lack of depth of water at the edges and a shortage of available visitor moorings. All these measures are quantified in the survey report.

While there have been reductions in overall contributions from other users over the last three years via the tax system, boaters' costs, including fuel and licences, have increased above inflation. Unsurprisingly, cost drew the largest number of contributors' disapproval: 85% said that, compared to previous years, they felt negative to some extent about the cost of boating this year.

The analysis of the places that respondents thought BW should be paying close attention to, shows how widespread is the lack of maintenance, that there is a high level of need for repairs and marks disillusionment among many boaters. Although some of the places listed are very general (e.g. the Kennet and Avon Canal was described as suffering general deterioration, water shortages are an issue on the Huddersfield Narrow and Rochdale Canals), there are large numbers of specific lengths and structures that have been highlighted as being in urgent, medium or long-term need of attention.

These comments have been sorted by waterway within the new BW waterway areas. It is to be hoped that the lists will be given by BW to the waterway area managers to be reviewed and prioritised bearing in mind they are the views of boating users.

The results reported above should not mask the fact that the waterways are a wonderful resource which boaters value. In fact, praise for BW and their staff figured in the final section of general comments. Clearly, the fact that so many people were prepared to take time to complete the two NABO Internet Surveys shows a great concern for the waterways' future.

The more general responses were categorised under Routine Maintenance, Repairs and Policy.

People thought it vital that routine maintenance should attract much more investment, not only for cosmetic but for safety reasons. The number of recent breaches caused concern for the future of the network, questioning the standard of inspections. To continue to attract new hirers and owners as well as keeping existing ones: lock gate and paddle gear maintenance must be improved; vegetation control (particularly overhanging trees, offside growth and cutting to the towpath waterside edge), comprehensive dredging (particularly at bridge holes and moorings) and brick structure preventative maintenance need to be prioritised.

Under Repairs, as well as lock gear repairs, collapsing and leaky lock walls must be mended to prevent accidents, towpath edges repaired to ease mooring, and damaged bridges and piling repaired more quickly.

Under Policy, BW should control overstaying on visitor moorings, lock landings and water points, reduce licence evasion and provide more service facilities and visitor moorings. The proportion of boaters' contributions to the waterways should not be increased. There were many management and staffing suggestions, both constructive and critical, including increased pressure on government to ensure financing of the waterways, creation of a plan to get back to steady state and a commitment to support restorations and the new waterway links while preparing appropriate budgets.

The conclusion that we draw from the results is that no amount of positive spin can, or should, hide the fact that the reduction of the funding stream from DEFRA is causing a steady decline in the conditions of the waterways, as seen from a boater's perspective. It is to be hoped that British Waterways can reverse this trend, so that a steady state can be reached and sustained.

Report on NABO's BW Waterways Condition Survey 2009

Introduction

1

- 1.1 This survey was run from 29th August until 15th November 2009, in parallel with a similar survey for Other Agencies' waterways (see separate report). Invitations were initially emailed to those NABO members who have subscribed to the emailing list. The invitation was also published in the October issue of NABO News (see Appendix G). Other boaters' organisations were also invited to send out the invitation to their members, including RBOA (Residential Boat Owners Association), TBA (The Boating Association), IWA (Inland Waterways Association), DBA (Barge Association) and SOW (Save Our Waterways). Hirers as well as Boat Owners were invited to submit.
- 1.2 The survey introduction said,
"Welcome to the NABO BW waterways condition survey.
Despite the fact that, in order to maintain a steady state, BW should be spending £30 million more than it does, DEFRA has cut its 2010/2011 budget by a further £4.6 million.
At the beginning of the year, Robin Evans, British Waterways Chief Executive, said "Recent investment by British Waterways means that the network is now in better shape than at any time in decades."
After a summer's cruising, we want to know if you agree."
- 1.3 The detailed responses are shown and summarised in Appendices A to E.

About You

2

- 2.1 There were 370 respondents, of whom 38% were NABO members, 26% belonged to RBOA and 45% to IWA. 23% of the replies came from boaters outside the core 5 invitee groups.
- 2.2 Throughout this analysis, percentages quoted refer to those who did respond to a question.
- 2.3 76 of the NABO respondents also belonged to IWA; 18 of the NABO respondents belonged to RBOA too.
- 2.4 The vast majority of boats used (336: 90.8%) were narrowboats. There were 13 Barges, 14 Cruisers, 1 sailing boat and 5 other types.
- 2.5 Of the narrowboats, just over half were between 50 and 60 foot long, 18% longer than 60', and 18% between 40' and 50'. Of the Barges two-thirds were 50-60' and a quarter longer than 60'. Half of the Cruisers were 30' long or less, the other half 30-40'.
- 2.6 As would be expected, 283 (84%) narrowboats were 6'10" wide or less; 41 (12%) declared they were between 6'11" and 7'0", and 11 declared themselves as being wider than 7'0"! All the Barges and half of the cruisers were wider than 7'.
- 2.7 Overall, the draught of 44% of boats was declared as less than 2 feet; 38% boats have draught 2'1"-2'6", 12% between 2'7" and 3'0", 3% between 3'1" and 3'6", and one 70' narrowboat has a draught of 4'2".
- 2.8 The respondents had a significant total of over 7000 years of boating experience on the UK's Inland Waterways. For 4 this was their first year, 8 their second, and 21 their third. 118 (32%) had boated for 9 years or less (including 2009), 10-19 years: 81, 20-29: 66, 30-39: 64, 40-49: 33, and 8 had 50 or more years of boating experience.
- 2.9 When they completed their entries, 37 had cruised less than 100 miles, 236 between 100 and 499 miles, 81 between 500 and 999, and 16 over 1000 miles.
- 2.10 From all these people, with 7212 years of boating experience and 128,930 miles of cruising this year, there is a huge amount of knowledge to be unlocked.

Cruising Area

3

- 3.1 The most popular BW waterways areas were the West Midlands - cruised by just over half (186) of the respondents - and the Central Shires- just under half (179). These comprise the "Staffordshire & Worcester Canal, Stratford-upon-Avon Canal, Stourbridge Canal, Wyrley & Essington Canal, Grand Union Canal to Radford Lock, Birmingham & Fazeley Canal, Tame Valley Canal, Birmingham Canal Navigations" and "Trent & Mersey Canal (from south portal of Harecastle Tunnel to Derwent Mouth Lock No 1), Coventry Canal, Ashby Canal, Caldon Canal (and Leek Branch), Grand Union Canal (Leicester Line to Bridge 82, Turnover Bridge)" respectively.

- 3.2 The other BW areas were cruised as follows, in descending order: South East (124), East Midlands (119), North Wales and Borders (103), Peak and Pennine (85), North West (80), London (69), Yorkshire (47), South Wales and Severn (45), Kennet & Avon (47) and Scotland (4)
- 3.3 Although this survey was about cruising on BW waterways, we also asked about the use of other waterways. Of these, the most popular was the River Thames incl. PLA (66), followed by the Bridgewater Canal (54), EA Anglian Region (21), Wey Navigations (15), Warwickshire Avon (9), Basingstoke Canal (6), Manchester Ship Canal (6), Middle Level Navigations (4), Norfolk Broads (2), Chelmer & Blackwater Navigation (2), River Irwell (2), River Great Ouse (1), River Nene(1), Salford Quays (1). (The Rivers Trent, Weaver and Witham were erroneously classified as non-BW waters by users).

"In better shape than at any time in decades", or not?"

4

- 4.1 The "BW aware" stickers and tape are a relatively new innovation, saving users from unnecessary reporting. However, since 85% of replies indicated recognised broken equipment had been encountered, this certainly points to faulty, unrepaired (as seen) assets. "BW Aware" counts were: Over 12 – 70; 8-12 – 60; 4-7 – 93; 1-3 – 80.
- 4.2 When asked to compare how much temporary fencing or netting had been noted, 219 people (61%) said they had seen more this year, compared to 39 who had seen less. Of the former, 76 (21%) had seen "a lot more". Of course, fences and netting do not necessarily indicate deteriorating or unrepaired (as yet) towpaths and verges; they may merely indicate a greater sensitivity to Health and Safety considerations.
- 4.3 There seemed to be a slightly increased level of graffiti this year compared to the past. 118 (33%) had seen more, 47 (13%) had seen less, with 172 noticing no change.

Locks

5

- 5.1 The vast majority of users (288 – 82%) had found some locks more difficult to operate than they would have hoped. Compared to past years, although 12 (3%) had found them easier this year, 191 (54%) had found them harder to some degree.
- 5.2 Out of a total of 292 boaters who had found some lock paddles out of use with "BW Aware" signs, 46 boaters had noticed more than 12, while only 60 (17%) had failed to encounter any.
- 5.3 Some 47 boaters had experienced "near misses" in locks due to damaged or faulty locks. The details of these are listed in Appendix B.
- 5.4 Risk to health and boats were caused by a total of 69 noted cases of slipping lock ratchets / windlass danger, narrowing lock walls / damaged brickwork, leaking gates, faulty or sticking paddles, gates not opening fully or not closing, damaged cills, trip hazards (including bollards), lock generally difficult to operate, damaged ladders, loose handrails, lock gate step too high, lock landings too shallow to moor, strong flow at bottom of locks, a loose foot-board, a missing rubbing board between gate top and balance beam, wrong use of bollards, poorly balanced gates and a faulty guillotine mechanism.

Bridges

6

- 6.1 68% of users had operated swing bridges. 115 (33%) found them more difficult to operate than they would have hoped for, while 54 (15%) found theirs easier. 105 (57%) stated that one or more swing bridges were impossible for one person to operate.
- 6.2 Swing Bridges were to some degree harder to operate than in previous years, according to 42 (23%) of those who used them this year and in the past, 124 (68%) thought there was no change, and 16 (9%) found them easier.
- 6.3 63% of users had operated at least one lift bridge. 102 (29%) found them more difficult to operate than they would have hoped for, while 57 (16%) found theirs easier. 81 (23%) stated that at least one lift bridge was impossible for one person to operate.
- 6.4 Lift Bridges were to some degree harder to operate than in previous years, according to 40 (30%) of users this year and in the past, 151 (43%) thought there was no change, and 18 (5%) found them easier.
- 6.5 Movable bridges appear to have deteriorated slightly and need work to make them more user-friendly.
- 6.6 197 respondents (57%) encountered more badly damaged bridges than in past years. (The question did not ask them to quantify the amount of damage). This could be put down to several factors: more damage caused by boats, more damage caused by motor vehicles or more bridges remaining unrepaired by BW.

Cruising and Mooring

7

- 7.1 This year, lack of dredging was said by 67% of those replying to have caused them problems cruising while an even higher number (84%) stated that it had caused problems mooring.
- 7.2 A third of boaters had continual problems mooring because of vegetation not cut back and a further half of the sample had some problems mooring for the same reason.
- 7.3 Three quarters of boaters had problems mooring because of a shortage of Visitor Moorings.
- 7.4 When comparing with previous years, half of respondents said that the amount of dredging affected their cruising worse to some degree this year.
- 7.5 Similarly, underwater obstacles (trolleys, sofas, fridges, etc.), were said by nearly half of users to have been worse than in past years.
- 7.6 Compared to previous years, although nearly half thought there was no difference with the degree to which weed had affected their cruising, a third thought it was to some extent worse.
- 7.7 Nearly two thirds of respondents considered vegetation control to be worse, to some extent, than in previous years.

Stoppages

8

- 8.1 Whilst two thirds of boaters did not need to have recourse to calling BW staff out, 114 users had to call them out at least once, including 5 who needed them more than 5 times. Of those who needed call-outs, 85 (75%) were held up for 12 hours or less, 10 for 13-24 hours, 5 for 25-72 hours, and 14 for more than 3 days.
- 8.2 Only 24 people were held up by planned stoppages, most of them for less than 12 hours, although 7 were held up for more than 3 days.
- 8.3 A quarter of people were held up by emergency stoppages: 54 for less than 12 hours, 21 for between 12 and 72 hours, and 18 for more than 3 days.

Is it getting better or worse?

9

- 9.1 Compared to last year 39% (133) felt slightly negative about the state of BW's canals and rivers this year, 26% felt negative and 9% very negative.
- 9.2 Compared to 5 years ago, 21% felt very negative about the state of BW's canals and rivers this year, 28% felt negative and 17% slightly negative: a total of two thirds of respondents.
- 9.3 While 12% felt slightly positive about the state of BW's canals and rivers this year compared to 10 years ago, almost half felt to some extent negative: 21% felt very negative, 16% negative and 14% slightly negative.
- 9.4 Considering the ease of boating due to the state of the waterways this year compared to previous years, nearly two thirds (63%) felt negative to some extent .
- 9.5 Considering the pleasure of boating due to the state of the waterways this year compared to previous years, over half (56%) felt negative to some extent .
- 9.6 Considering the cost of using the waterways this year compared to previous years, only 9 people were positive. 105 (31%) were slightly negative, 107 (32%) were negative and 80 (23%) very negative. Of all the comparisons, cost is the issue that was the most vocally expressed in a negative light.

Where is attention needed?

10

- 10.1 Coming at the end of the survey, one might have thought that the three questions asking respondents to list places that they consider BW should be paying future attention to might evoke only a few replies. This was, however, far from the case, demonstrating a positive willingness to report to BW on issues that need resolving.
- 10.2 In order to provide BW with a useful list of places considered by the survey's respondents in need of their attention, we have consolidated and sorted the lists under the new Waterways Areas. It is our hope that BW will pass the relevant part of each section to their respective waterways managers to check what action can be taken to resolve the issues mentioned.

- 10.3 For the list of places that BW should be paying urgent attention to see Item 30 in Appendix A.
- 10.4 For the list of places that BW should be paying medium-term attention to see Item 31 in Appendix A.
- 10.5 For the list of places that BW should be paying long-term attention to see Item 32 in Appendix A.
- 10.6 In addition to highlighting specific locations, respondents highlighted general areas of concern in each of these time-frames. These have been categorised under routine maintenance, repairs and general policy. There was significant overlap on these “all areas” points, so they have been concatenated here. It should be noted that the location-specific concerns are not specifically included in these lists.
- 10.7 Under Routine Maintenance, which people thought should attract much more investment, a desire for consistency across the network figured large. Lock gate and paddle gear maintenance and easing, vegetation control (particularly overhanging trees, offside growth and cutting to the towpath waterside edge), comprehensive dredging (particularly at bridge holes and moorings) and brick structure preventative maintenance appeared most commonly. Other issues included easing swing bridges, reed growth control, dog-bin emptying, improving and increasing visitor moorings, repairing signs, removing graffiti, repairing banks and walls etc (rather than using netting or temporary fences), improving prevention of breaches and other asset failures, removing litter from canals, improving water resources (back pumping, reservoirs, efficient usage) and improving drainage in cuttings.
- 10.8 Under Repairs, boaters want to see faulty lock gear and gates repaired or replaced, collapsing and leaky lock walls mended, towpath edges repaired to ease mooring (with sunken coping stones restored), damaged bridges repaired more quickly, damaged piling re-fixed (to prevent boat damage) and faulty bollards repaired or removed.
- 10.9 Under Policy, there was a desire that BW should control “continuous moorers” and overstaying on, use by BW and contractor's work-boats of, and hire base overflow onto, visitor moorings, lock landings and water points; they should control licence evasion, provide more service facilities and recycling facilities, post stoppage lists on BW noticeboards, extend lock waiting areas with more bollards, install lock landings on the operation side of moveable bridges, create more rural visitor moorings and more residential moorings and stop wasting money on unnecessary bollards and signs etc.. There is a desire that the proportion of boaters' contributions to the waterways should not be increased, that vandalism should be addressed and litter picking planned. Under management and staffing came reducing directors' salaries and bonuses, no more area reorganisations, reducing the offices wage bill, managers valuing and listening to canal-side staff, keeping staff motivated and trained, properly supervising contractors and increased pressure on government to ensure financing of the waterways. BW should create a plan to get back to steady state and commit to support restorations and the new waterway links, and prepare appropriate budgets.
- 10.10 Finally, respondents were given an opportunity to add any other comments relating to the state of the waterways, or what actions NABO should be taken. These included: Vegetation, Preventative Maintenance not Fire-fighting, Dredging, Lengthsmen/ Contractors, Praise for BW, Locks in Poor Condition, Bollards and Signs, Wrong Focus, Increased Government Funding, More Visitor Moorings, Policing of Moorings, Overhanging Trees, Licence Evasion, BW Directors' salaries, Thank You NABO, Poor K&A Canal, Collapsing Canal Banks, More Facilities Needed, Praise for BW Bank-side Staff, Deterioration of the Whole Canal System, Inconsiderate Boaters, Poor Repairs, More Councils Money, Lock Stair Treads, Boat Recording, Security Issues and Volunteers.
- 10.11 For the full summary of the points raised see Item 33 in Appendix A.

Conclusion and Salient Points

11

- 11.1 We asked if boaters agree with Robin Evans' statement that “the network is now in better shape than at any time in decades.” It is clear that the majority of the boaters that responded to the survey, both members of NABO, other waterway organisations and none, disagree.
- 11.2 Signs of lack of maintenance were noticed – more “BW Aware” signs, temporary netting and fencing, and slightly more graffiti.
- 11.3 User satisfaction with ease of operation of locks and moveable bridges was lower this year. Risks to health and boats due to lower standards of maintenance and condition of locks and lock gear are a cause for concern. Logging an increasing number of badly damaged and long unrepaired bridges does not signal improvement.
- 11.4 Throughout the survey, the need for more dredging was high on the list of wants. Together with lack of sufficient waters edge vegetation control (including saplings), the lack of dredging often made mooring difficult, even at specified Visitor Moorings. It was also reported that there are insufficient Visitor Moorings, both urban and rural, for the increasing number of boats.

- 11.5 The majority of boaters felt the current state of the waterways is worse than the state 1, 5 and 10 years ago. The majority also felt that boating was harder, though the degree to which this affected the pleasure of the experience was less noticeable.
- 11.6 While there have been reductions in overall contributions from other users over the last three years via the tax system, boaters' costs, including fuel and licences, have increased above inflation. Cost drew the largest number of contributors' distinct disapproval.
- 11.7 The analysis of the places BW should be paying close immediate attention to is so comprehensive in its coverage that it should be distributed as widely as possible. It shows how widespread is the lack of maintenance, that there is a high level of need for repairs and marks disillusionment among many boaters. It should be seen not only by the BW management and board, DEFRA and other boating organisations, but also by riparian MPS and highlighted in the press releases.
- 11.8 NABO hopes that BW will ask each of the new waterways area managers to review their section of the report and to classify each place reported as being: already repaired, scheduled for repair, action not agreed to be necessary, to be investigated, or indeterminate.
- 11.9 The results reported above should not be misinterpreted as saying that the waterways are not a wonderful resource which boaters value. Clearly, the fact that so many people were prepared to take time to complete the two NABO Internet Surveys shows a great concern for the waterways' future.
- 11.10 However, the conclusion that we draw from the results is that no amount of positive spin can, or should, hide the fact that the reduction of the funding stream from DEFRA is causing a steady decline in the conditions of the waterways, as seen from a boater's perspective. It is to be hoped that British Waterways can reverse this trend, so that a steady state can be reached and sustained.
- 11.11 NABO believes that everyone, including British Waterways, should be totally honest about the situation. Only by doing that can the potentially disastrous consequences of insufficient maintenance, leading to widespread breaches, closures and collapse of the system, be brought to politicians' and the public's attention.
- 11.12 NABO will continue to work with BW and other waterways organisations with the aim of remedying this malaise. We are grateful to all the respondents without whose contribution this report could not have been produced.

Appendix A – Summary of Results

1 Please enter your First and Last Names:

There were 370 responses. A small minority of users did not answer all questions.

2 So we can say how representative this survey is, please indicate if you are a member of any of these organisations:

NABO	48.6%	(139)
RBOA	34.3%	(98)
IWA	58.0%	(166)
TBA	1.4%	(4)
SOW	9.8%	(28)
None of the above	22.7%	(84)

3 Please enter your email address

All respondents complied with this request.

4 What sort of boat do you use? (If you have more than one, choose the one you use most.)

Barge	3.5%	(13)
Canoe	0.3%	(1)
Cruiser	3.8%	(14)
Narrowboat	90.8%	(336)
Sail	0.3%	(1)
Other	1.4%	(5)

5 Please specify the Length, Width and Draught of your boat (Enter zero inches where appropriate).

(Note: All zero entries have been ignored)

Length	Barge	Canoe	Cruiser	Narrowboat	Sail	Other	TOTAL
0-30'	0	0	7	6	1	0	14
30'1"-40'	0	0	7	24	0	0	31
40'1"-50'	1	0	0	60	0	0	61
50'1"-60'	9	1	0	186	0	4	200
>60'	3	0	0	59	0	0	62

Width	Barge	Canoe	Cruiser	Narrowboat	Sail	Other	TOTAL
<=6'10"	0	1	4	283	0	3	291
6'11"-7'0"	0	0	3	41	1	1	46
>7'0"	13	0	7	11	0	0	31

Draught	Barge	Canoe	Cruiser	Narrowboat	Sail	Other	TOTAL
<=1'6"	0	0	2	16	0	0	18
1'7"-2'	4	0	4	137	0	2	147
2'1"-2'6"	2	1	2	137	0	1	143
2'7"-3'	4	0	3	36	1	1	45
3'1"-3'6"	3	0	3	5	0	0	11
>3'6"	0	0	0	2	0	0	2

6 Including this year, how many years have you boated on the UK's Inland Waterways?

Years Experience	No.
1-9	118
10-19	81
20-29	66
30-39	64
40-49	33
50+	8

7 Approximate number of miles cruised so far in 2009

Miles	
Cruised	No.
0-99	37
100-199	67
200-299	76
300-399	53
400-499	40
500-599	35
600-699	15
700-799	16
800-899	11
900-999	4
1000+	16

8 BRITISH WATERWAYS cruised this year. To open a new window with a map of the new BW areas, click on [this link](#). Please select all that apply.

North West	22.0%	(80)
Yorkshire	12.9%	(47)
Peak & Pennine	23.4%	(85)
North Wales & Borders	28.4%	(103)
Central Shires	49.3%	(179)
East Midlands	32.8%	(119)
South Wales & Severn	12.4%	(45)
West Midlands	51.2%	(186)
South East	34.2%	(124)
Kennet & Avon	12.9%	(47)
London	19.0%	(69)
Scotland	1.1%	(4)

9 Other Agencies' waterways cruised this year. Please select any that apply

EA Thames	44.5%	(65)
EA Anglian Region	14.4%	(21)
MSC Bridgewater Canal	37.0%	(54)
BA Norfolk Broads	1.4%	(2)
NT Wey Navigations	8.9%	(13)
IWA Chelmer and Blackwater Navigation	0.7%	(1)
Basingstoke Canal	4.1%	(6)
Other (please specify)	19.2%	(28)

Other:

PLA Thames	(1)
Salford Quays	(1)
River Irwell	(2)
Manchester Ship Canal	(6)
Warwickshire Avon	(9)
Blackwater	(1)
Wey & Arun	(2)
Witham river	(1)
River Nene	(1)
River Gt Ouse	(1)
Middle Level Navigations	(4)
River Trent	(2)
River Weaver	(2)
North Sea	(1)

10 **Approximately how many "BW Aware" notices on broken equipment have you encountered?**

0	15.4%	(55)
1-3	22.3%	(80)
4-7	26.0%	(93)
8-12	16.8%	(60)
more than 12	19.6%	(70)

11 **Compared to past years:**

11.1 **How much temporary fencing or netting have you seen this year?**

A Lot Less	0.8%	(3)
Less	3.4%	(12)
Slightly Less	6.7%	(24)
No Change	21.5%	(77)
Slightly More	19.6%	(70)
More	20.4%	(73)
A Lot More	21.2%	(76)
None encountered	1.7%	(6)
No Comparison Possible	4.7%	(17)

11.2 **How much graffiti have you seen this year?**

A Lot Less	1.4%	(5)
Less	2.8%	(10)
Slightly Less	8.9%	(32)
No Change	48.0%	(172)
Slightly More	14.8%	(53)
More	8.4%	(30)
A Lot More	9.8%	(35)
None encountered	2.0%	(7)
No Comparison Possible	3.9%	(14)

12 **How easy were locks to operate?**

All Easy	0.6%	(2)
Most Easy	7.7%	(27)
Some Easy	1.7%	(6)
As I would hope for	8.0%	(28)
Some Difficult	73.3%	(258)
Most Difficult	8.2%	(29)
All difficult	0.3%	(1)
None encountered	0.3%	(1)

13 **Compared to past years, how easy were locks to operate?**

Much Easier	0.0%	(0)
Easier	1.1%	(4)
Slightly Easier	2.3%	(8)
No difference	39.2%	(138)
Slightly Harder	34.1%	(120)
Harder	17.6%	(62)
Much Harder	2.6%	(9)
None encountered	0.0%	(0)
No Comparison Possible	3.1%	(11)

14 **Approximately how many lock paddles were out of use "BW aware"?**

0	12.8%	(45)
1-3	30.7%	(108)
4-7	28.4%	(100)
8-12	10.8%	(38)
more than 12	13.1%	(46)
None encountered	4.3%	(15)

15 **Did you experience any "near misses" in locks due to damaged or faulty locks?**

Yes	13.4%	(47)
No	86.6%	(305)

16 **In the last section you said that you witnessed a "Near Miss" in a Lock due to damaged or faulty lock gear. Please give a brief description.**

See Appendix B for detail.

A classification of these follows, in decreasing order of reported incidence:

16.1	slipping lock ratchets / windlass danger	(12)
16.2	narrowing lock walls / damaged brickwork	(10)
16.3	leaking gates	(9)
16.4	faulty or sticking paddles	(8)
16.5	gates not opening fully	(5)
16.6	gates not closing	(4)
16.7	damaged cills	(3)
16.8	trip hazards (including bollards)	(3)
16.9	lock generally difficult to operate	(3)
16.10	damaged ladders	(2)
16.11	loose handrails	(2)
16.12	lock gate step too high	(1)
16.13	lock landings too shallow to moor	(1)
16.14	strong flow at bottom of locks	(1)
16.15	loose foot-board	(1)
16.16	missing rubbing board between gate top and balance beam	(1)
16.17	wrong use of bollards	(1)
16.18	poorly balanced gates	(1)
16.19	guillotine gate lock-out faulty	(1)

17 **How easy were swing bridges to operate?**

All Easy	5.2%	(18)
Most Easy	9.2%	(32)
Some Easy	1.1%	(4)
As I would hope for	19.0%	(66)
Some Difficult	27.0%	(94)
Most Difficult	5.2%	(18)
All Difficult	0.9%	(3)
None encountered	32.5%	(113)

18 **How many swing bridges were impossible for one person to operate?**

0	33.6%	(117)
1	12.9%	(45)
2	8.0%	(28)
3	2.9%	(10)
more than 3	6.3%	(22)
None encountered	36.2%	(126)

19 **Compared to past years, how easy were swing bridges to operate?**

Much Easier	0.0%	(0)
Easier	1.4%	(5)
Slightly Easier	4.6%	(16)
No difference	42.8%	(149)
Slightly Harder	9.5%	(33)
Harder	2.9%	(10)
Much Harder	0.9%	(3)
None encountered	15.2%	(53)
No Comparison Possible	22.7%	(79)

20 **How easy were lift bridges to operate?**

All Easy	4.6%	(16)
Most Easy	9.8%	(34)
Some Easy	2.0%	(7)
As I would hope for	17.2%	(60)
Some Difficult	25.3%	(88)
Most Difficult	2.9%	(10)
All difficult	1.1%	(4)
None encountered	37.1%	(129)

21 **How many lift bridges were impossible for one person to operate?**

0	37.1%	(129)
1	11.8%	(41)
2	5.7%	(20)
3	0.9%	(3)
more than 3	4.9%	(17)
None encountered	39.7%	(138)

22 **Compared to past years, how easy were lift bridges to operate?**

Much Easier	0%	(0)
Easier	2.6%	(9)
Slightly Easier	2.6%	(9)
No difference	43.4%	(151)
Slightly Harder	6.9%	(24)
Harder	3.4%	(12)
Much Harder	1.1%	(4)
None encountered	18.4%	(64)
No Comparison Possible	21.6%	(75)

23 **Compared to past years, how many badly damaged bridges have you encountered?**

A Lot Less	0.6%	(2)
Less	0.6%	(2)
Slightly Less	1.7%	(6)
No Change	23.3%	(81)
Slightly More	22.1%	(77)
More	19.8%	(67)
A Lot More	15.2%	(53)
None encountered	12.4%	(43)
No Comparison Possible	4.3%	(15)

24 **Did you have problems:**

	No Problems	Some Problems	Continual Problems
..cruising because of lack of dredging	32.6% (112)	56.4% (194)	11.0% (38)
..mooring because of lack of dredging?	15.7% (54)	62.5% (215)	21.8% (75)
..mooring because of vegetation not cut back?	19.8% (68)	49.1% (169)	31.1% (107)
..mooring because of a lack of Visitor Moorings?	25.9% (89)	54.1% (186)	20.1% (69)

25 Compared to past years,

	Much Better	Better	Slightly Better	No difference	Slightly Worse	Worse	Much Worse	None entered	No Comparison Possible
how did the amount of dredging affect your cruising?	0.6% (2)	1.2% (4)	2.9% (10)	38.7% (133)	25.9% (89)	16.0% (55)	8.1% (28)	3.2% (11)	3.5% (12)
how did underwater obstacles (trolleys, sofas, fridges etc) affect your cruising?	0.9% (3)	1.7% (6)	5.2% (18)	39.8% (137)	19.2% (66)	13.7% (47)	5.5% (19)	9.9% (34)	4.1% (14)
how did weed affect your cruising?	1.2% (4)	3.5% (12)	6.1% (21)	48.3% (166)	16.0% (55)	9.9% (34)	7.3% (25)	5.2% (18)	2.6% (9)
overall how was vegetation control?	2.3% (8)	4.9% (17)	10.2% (35)	15.4% (53)	20.3% (70)	23.5% (81)	20.1% (69)	0.6% (2)	2.6% (9)

26 How many times did you have to call out BW staff to sort out problems?

0	67.5%	(231)
1	18.7%	(64)
2	9.1%	(31)
3	2.0%	(7)
4	0.9%	(3)
5	0.3%	(1)
more than 5	1.5%	(5)

27 Hold ups this year:

	N/A	1	2	3	4-6	6-12	13-24	25-48	49-72	>72
In the worst case, how many hours did you wait before BW solved the problem?	66.7% (228)	10.5% (36)	5.8% (20)	2.9% (10)	4.1% (14)	1.5% (5)	2.9% (10)	1.2% (4)	0.3% (1)	4.1% (14)
How many hours were you held up by planned stoppages?	93.0% (318)	1.8% (6)	0.9% (3)	0.9% (3)	1.2% (4)	0.3% (1)	0.0% (0)	0.0% (0)	0.0% (0)	2.0% (7)
How many hours were you held up by emergency stoppages?	72.8% (249)	4.1% (14)	4.7% (16)	1.8% (6)	3.5% (12)	1.8% (6)	1.8% (6)	2.6% (9)	1.8% (6)	5.3% (18)

28 Is it getting better or worse?

	Very Positive	Positive	Slightly Positive	No Change	Slightly Negative	Negative	Very Negative	No Comparison Possible
Compared to last year, how do you feel about the state of British Waterways canals and rivers?	0.3% (1)	4.1% (14)	5.3% (18)	14.3% (49)	38.9% (133)	26.0% (89)	8.5% (29)	2.6% (9)
Compared to 5 years ago, how do you feel about the state of British Waterways canals and rivers?	1.2% (4)	5.3% (18)	7.6% (26)	8.5% (29)	16.7% (57)	28.1% (96)	20.8% (71)	12.0% (41)
Compared to 10 years ago, how do you feel about the state of British Waterways canals and rivers?	2.9% (10)	6.1% (21)	12.0% (41)	5.0% (17)	13.5% (46)	15.5% (53)	20.5% (70)	24.6% (84)

29 Compared to previous years...

	Very Positive	Positive	Slightly Positive	No Change	Slightly Negative	Negative	Very Negative	No Comp'n Possible
how did you feel about the ease of boating due to the state of the waterways this year?	1.5% (5)	4.7% (16)	5.3% (18)	24.0% (82)	38.0% (130)	18.4% (63)	6.4% (22)	1.8% (6)
how did you feel about the pleasure of boating due to the state of the waterways this year?	1.5% (5)	7.0% (24)	6.1% (21)	27.8% (95)	34.5% (118)	15.5% (53)	5.8% (20)	1.8% (6)
how did you feel about the cost of using the waterways this year?	0.3% (1)	1.2% (4)	1.2% (4)	10.5% (36)	30.7% (105)	31.3% (107)	23.4% (80)	1.5% (5)

30 Please list any places that you consider BW should be paying urgent attention to.

Below is a summary of responses, sorted by Waterways, with repeats in brackets. See Appendix C for detail.

30.1 Sorted by waterway area.

30.1.1 Scotland

30.1.1.1 Forth & Clyde Canal

30.1.1.1.1 Mary Hill Locks to Bowling

30.1.1.2 Union Canal

30.1.1.2.1 Wester Hailes – rubbish & trolleys

30.1.1.2.2 Green Dykes Road Bridge 27 to Kingscavils Bridge 41: weed

30.1.2 North West

30.1.2.1 Lancaster Canal

30.1.2.1.1 Dredging

30.1.2.2 Leeds and Liverpool Canal

30.1.2.2.1 Lock Paddle repairs

30.1.2.2.2 Vegetation

30.1.2.2.3 Swing Bridges.

30.1.2.2.4 Lock gate replacement – leaky gates (2)

30.1.2.2.5 Leigh Branch - clearance of rubbish in the canal/ making the area more attractive.

30.1.2.2.6 West Canal Facilities

30.1.2.2.7 Rufford Arm

30.1.2.2.7.1 damaged paddles

30.1.2.2.7.2 upgrade anti-vandal gear

30.1.2.2.8 Rodley – cruiser mooring on visitor mooring

30.1.2.2.9 Wigan Locks Flight (4) gates & paddle gear

30.1.2.2.10 Blackburn to Barrowford: clearance of rubbish in the canal/ making the area more attractive

30.1.2.2.11 Blackburn are - dredging

30.1.2.2.12 Gargrave, Bank Newton etc. - Lock gates (3)

30.1.2.2.13 Gargrave, Bank Newton etc. Banking - too much washed away and roped off

30.1.2.2.14 Gargrave lock pounds

30.1.3 North East

30.1.3.1 Ripon Canal, River Ure, River Ouse

30.1.3.1.1 Ripon to Naburn: many manual locks cannot be operated by one person.

30.1.3.1.2 Linton Lock: in need of urgent repair.

30.1.3.2 Aire & Calder Navigation.

30.1.3.2.1 Castleford Junction Sanitary station – pumpout breakdowns /blocked sewers

30.1.3.3 Calder & Hebble Navigation

30.1.3.3.1 Locks (2)

30.1.3.3.2 Fall Ing Lock Gates – difficult to manoeuvre.

30.1.3.4 Sheffield & South Yorkshire Navigation

30.1.3.4.1 Rotherham Town lock - Dredging required

30.1.3.4.2 Doncaster side of Lift Bridge.

30.1.3.4.3 Barnby Dun Moorings

30.1.3.4.4 Keadby Lock entrance

30.1.3.5 Huddersfield Broad Canal

30.1.3.5.1 weed

30.1.4 Manchester & Pennine**30.1.4.1 Rochdale Canal**

- 30.1.4.1.1 Generally (4)
- 30.1.4.1.2 Minor bank leaks between Sowerby Bridge & Manchester
- 30.1.4.1.3 Lock Landings
- 30.1.4.1.4 Lock Gear & gates (3) – incl. poorly maintained paddle gear
- 30.1.4.1.5 Vegetation management
- 30.1.4.1.6 Rochdale 9 – water levels too high (4)
- 30.1.4.1.7 Manchester – Rochdale – rubbish in canal
- 30.1.4.1.8 Rochdale 19 – dredging and restoration to standard; pound water retention – heighten by-wash stops.
- 30.1.4.1.9 West of Summit Pound
- 30.1.4.1.10 East side
 - 30.1.4.1.10.1 Low water levels
 - 30.1.4.1.10.2 lack of dredging
 - 30.1.4.1.10.3 poor state of paddle gear

30.1.4.2 Ashton Canal

- 30.1.4.2.1 All

30.1.4.3 Peak Forest Canal

- 30.1.4.3.1 Dredging
- 30.1.4.3.2 Water supply from reservoirs
- 30.1.4.3.3 Carr Swing Bridge 30 – mooring of liveboards by bridge causes obstruction for bridge users.
- 30.1.4.3.4 Furness Bridge 31 – offside vegetation.
- 30.1.4.3.5 New Mills to Marple- dredging
- 30.1.4.3.6 Marple flight: Need Lock Landing bollards

30.1.4.4 Huddersfield Narrow Canal

- 30.1.4.4.1 Water shortages
- 30.1.4.4.2 Generally (5) – leaks, dredging, moorings, poorly maintained paddle gear
- 30.1.4.4.3 Lock 12? doesn't equalize
- 30.1.4.4.4 Lock 6? doesn't open
- 30.1.4.4.5 Locks 21W & 22W

30.1.4.5 Macclesfield Canal

- 30.1.4.5.1 Generally
- 30.1.4.5.2 Bridge Holes
- 30.1.4.5.3 Some sections – dredging (2)
- 30.1.4.5.4 Vegetation
 - 30.1.4.5.4.1 towpath side
 - 30.1.4.5.4.2 offside (2)
- 30.1.4.5.5 Visitor Moorings (2)
- 30.1.4.5.6 Macclesfield moorings too shallow
- 30.1.4.5.7 Above Bosley Locks: towpath collapses thus difficulty mooring.
- 30.1.4.5.8 Bosley Locks (esp pound between locks 10 & 11) – better water management.

30.1.5 North Wales & Borders**30.1.5.1 River Weaver**

- 30.1.5.1.1 Weston Marsh Lock

30.1.5.2 Llangollen Canal

- 30.1.5.2.1 Overgrown towpath; poor sight lines at bridge holes etc.
- 30.1.5.2.2 Crumbling Bridges.
- 30.1.5.2.3 Hurleston Top Lock – lock landing above & water point
- 30.1.5.2.4 Hurleston Bottom Lock
- 30.1.5.2.5 Swanley No 2 Lock – voids behind chamber walls
- 30.1.5.2.6 Grindley Brook Staircase Lock leaking

30.1.5.3 Montgomery Canal

- 30.1.5.3.1 Pound between Frankton Locks & Graham Palmer Lock – apparent leak

30.1.5.4 Shropshire Union Canal

- 30.1.5.4.1 Generally (2)
- 30.1.5.4.2 Locks: need maintenance.
- 30.1.5.4.3 Chester
 - 30.1.5.4.3.1 Lack of bollards on wide locks
 - 30.1.5.4.3.2 3-rise and locks going down to Chester
 - 30.1.5.4.3.3 Old Water let off into River Gowy - Barrier Replacement.
- 30.1.5.4.4 Nantwich Embankment Gates
- 30.1.5.4.5 Hack Green Locks: bottom gates leaking (2)
- 30.1.5.4.6 Audlem Locks: Dredging between locks 11&12, 13 & 14. (2)
- 30.1.5.4.7 Between Audlem and Adderley Lock flights: dredging
- 30.1.5.4.8 Embankments (9) – esp. Shebdon
- 30.1.5.4.9 Tyrley cutting: landslips and vegetation.
- 30.1.5.4.10 Water Point at Tyrley Top Lock
- 30.1.5.4.11 Cuttings:
 - 30.1.5.4.11.1 Towpaths' Lack of Drainage
 - 30.1.5.4.11.2 Overhanging Trees

30.1.5.5 Middlewich Branch

- 30.1.5.5.1 Cholmondeston Lock tail lock landing
- 30.1.5.5.2 Minshull Lock
 - 30.1.5.5.2.1 Lock
 - 30.1.5.5.2.2 both lock landings
- 30.1.5.5.3 Venetian Lock to Middlewich – Locks Difficult.

30.1.6 West Midlands

- 30.1.6.1 Vegetation control

30.1.6.2 BCN**30.1.6.2.1 Old Main Line**

- 30.1.6.2.1.1 Wolverhampton – Birmingham: dredging

30.1.6.2.2 Wyrley & Essington Canal

- 30.1.6.2.2.1 Wolverhampton to Sneyd
- 30.1.6.2.2.2 Willenhall Area

30.1.6.3 Birmingham & Fazeley Canal

- 30.1.6.3.1 Minworth Locks – need dredging below bottom gates

30.1.6.4 North Stratford Canal

- 30.1.6.4.1 dredging (3)
- 30.1.6.4.2 Lift bridges landings- bollards needed for single-handing
- 30.1.6.4.3 Locks - leaky gates (2)
- 30.1.6.4.4 Locks: operation
- 30.1.6.4.5 off-side vegetation overhang
- 30.1.6.4.6 Lapworth Flight – Leak from a side wall on the down side of a lock's lower gates when the lock is full. Lower wall threatened by erosion.
- 30.1.6.4.7 Narrowed Bridge

30.1.6.5 South Stratford Canal

- 30.1.6.5.1 Generally
- 30.1.6.5.2 Locks
 - 30.1.6.5.2.1 Generally
 - 30.1.6.5.2.2 poorly balanced gates – difficult to open
 - 30.1.6.5.2.3 Lapworth Bottom Lock 27 – unbalanced gates difficult to open
- 30.1.6.5.3 Wilmcote Flight.

30.1.6.6 Staffs & Worcs Canal

- 30.1.6.6.1 North end generally – dredging
- 30.1.6.6.2 Radford Bridge to Milford Bridge
- 30.1.6.6.3 Radford Bridge 98 (2)
- 30.1.6.6.4 Deptmore lock – dredging to east
- 30.1.6.6.5 Otherton Locks??- Better management (several pounds empty)
- 30.1.6.6.6 Wolverley Forge Bridge 21 – landslip
- 30.1.6.6.7 Limekiln Bridge 17 - dredging

30.1.6.7 Stourbridge Canal

- 30.1.6.7.1 Generally
- 30.1.6.8 Grand Union Canal**
 - 30.1.6.8.1 Birmingham Summit
 - 30.1.6.8.1.1 dredging
 - 30.1.6.8.1.2 litter in canal and on towpath
 - 30.1.6.8.2 Towpath near Knowle Locks needs repair not orange netting
- 30.1.7 Central Shires**
 - 30.1.7.1 Caldon Canal**
 - 30.1.7.1.1 Generally
 - 30.1.7.1.2 Himalayan balsam everywhere
 - 30.1.7.1.3 Vegetation (2)
 - 30.1.7.1.3.1 towpath side
 - 30.1.7.1.3.2 offside
 - 30.1.7.1.4 Visitor Moorings (2)
 - 30.1.7.1.5 Large underwater obstacles (2)
 - 30.1.7.1.6 Etruria Staircase Locks 1 & 2 – stiff paddles.
 - 30.1.7.1.7 Engine Lock 4 – leaks through lock wall & overflow onto towpath when full.
 - 30.1.7.2 Trent & Mersey Canal**
 - 30.1.7.2.1 Greasing of lock mechanisms (2)
 - 30.1.7.2.2 Above Anderton: Dredging (2)
 - 30.1.7.2.3 Middlewich Big Lock – hard to open (2)
 - 30.1.7.2.4 Visitor Moorings above King's Lock 71 – edging slabs in water. (2)
 - 30.1.7.2.5 Cheshire locks (7)
 - 30.1.7.2.5.1 reopening closed locks
 - 30.1.7.2.5.2 Paddles heavy
 - 30.1.7.2.5.3 some collapsing inwards.
 - 30.1.7.2.6 Stoke on Trent Locks – heavy
 - 30.1.7.2.7 Stoke – Great Haywood: vegetation / bad visitor moorings
 - 30.1.7.2.8 Meaford Bank collapse.
 - 30.1.7.2.9 Colwich Lock: bottom gates (2)
 - 30.1.7.2.10 Fradley Locks.
 - 30.1.7.2.10.1 Wood End Lock 20 – gates unbalanced (2)
 - 30.1.7.2.10.2 One below Shadehouse (i.e. Middle Lock?) is IMPOSSIBLE for one person (unless they are VERY heavy)
 - 30.1.7.2.11 Fradley: Rubbish facilities are not emptied frequently
 - 30.1.7.2.12 Fradley to Branston: several locks with unbalanced bottom gates that swing open
 - 30.1.7.2.13 Collapsed Lock Landings on lower T&M (2)
 - 30.1.7.2.14 Alrewas – check moorings to prevent overstaying
 - 30.1.7.2.15 Wychnor Lock 11: leaking bottom gates
 - 30.1.7.2.16 Barton Turn lock 10: Unguarded by-wash exit above lock: old guard missing.
 - 30.1.7.2.17 Stenson Lock 6 - heavy gates & paddle gear (2)
 - 30.1.7.2.18 Swarkestone Lock 5 - heavy gates & paddle gear
 - 30.1.7.2.19 Weston Lock 4
 - 30.1.7.2.19.1 heavy gates & paddle gear
 - 30.1.7.2.19.2 sub-surface obstruction - towpath side below lock just before lock moorings.
 - 30.1.7.2.20 Aston Lock 3 - heavy gates & paddle gear
 - 30.1.7.2.21 Willington – check moorings to prevent overstaying
 - 30.1.7.3 River Soar**
 - 30.1.7.3.1 The flood lock.
 - 30.1.7.3.2 Kegworth deep lock
 - 30.1.7.3.3 S. of Pillings Lock, through Mountsorrell - weed and vegetation in river.
 - 30.1.7.3.4 Leicester
 - 30.1.7.4 Ashby Canal**
 - 30.1.7.4.1 Generally (4)
 - 30.1.7.4.2 Dredging

30.1.7.5 Coventry Canal

- 30.1.7.5.1 Generally
- 30.1.7.5.2 Bridges
- 30.1.7.5.3 Overhanging vegetation/growth on offside
- 30.1.7.5.4 Hawkesbury to Coventry Basin
- 30.1.7.5.5 Glascote Top Lock 12: top gate
- 30.1.7.5.6 Atherstone Flight Ground paddles (most)

30.1.8 East Midlands

- 30.1.8.1 Vegetation Control

30.1.8.2 Chesterfield Canal

- 30.1.8.2.1 Restore Out-of-Use paddles

30.1.8.3 Erewash Canal

- 30.1.8.3.1 anti-vandal locks inoperable
- 30.1.8.3.2 Lock paddles stiff
- 30.1.8.3.3 Trent Lock 60: maintenance esp. fixed ladders

30.1.8.4 River Trent

- 30.1.8.4.1 Gunthorpe on Trent: Broken Boaters' facilities
- 30.1.8.4.2 Hazelford Lock

30.1.8.5 Fossdyke Navigation.

- 30.1.8.5.1 Torksey Lock Paddles

30.1.8.6 River Witham

- 30.1.8.6.1 Generally

30.1.9 South Wales & Severn**30.1.9.1 River Severn**

- 30.1.9.1.1 Upton on Severn – inadequate visitor moorings

30.1.9.2 Worcester & Birmingham Canal

- 30.1.9.2.1 Tardebigge Flight. Huge hole in ground due to erosion.
- 30.1.9.2.2 Tibberton to Worcester – dredging needed. Water shortage.

30.1.9.3 Mon & Brec Canal

- 30.1.9.3.1 known grounding points – dredging (2)
- 30.1.9.3.2 Water Levels

30.1.10 South East**30.1.10.1 Grand Union Canal**

- 30.1.10.1.1 Bridges collapsing (4)
- 30.1.10.1.2 Braunston Flight – very heavy lock gates (2)
- 30.1.10.1.3 Braunston Tunnel – N end slippage (7)
- 30.1.10.1.4 Braunston – improve Visitor Moorings (2)

30.1.10.1.5 Leicester Arm

- 30.1.10.1.5.1 Bridges in need of urgent repair (2)
- 30.1.10.1.5.2 Watford to Foxton – vegetation needs cutting back
- 30.1.10.1.5.3 S. of Foxton – fallen tree branches
- 30.1.10.1.5.4 Watford to Kilby Bridge - weed
- 30.1.10.1.5.5 Ivy Bridge 78 to High Bridge 79 – possible breach (2)

- 30.1.10.1.6 W[h]ilton Lock (Buckby?) flight - suffering water leaks

- 30.1.10.1.7 Long Buckby Flight – very heavy lock gates (2)

30.1.10.1.8 Northampton Branch (2)

- 30.1.10.1.8.1 Reed cutting and dredging needed (4)
- 30.1.10.1.9 Stoke Bruerne lock flight - suffering water leaks
- 30.1.10.1.10 Wolverton: Railway Bridge (by new apartments) – underwater builder's rubble.
- 30.1.10.1.11 Bridge 82
- 30.1.10.1.12 Soulbury to Leighton Lock 27 - low levels

30.1.10.1.13 Aylesbury Arm

- 30.1.10.1.13.1 Lock gates need repair
- 30.1.10.1.14 Tring to Stockwell Lock – generally (2)
- 30.1.10.1.15 Cowroast lock 46 - leaking badly
- 30.1.10.1.16 Bankmill Bridge 144 - Canal bank just S of bridge in danger of collapse.
- 30.1.10.1.17 Towpath just S of Berkhamsted undermined
- 30.1.10.1.18 The lock in Cassiobury Park in Watford (2)
- 30.1.10.1.19 Pound between Cassiobury Locks needs dredging
- 30.1.10.1.20 Lady Capel's Lock 74 – crack in stairs
- 30.1.10.1.21 Iron Bridge Lock 77 – lower gate leaking (3)
- 30.1.10.1.22 Hemel Hempstead to Uxbridge - weed
- 30.1.10.1.23 South end Locks Too Heavy

30.1.10.2 Oxford Canal

- 30.1.10.2.1 Lock paddles (some) very stiff (2)
- 30.1.10.2.2 Dredging
- 30.1.10.2.3 Overhanging vegetation/growth on offside
- 30.1.10.2.4 Edges collapsing: need repair (2)
- 30.1.10.2.5 More Mooring facilities
- 30.1.10.2.6 Bridges on N. Oxford Canal – urgent repairs needed (8)
- 30.1.10.2.7 Ansty Bridge 15 (2)
- 30.1.10.2.8 Brinklow to All Oaks Wood – landslips (2)
- 30.1.10.2.9 Cutting after All Oak Wood: topping the trees
- 30.1.10.2.10 Hillmorton locks
- 30.1.10.2.11 Willoughby bridges 79 and 80 (2)
- 30.1.10.2.12 Bridges 81 & 82 - Rowdyke
- 30.1.10.2.13 South of Souldern bridge 192: Underwater stone blocks from collapsed towpath.
- 30.1.10.2.14 S. Oxford
 - 30.1.10.2.14.1 towpath vegetation (3)
 - 30.1.10.2.14.2 dredging summit
- 30.1.10.2.15 Napton Junction to Napton Bridge
- 30.1.10.2.16 Claydon Lock: O/S piling below lock weak - breach likely.
- 30.1.10.2.17 Broadmoor Lock
- 30.1.10.2.18 Cropredy area – banks need attention -and all canal.
- 30.1.10.2.19 South of Aynho weir -Towpath "holes"
- 30.1.10.2.20 South of Lower Heyford Cleeves bridge 207 -Over-topping towpath
- 30.1.10.2.21 Heyford Common Lock - Brickwork of tail
- 30.1.10.2.22 Drinkwater's Lift Bridge 231
- 30.1.10.2.23 Above Duke Lock – overhanging offside trees opposite long-term moorings

30.1.11 Kennet & Avon

- 30.1.11.1 General Deterioration (6)
- 30.1.11.2 Locks: (4)
 - 30.1.11.2.1 Collapsing Lock walls
- 30.1.11.3 Visitor Moorings (4) – incl. overstaying
- 30.1.11.4 Towpath Vegetation (3)
- 30.1.11.5 Dredging
- 30.1.11.6 Bradford Lock 14
- 30.1.11.7 Trowbridge area - reed growth
- 30.1.11.8 Semington Swing Bridge
- 30.1.11.9 Sells Green Towpath dangerously pitted
- 30.1.11.10 Seend to Froxfield: soft banks falling into canal
- 30.1.11.11 Devizes Bridge – underwater obstruction
- 30.1.11.12 Horton to All Cannings – narrow because of reeds (2)
- 30.1.11.13 Wootton Rivers flight: water supply problem
- 30.1.11.14 East of Wootton Rivers
- 30.1.11.15 Central Canal Locks
- 30.1.11.16 Devizes to Newbury
- 30.1.11.17 Pipework obstruction under Cobblers Lock Footbridge 87
- 30.1.11.18 Hungerford Swing Bridge

- 30.1.11.19 Dunmill Lock 75 – mend paddle: up off (2)
- 30.1.11.20 Kintbury Lock 78– mend paddle: up near
- 30.1.11.21 Copse Lock 80 up near gate does not open completely
- 30.1.11.22 Guyers Lock 84 up near gate does not open completely
- 30.1.11.23 Bulls Lock 88 – dredging below lock required.
- 30.1.11.24 Railway Bridge 45 - Underwater obstruction.
- 30.1.11.25 Old Heale's Lock 93 – dredging below lock required.
- 30.1.11.26 Old Heale's Lock 93 - mend paddle: down near
- 30.1.11.27 Old Woolhampton Lock 94 mend paddle: up off
- 30.1.11.28 Sulhampstead Lock 100 up off & down off gate do not open completely.
- 30.1.11.29 Sulhamstead cut: unacceptably shallow
- 30.1.11.30 Sheffield Lock 101 up off gate does not open completely
- 30.1.11.31 Newbury to Reading (2)
- 30.1.11.32 Reading to Thatcham – bank-side vegetation preventing mooring
- 30.1.11.33 Burghfield cut: unacceptably shallow
- 30.1.11.34 Burghfield Bridge parapet.
- 30.1.11.35 Fobney Cut: trees making navigation hazardous.
- 30.1.11.36 Fobney Lock 105 to Inner Distribution Road Bridge No 4: trees making navigation hazardous.

30.1.12 London

30.1.12.1 Grand Union Canal

- 30.1.12.1.1 Stockwell Lock 83 to Bulls Bridge - generally

30.1.12.2 Regents Canal

- 30.1.12.2.1 Camden Locks – sticking paddle gear
- 30.1.12.2.2 Sturts Lock

30.1.12.3 River Lea

- 30.1.12.3.1 Old Ford Lock – electric lock keeps tripping
- 30.1.12.3.2 By Junction of Bow Back Rivers by Bow Flyover
 - 30.1.12.3.2.1 weed
 - 30.1.12.3.2.2 dredging winding hole

30.2 All Areas (most significant first)

30.2.1 Routine Maintenance

- 30.2.1.1 Maintain Lock gear and gates.
- 30.2.1.2 Control towpath vegetation.
- 30.2.1.3 Cut back overhanging vegetation /trees.
- 30.2.1.4 More dredging.
- 30.2.1.5 Cut back offside vegetation / trees.
- 30.2.1.6 Make lock operation consistently easy.
- 30.2.1.7 Ease stiff swing bridges.
- 30.2.1.8 Control rampant reed growth.
- 30.2.1.9 More regular dog-bin emptying.
- 30.2.1.10 Improve Visitor Mooring sites.
- 30.2.1.11 Repair signs / clear surrounding foliage.
- 30.2.1.12 Reinstate gate paddles & remove deflectors when water level in empty lock is less than 1 metre above sluice.
- 30.2.1.13 Remove Graffiti.

30.2.2 Repairs

- 30.2.2.1 Repair faulty lock gear and gates.
- 30.2.2.2 Repair bridge damage.
- 30.2.2.3 Repair towpaths and banks where eroding into water especially near lock moorings – and dredge.
- 30.2.2.4 Repair dangerous broken/jagged piling.
- 30.2.2.5 Repair leaking lock chamber walls.
- 30.2.2.6 Repair towpath walls: instead of installing temporary fences.
- 30.2.2.7 Remove or repair Mooring Bollards marked “Do not Use”.

30.2.3 Policy

- 30.2.3.1 Stop continuous moorers.
- 30.2.3.2 Control license evasion.
- 30.2.3.3 Do repairs not fencing and signs.
- 30.2.3.4 Stop BW and contractors boats tying up at lock landings and visitor moorings when no work is going on.
- 30.2.3.5 Post stoppage lists on BW notice boards in advance.
- 30.2.3.6 Remove long-term moorers from around locks.
- 30.2.3.7 Stop Hire Companies using visitor moorings.
- 30.2.3.8 Keep staff motivated and on-side.
- 30.2.3.9 Managers should listen to canal-side staff.
- 30.2.3.10 Reduce office wages bill.
- 30.2.3.11 Reduce Directors' salaries.
- 30.2.3.12 Manage Contractors
- 30.2.3.13 Stop wasting money on bollards, signs etc.
- 30.2.3.14 Obtain and spend £30m more pa on maintenance.
- 30.2.3.15 Maintain, rather than increase, proportion of cost by boaters in relation to other users.
- 30.2.3.16 Improve policing of fishing licences; stop anglers leaving discarded hooks and line.
- 30.2.3.17 Deal with Vandalism.
- 30.2.3.18 Arrange litter picking at least monthly.

31 Please list any places that you consider BW should be paying *medium-term* attention to.

Below is a summary of the responses, sorted by Waterways, with repeats counted in brackets. See Appendix D for detail.

31.1 Sorted by waterway area.**31.1.1 Scotland****31.1.2 North West****31.1.2.1 Leeds & Liverpool Canal**

- 31.1.2.1.1 Swing Bridges maintenance.
- 31.1.2.1.2 Maghull Swing Bridges – lock landings lost to domestic properties.

31.1.2.1.3 Rufford Branch

- 31.1.2.1.3.1 Locks
- 31.1.2.1.4 Parbold facilities for moorers
- 31.1.2.1.5 Barrowford Locks
- 31.1.2.1.6 Gargrave -Skipton swing-bridges – exposed: need wind protection

31.1.3 North East**31.1.3.1 Huddersfield Broad Canal**

- 31.1.3.1.1 Cooper Bridge: Dredging

31.1.3.2 Aire & Calder Navigation.

- 31.1.3.2.1 Knostrop Lock

31.1.3.3 Calder & Hebble Navigation

- 31.1.3.3.1 Locks

31.1.3.4 Sheffield & South Yorkshire Navigation

- 31.1.3.4.1 Ickles Lock: gates leaking, paddles difficult to operate, repairs to bank / moorings (especially ensuring fully closed), signage **required “close all paddles”**.

31.1.3.5 River Ouse

- 31.1.3.5.1 York - – lack of casual moorings

31.1.3.6 Stainforth & Keadby Canal

- 31.1.3.6.1 Swing Bridges maintenance

31.1.4 Manchester & Pennine**31.1.4.1 Rochdale Canal**

- 31.1.4.1.1 Water shortages
- 31.1.4.1.2 Chadderton to Sowerby Bridge: Dredging
- 31.1.4.1.3 Repair Leaks
- 31.1.4.1.4 Rochdale 9 – too much water (2)

31.1.4.2 Peak Forest Canal

- 31.1.4.2.1 Dredging
- 31.1.4.2.2 Offside vegetation
- 31.1.4.2.3 Marple Lock Flight – lock landings difficult if single handing

31.1.4.3 Macclesfield Canal

- 31.1.4.3.1 Moorings
- 31.1.4.3.2 Dredging (4) - especially bridge holes
- 31.1.4.3.3 Bosley Lock Flight – lock landings difficult if single handing

31.1.4.4 Huddersfield Narrow Canal

- 31.1.4.4.1 Stalybridge to Huddersfield: Dredging (2)
- 31.1.4.4.2 Diggle - Moorings
- 31.1.4.4.3 Marsden - Moorings

31.1.5 North Wales & Borders**31.1.5.1 Llangollen Canal**

- 31.1.5.1.1 Generally
- 31.1.5.1.2 Bridges (protected by floating poles) need to be repaired.
- 31.1.5.1.3 Locks: Crossflow below locks need realigning because of flow
- 31.1.5.1.4 Ellesmere to Hurleston: Bridges & brickwork
- 31.1.5.1.5 Hurleston Bottom Lock: too narrow for 7' craft

31.1.5.2 Shropshire Union Canal

- 31.1.5.2.1 Christleton: Need bollards at Old Trooper Water Point.
- 31.1.5.2.2 Embankments - vegetation
- 31.1.5.2.3 Cuttings – vegetation
- 31.1.5.2.4 Audlem Flight
- 31.1.5.2.5 Nr. Autherly Jn.: Underwater Concrete Sewage outflow needs warning sign.

31.1.5.3 Middlewich Branch

- 31.1.5.3.1 Moorings need dredging
- 31.1.5.3.2 Locks
- 31.1.5.3.3 Embankment below Cholmondeston Lock

31.1.6 West Midlands**31.1.6.1 BCN**

- 31.1.6.2 Graffiti

31.1.6.2.1 Rushall Canal

- 31.1.6.2.1.1 Rushall flight – dredging

31.1.6.2.2 Daw End Branch

- 31.1.6.2.2.1 Dredging around Aldridge

31.1.6.3 Birmingham & Fazeley Canal

- 31.1.6.3.1 Generally
- 31.1.6.3.2 Dredging (2)

31.1.6.4 North Stratford Canal

- 31.1.6.4.1 Dredging
- 31.1.6.4.2 Lapworth Flight
 - 31.1.6.4.2.1 lock wall collapse (2)
 - 31.1.6.4.2.2 Dredging

31.1.6.5 Grand Union Canal

- 31.1.6.5.1 Generally
- 31.1.6.5.2 Birmingham to Bull Bridge 34 – vegetation growth
- 31.1.6.5.3 Knowle Flight: restore side pounds

31.1.6.6 Staffs & Worcs Canal

- 31.1.6.6.1 Northern End
- 31.1.6.6.2 Radford Bridge 98 - repairs
- 31.1.6.6.3 Hazelstrine outfall by playing fields.
- 31.1.6.6.4 Penkrige Lock Landing.
- 31.1.6.6.5 Penkrige area
- 31.1.6.6.6 Cyclists – Speed restrictions around Kinver

31.1.7 Central Shires**31.1.7.1 Caldon Canal**

- 31.1.7.1.1 Generally
- 31.1.7.1.2 Vegetation

31.1.7.2 Trent & Mersey Canal

- 31.1.7.2.1 Vegetation (4)
- 31.1.7.2.2 Accommodation Bridges
- 31.1.7.2.3 Wedgwood Halt to Barlaston: edge vegetation not cut.
- 31.1.7.2.4 Cheshire Locks (3)
 - 31.1.7.2.4.1 Paddles heavy
 - 31.1.7.2.4.2 restore closed duplicate locks (2)
 - 31.1.7.2.4.3 Narrowing lock chambers
- 31.1.7.2.5 Stoke Area
- 31.1.7.2.6 Stoke Locks: heavy
- 31.1.7.2.7 Stone: more visitor moorings in Town
- 31.1.7.2.8 Fazeley to Stone – more sani-stations
- 31.1.7.2.9 Alrewas Lock Moorings: Dredge river approach
- 31.1.7.2.10 Barton Turns bins by transport café: dredging at mooring
- 31.1.7.2.11 Stenson Lock 6 - heavy gates
- 31.1.7.2.12 Aston Lock 3 - heavy gates

31.1.7.3 Grand Union Canal

- 31.1.7.3.1 Leicester Arm & R Soar - More available moorings

31.1.7.4 Ashby Canal

- 31.1.7.4.1 Generally
- 31.1.7.4.2 Dredging (2)
- 31.1.7.4.3 Bridges

31.1.7.5 Coventry Canal

- 31.1.7.5.1 Generally

31.1.8 East Midlands**31.1.8.1 Chesterfield Canal**

- 31.1.8.1.1 Weed
- 31.1.8.1.2 Dredging (2)
- 31.1.8.1.3 Some piled moorings on more remote stretches.
- 31.1.8.1.4 S bend at Ranby: Dredging

31.1.8.2 Erewash Canal

- 31.1.8.2.1 Generally

31.1.8.3 Fossdyke & Witham Navigation

- 31.1.8.3.1 Lincoln – lack of casual moorings

31.1.8.4 Nottingham & Beeston Canal

- 31.1.8.4.1 Dredging

31.1.9 South Wales & Severn**31.1.9.1 Mon & Brec Canal**

- 31.1.9.1.1 Winding Holes

31.1.9.2 Worcester & Birmingham Canal

- 31.1.9.2.1 Vegetation.

31.1.9.3 River Severn

- 31.1.9.3.1 Locks

31.1.10 South East**31.1.10.1 Grand Union Canal**

- 31.1.10.1.1 Blocked/defective paddle gear, esp. blocked baffles on centre paddles
- 31.1.10.1.2 Lock Landings: dredging
- 31.1.10.1.3 Bull Bridge 34 to Napton Junction – vegetation growth
- 31.1.10.1.4 Braunston flight lock gates
- 31.1.10.1.5 Braunston Tunnel N Portal: landslip (2)

31.1.10.1.6 Northampton Branch

- 31.1.10.1.6.1 Dredging
- 31.1.10.1.6.2 Vegetation
- 31.1.10.1.6.3 Rothersthorpe Flight – stiff paddles & leaky gates
- 31.1.10.1.7 Stoke Bruerne to London: vegetation
- 31.1.10.1.8 Buckby flight locks
 - 31.1.10.1.8.1 very heavy gates and paddles (4)
 - 31.1.10.1.8.2 unbalanced

31.1.10.1.9 Market Harborough Arm

- 31.1.10.1.10 Swing Bridge – Mud makes it heavy after rain

31.1.10.1.11 Leicester Arm

- 31.1.10.1.11.1 Generally.
- 31.1.10.1.11.2 Summit Level: dredging
- 31.1.10.1.11.3 More available moorings
- 31.1.10.1.11.4 N of Yelvertoft: reed beds restricting width and visibility

31.1.10.1.12 Aylesbury Arm

- 31.1.10.1.12.1 Middle Section- dredging

31.1.10.2 Oxford Canal

- 31.1.10.2.1 Generally (4)
- 31.1.10.2.2 Paddles Hard
- 31.1.10.2.3 N. Oxford Bridges (4)
- 31.1.10.2.4 N. Oxford Canal Towpaths
- 31.1.10.2.5 Vegetation restricting mooring.(2)
- 31.1.10.2.6 S. Oxford
 - 31.1.10.2.6.1 Generally
 - 31.1.10.2.6.2 dredging (2)
 - 31.1.10.2.6.3 vegetation (2)
 - 31.1.10.2.6.4 Lift Bridges – offside access.
- 31.1.10.2.7 Fenny Tunnel – vegetation
- 31.1.10.2.8 S. of Aynho Weir: offside bank collapse
- 31.1.10.2.9 Easenhall Cutting landslip
- 31.1.10.2.10 Thrupp Sanitary station smelly
- 31.1.10.2.11 Dukes Cut Lock
- 31.1.10.2.12 Moorings in Oxford

31.1.11 Kennet & Avon

- 31.1.11.1 Generally (4)
- 31.1.11.2 Dredging
- 31.1.11.3 Vegetation
- 31.1.11.4 Locks:
 - 31.1.11.4.1 Generally
 - 31.1.11.4.2 Eastern End broken paddle gear
- 31.1.11.5 Cadley Lock to Heathy Close Lock – leaky locks/water shortage
- 31.1.11.6 Pound below Crofton flight – weed build up
- 31.1.11.7 Great Bedwyn Church Lock 64 – one of lock gates almost impossible to shut
- 31.1.11.8 Long Pound to Newbury:
 - 31.1.11.8.1 Dredging
 - 31.1.11.8.2 Water shortages (2)
- 31.1.11.9 Widmead Lock needs to be original height, to increase water level top Bulls Lock.

31.1.12 London

- 31.1.12.1 Generally
 - 31.1.12.1.1 Dredging
 - 31.1.12.1.2 Weeding
 - 31.1.12.1.3 Vegetation

31.1.12.2 Grand Union Canal

- 31.1.12.2.1 Hanwell Flight locks 92-93 pound water levels

31.1.12.2.2 Paddington Arm

- 31.1.12.2.2.1 Vegetation

31.1.12.3 Regents Canal

- 31.1.12.3.1 Kentish Town Lock 3 - swinging gates
- 31.1.12.3.2 City Road Lock 5 - swinging gates (3)
- 31.1.12.3.3 Old Ford Lock 8 - swinging gates

31.1.12.4 Lee & Stort Navigation

- 31.1.12.4.1 Generally
- 31.1.12.4.2 Weed on R Stort (2008)
- 31.1.12.4.3 Tottenham Electric Lock

31.2 All Areas (most significant first)**31.2.1 Routine Maintenance**

- 31.2.1.1 Maintain Lock paddle gear and gates (esp preventing leaks, removing vegetation growth fixing balance).
- 31.2.1.2 Control vegetation (esp overhanging towpath & bank; cut grass for rural moorings; hedge laying not flaying), clearing up not leaving on towpath or in canal.
- 31.2.1.3 Do comprehensive dredging (esp bridge holes & moorings).
- 31.2.1.4 Cut back offside vegetation / trees.
- 31.2.1.5 Improve prevention of breaches and other failures.
- 31.2.1.6 Remove graffiti.
- 31.2.1.7 Do prompt repairs / Minimise netting & temporary fencing.
- 31.2.1.8 Maintain brick structures.
- 31.2.1.9 Remove litter in canals.

31.2.2 Repairs

- 31.2.2.1 Repair bank erosion/ Lift out coping stones fallen into canal.
- 31.2.2.2 Repair Brick Structures.

31.2.3 Policy

- 31.2.3.1 Stop overstaying on moorings & water points.
- 31.2.3.2 Control Licence Evasion.
- 31.2.3.3 Provide more, and more accessible, service facilities- water/refuse/sewage.
- 31.2.3.4 Create more Visitor Moorings, incl. rural moorings.
- 31.2.3.5 Reinstate proper lengthsman.
- 31.2.3.6 Extending lock waiting areas and have more bollards.
- 31.2.3.7 Install landings on side of operation of moveable bridges.
- 31.2.3.8 Reduce length of on-line linear moorings
- 31.2.3.9 Create more residential moorings.
- 31.2.3.10 Encourage long-term moorings in marinas.
- 31.2.3.11 Provide more recycling facilities.
- 31.2.3.12 BW should increase pressure on government for help.

32 Please list any places that you consider BW should be paying *long-term* attention to.

Below is a summary of the responses, sorted by Waterways, with repeats counted in brackets. See Appendix E for detail.

32.1 Sorted by waterway area.**32.1.1 Scotland**

- 32.1.1.1 No comments

32.1.2 North West**32.1.2.1 Lancaster Canal**

- 32.1.2.1.1 Preston: Visitor Moorings

32.1.2.2 Leeds and Liverpool Canal

- 32.1.2.2.1 Swing Bridges
- 32.1.2.2.2 Lock Gate repainting

32.1.3 North East**32.1.3.1 Aire & Calder Navigation.**

- 32.1.3.1.1 More facilities

32.1.3.2 Calder & Hebble Navigation

32.1.3.2.1 More facilities

32.1.3.3 River Ouse

32.1.3.3.1 Generally

32.1.3.4 Sheffield & South Yorkshire Navigation

32.1.3.4.1 Increase Visitor Moorings

32.1.4 Manchester & Pennine**32.1.4.1 Rochdale Canal**

32.1.4.1.1 Bring up to fully usable standard

32.1.4.1.2 Dredging

32.1.4.1.3 Improve Water supply

32.1.4.2 Huddersfield Narrow Canal

32.1.4.2.1 Bring up to fully usable standard

32.1.4.2.2 Dredging

32.1.4.2.3 Improve Water supply (2)

32.1.4.2.4 Increase nos able to pass through Standedge Tunnel

32.1.5 North Wales & Borders**32.1.5.1 Llangollen Canal**

32.1.5.1.1 dredging

32.1.5.2 Shropshire Union Canal

32.1.5.2.1 Generally (3)

32.1.5.2.2 Dredging – long term plan (2)

32.1.5.2.3 Shebdon Embankment

32.1.5.2.3.1 Clear vegetation, check culverts and base

32.1.5.2.3.2 Monitor more regularly

32.1.5.2.4 Shelmore Embankment– clear vegetation, check culverts and base

32.1.5.3 Middlewich Branch

32.1.5.3.1 Locks: stiff paddles

32.1.6 West Midlands

32.1.6.1 Dredging

32.1.6.2 BCN

32.1.6.3 Generally

32.1.6.3.1 Wyrley & Essington Canal

32.1.6.3.1.1 Generally.

32.1.6.3.1.2 Dredging

32.1.6.4 Grand Union Canal

32.1.6.4.1 Offside vegetation needs cutting back

32.1.6.4.2 Hampton Road to Knowle - Towpath

32.1.6.5 Ashby Canal

32.1.6.5.1 Vegetation

32.1.6.5.1.1 Offside growth on narrow bends

32.1.6.5.2 Stop Residential and boats without permanent moorings overstaying on Visitor Moorings

32.1.6.6 Grand Union Canal

32.1.6.6.1 Solihull area: dredge & clear rubbish

32.1.6.7 Staffs & Worcs Canal

32.1.6.7.1 Dredging – long term plan (2)

32.1.7 Central Shires**32.1.7.1 Trent & Mersey Canal**

32.1.7.1.1 Cheshire Locks (2)

32.1.7.1.1.1 Restore Duplicate Locks (3)

32.1.7.1.1.2 Locks: stiff paddles

32.1.7.1.2 S of Bridge 103, Barlaston: Overhanging Weeping Willow Trees

32.1.7.1.3 Move boats on permanent on-line moorings into new marinas

32.1.7.1.4 Eastern section

32.1.7.2 Coventry Canal

- 32.1.7.2.1 dredging (2)
- 32.1.7.2.2 Hawkesbury to Coventry Basin – rubbish removal

32.1.7.3 River Soar

- 32.1.7.3.1 Generally

32.1.8 East Midlands

- 32.1.8.1 Dredging
- 32.1.8.2 Fossdyke & Witham Navigation.**
 - 32.1.8.2.1 More facilities

32.1.9 South Wales & Severn

- 32.1.9.1 Mon & Brec Canal**
- 32.1.9.2 Gilwern Bridge 103: air draught clearance
- 32.1.9.3 River Severn**
 - 32.1.9.3.1 Visitor Moorings
 - 32.1.9.3.2 Worcester to Gloucester: dredging. esp Upper Parting to Gloucester Docks

32.1.10 South East**32.1.10.1 Grand Union Canal**

- 32.1.10.1.1 South – Generally.
- 32.1.10.1.2 Piling repairs and new installations to shore up banks
- 32.1.10.1.3 Braunston Puddle Banks moorings poor (2)
- 32.1.10.1.4 Buckby Lock Gates – ease
- 32.1.10.1.5 Leicester Arm**
 - 32.1.10.1.5.1 Bridge Repairs between Foxton & Watford Locks
 - 32.1.10.1.6 Bridge 78-76 Towpath
 - 32.1.10.1.7 Milton Keynes
 - 32.1.10.1.7.1 Litter in canal
 - 32.1.10.1.7.2 overhanging vegetation

32.1.10.2 Oxford Canal

- 32.1.10.2.1 N Oxford
 - 32.1.10.2.1.1 Cutting W of Newbold Tunnel unstable
- 32.1.10.2.2 S. Oxford
 - 32.1.10.2.2.1 Vegetation (2)
 - 32.1.10.2.2.1.1 Offside growth (2) esp. on narrow bends
 - 32.1.10.2.2.2 Towpaths (3)
 - 32.1.10.2.2.3 Between Isis Lock & R. Thames

32.1.11 Kennet & Avon

- 32.1.11.1 Generally (4)
- 32.1.11.2 Reed encroachment
- 32.1.11.3 Vegetation
- 32.1.11.4 Overhanging Trees
- 32.1.11.5 Locks and paddle gear
- 32.1.11.6 Give Cruiseway status
- 32.1.11.7 More Visitor Moorings
- 32.1.11.8 Trowbridge & Long Pound: Control Reed Growth (2)
- 32.1.11.9 R. Kennet
 - 32.1.11.9.1 water flow
 - 32.1.11.9.2 remove overhanging trees and shrubs on offside bank
- 32.1.11.10 E End.

32.1.12 London**32.1.12.1 Grand Union Canal**

- 32.1.12.1.1 Uxbridge Lock 88 to Cowley Lock 89: dredging: moorings silted as a result of commercial traffic
- 32.1.12.1.2 Camden Lock- better fending against gongoozlers

32.1.12.2 Regents Canal

32.1.12.2.1 Generally (2)

32.1.12.3 Limehouse Cut

32.1.12.3.1 Rubbish accumulation

32.2 All Areas (most significant first)

32.2.1 Routine Maintenance

- 32.2.1.1 Invest more in general routine maintenance.
- 32.2.1.2 Maintain the whole system to similar standards.
- 32.2.1.3 Do more dredging.
- 32.2.1.4 Maintain Locks – paddle gear, gates etc.
- 32.2.1.5 Maintain Bridges, Aqueducts, Embankments Tunnels & Lock Landings.
- 32.2.1.6 Control Vegetation (esp canal edge; hedge laying not flaying).
- 32.2.1.7 Cut back offside overhanging trees and vegetation.
- 32.2.1.8 Do better inspections & more preventative maintenance to prevent breaches.
- 32.2.1.9 Dredge Visitor Moorings to minimum depth (3'?).
- 32.2.1.10 Remove rubbish in canal.
- 32.2.1.11 Improve Water Resources – reservoirs, usage, back-pumping.
- 32.2.1.12 Improve cuttings' drainage: both towpaths & sides.
- 32.2.1.13 Improve level of inspections

32.2.2 Repairs

- 32.2.2.1 Do early repairs – “stitch in time” not temporary fencing.

32.2.3 Policy

- 32.2.3.1 Give boaters value for money not increases.
- 32.2.3.2 No more area reorganisations in the future.
- 32.2.3.3 Create a plan to get back to steady state
- 32.2.3.4 Commit to support restorations and new waterway links.
- 32.2.3.5 Provide more rural visitor moorings with adequate depth.
- 32.2.3.6 Anticipate cost and budget for maintaining newly restored canals e.g. Wilts & Berks.
- 32.2.3.7 Focus primarily on overall quality of *waterways*.
- 32.2.3.8 Pressure government for more funding.
- 32.2.3.9 Increase staff training (esp use of equipment).
- 32.2.3.10 Recruit office staff that know geography of waterways.
- 32.2.3.11 Encourage regional staff to care for their patch.
- 32.2.3.12 Bring back Lengthsmen with authority to repair immediately.
- 32.2.3.13 Reduce Director's pay & stop bonus system.
- 32.2.3.14 Increase liaison with Volunteer Bodies.
- 32.2.3.15 Improve Bottle-neck locations.
- 32.2.3.16 Remove canal-unworthy boats.
- 32.2.3.17 Reduce permanent on-line moorings.
- 32.2.3.18 More on-line residential moorings with facilities.
- 32.2.3.19 Stop Overstaying of unofficial liveaboard communities on Visitor Moorings.
- 32.2.3.20 Create Visitor Attractions on less visited parts of system.
- 32.2.3.21 Provide Dog Wardens

33 Any other comments relating to the state of the waterways, or what actions NABO should be taking?

See Appendix F for detail.

The following points were raised, with the most common listed first:

- 33.1 Vegetation (28) – The towpaths are being looked after much more than the bank-side; lack of vegetation control often makes it difficult to moor
- 33.2 Preventative Maintenance, not fire-fighting (22) – If more preventative maintenance was done, major failures could be prevented.
- 33.3 Dredging (21) – Insufficient dredging is being done.
- 33.4 Lengthsmen / Contractors (20) – The old system of BW lengthsmen having authority and responsibility was far superior to the current use of Contractors and tiered management.
- 33.5 Praise for BW (16) – BW deserves praise for (some of) its work
- 33.6 Locks in Poor Condition (14) – There are an increasing number of Leaking Locks and badly maintained lock gear.
- 33.7 Bollards and Signs (14) – BW resources are being wasted – particularly on unnecessary lock bollards

- and excessive signs.
- 33.8 Wrong Focus (14) – BW should focus more on its navigation and waterways function, less on general publicity.
 - 33.9 Increase Government Funding (13) – Government must be continued to be lobbied to increase Waterways funding
 - 33.10 More Visitor Moorings (10) – are needed because of the increases in use, boatyards using towpath moorings and existing ones being used for winter moorings.
 - 33.11 Policing of Moorings (10) – There should be better policing of short-term moorings and overstaying in general.
 - 33.12 Overhanging Trees (10) - Overhanging trees, particularly on the offside and by bridges are a safety and nuisance issue.
 - 33.13 Licence Evasion (9) – Too many unlicensed and not numbered or named boats.
 - 33.14 BW's Directors' Salaries (8) – are not merited at such high levels.
 - 33.15 Thank you NABO (8) – for your lobbying and this survey.
 - 33.16 Poor K&A Canal (8) - the K&A is deteriorating.
 - 33.17 Collapsing Canal Banks (7) – The bank is collapsing into the canal; temporary netting or fencing should be replaced by quicker repairs.
 - 33.18 More Facilities (7) – BW should be providing more facilities such as sanitary stations and recycling points
 - 33.19 Praise for BW bank-side staff (6)
 - 33.20 The Canal System is deteriorating (6)
 - 33.21 Inconsiderate Boaters (4) – there are more speeding boaters
 - 33.22 Poor Repairs (3) – Some repair work is of a poor standard
 - 33.23 Council Money (3) – Local councils should be contributing more.
 - 33.24 Lock Stair Treads (3) – some are unsafe.
 - 33.25 Boat Recording (3) – license number recording is wasteful of resources
 - 33.26 Security Issues (3) – anti-social behaviour is on the increase.
 - 33.27 Volunteers (3) – More use should be made of volunteers, as do the National Trust.
 - 33.28 Publicity (2) – Summer maintenance publicised in the same way as Winter maintenance.
 - 33.29 Continuing Cruisers (2) – Compliance should be enforced better.
 - 33.30 Fences (2) – Too many resources wasted on fences.
 - 33.31 Increasing Costs (2) – Licence and mooring costs are increasing too much.
 - 33.32 Listening (2) – BW should listen to its boating customers more and not ignore their input.
 - 33.33 Hirers' Training (2) – There are still too many hire firms not giving adequate tuition.
 - 33.34 On-line Moorings (2) – There are too many bank-side moorings.
 - 33.35 Residential Moorings (2) – this issues needs resolving.
 - 33.36 Dog fouling (2) – needs more bins
 - 33.37 Area standards (1) – levels of maintenance differ between BW areas.
 - 33.38 Mooring Auctions (1) – are making it harder for the less well off.
 - 33.39 Cyclists (1) – Inconsiderate cyclists need to follow a well-publicised code.
 - 33.40 Limehouse (1) – Reduction in available locking hours is unacceptable.
 - 33.41 Heritage (1) - Senior staff must understand and retain canal heritage
 - 33.42 Damaged Bridges (1) are getting more damage
 - 33.43 Continuous Cruisers should be valued (1)
 - 33.44 Reduce debris in canals (1)

Appendix B – Detail: Q16: Details of a Near Miss in a Lock

In the last section you said that you witnessed a "Near Miss" in a Lock due to damaged or faulty lock gear. Please give a brief description.

- 1 Great Ouse at St Neots. Lock-out faulty, so could raise guillotine quickly, causing massive turbulence in lock.
- 2 Boat hung on falling lock due to catching on broken lock wall.
- 3 The design of a lock on the Wigan flight enabled a youth swimming in the lock with his friends to partially lower a ground paddle and not use the safety catch. My wife had not spotted that the safety catch had not been engaged and the paddle fell down spinning the windlass which injured her hand. BW Wigan sent a crew to help us and they were our Samaritans.
- 4 Large amount of brickwork missing below water level in lock and as boat went down in the lock the boat caught on a loose brick. Luckily the brick gave way as there was a large void around it so nothing to hold up the brick and cause the boat to jam up.
- 5 Ascending a lock at Diggle on the HNC, one bottom paddle was out of order "BW aware". What they were not aware of was that the paddle had disintegrated since they put it out of order. The lock wouldn't fill. When we shut the top paddles the level dropped rapidly and the bows of our boat nearly got hung up on the cill.
- 6 protruding brickwork caught side of boat, tipping it over.
- 7 lock ratchets slipping spindles rounded
- 8 top gate invisible due to waterfall of leakage, lady crew barely able to hold boat clear of gates because of resulting turbulence.
- 9
 - 9.1 Ticked yes to "near miss" as some locks are so difficult as could present a hazard of injury to some persons less fit than myself.
 - 9.2 Also local lock (Ickles) is constantly leaking (bottom gates) and canal requires constant attention from members of our association to manage water levels. Sign also needed to ensure passing boaters shut all paddles and not set with a feed as previous (Rotherham Town) flood lock. NOTE: This failure to close paddles could also be due to difficulty in working lock due to effort required as mentioned above.
- 10 Faulty paddle wouldn't drop urgently when we cilled in City Road
 - 10.1 Tardebigge top lock - strap holding paddle post to ground broken causing post to sway when winding up which, in turn caused the operator to stumble.
 - 10.2 Two trip incidents
 - 10.3 one hanging incident (by a hire boat) on narrow lock bollards (installed last year).
- 11 Bottom gates on one lock kept reopening several times, even after top paddles had been drawn and had to be dropped again, The boats fender nearly got trapped in the gates at one point.
- 12 leaking through back gates
- 13
 - 13.1 boat was jammed between narrowing lock walls as lock emptied.
 - 13.2 on another occasion had to raise fenders to allow entry between tight walls of a different lock.
- 14 Nearly fell from gate top due to loose (wobbly) hand rail. GU Leicester Branch.
- 15 Working a narrowboat through a wide lock on L&L. Had to work on opposite side to boat. Leak from gates nearly caused boat to fill and sink and it was difficult to get back round quickly. Wouldn't normally have been on the opposite side to the boat when working it through on its own, and with only one person.
- 16 Lock gates would not open fully
- 17
 - 17.1 Mainly damaged cills with the wooden fendering missing.
 - 17.2 Lock ladders in bad repair.
 - 17.3 Seen other craft hanging-up on damaged brick work.
- 18 I encountered so many issues:
 - 18.1 locks that wouldn't open fully
 - 18.2 locks that wouldn't close properly
 - 18.3 a key-operated hydraulic lock that shut and wouldn't work with my boat trapped inside for hours
 - 18.4 locks leaking constantly
 - 18.5 paddles that leaked and wouldn't stay open or shut
- 19 Gates jammed open - obstructed by under-water debris

- 20
- 20.1 Damaged cill fallen forward.
 - 20.2 Faulty lock mechanism not locking.
 - 20.3 Windlass ripped from hand and hit wrist on numerous occasions.
 - 20.4 Step too high on new lock gates fitted last year.
- 21 Boat became wedged as a result of gate not opening properly due it having sagged on its supports, causing it to pivot on an angle
- 22 Winding gear 'brake' failed and the paddle crashed down.
- 23 Boats caught on protruding bricks.
- 24 it wasn't a near miss. My crew has done his back in because of a faulty paddle on Hillmorton locks
- 25 Flooding of back deck/engine bay on L&L due to excessively leaky gates
- 26
- 26.1 Lock wall disintegrating with serious risk of bricks falling onto boat
 - 26.2 Lock wall badly leaking pouring water into front of boat - being a relatively short boat we were able to back off from under it. A longer vessel would have been at serious risk of flooding.
- 27 Gate would not fully open, did not realise it was jammed and tried to enter, got stuck with 70' boat already in lock. Fallen masonry appeared to be the problem. Lock 69 K&A, little water in pound, moored boats were all at steep angle showing their bottoms
- 28 Very leaky top gate partially flooded my engine room whilst descending single handed. The force of water came under closed rear doors, shipping a lot of water.
- 29 Brickwork suspended boat
- 30
- 30.1 I had a minor injury due to a faulty ground paddle at Stourport, BW were informed and "aware" the paddle.
 - 30.2 We were the boat behind when the bottom gate of Odd Lock on the South Stratford Canal fell off.
- 31 faulty pall gear (twice different locks) that slipped causing windlass to fly off
- 32
- 32.1 Lock brickwork damaged, baseplate of accompanying boat hung up and wedged our boat against the wall as the water level descended with the other boat leaning against ours. Approx 2in fresh air under base plate by time paddles down;
 - 32.2 one paddle would not drop easily and needed forcing down.
- 33 loose foot-board at Gailey lock on Staffs & Worcs
- 34 Lock gear ratchet not holding(several times). Unable to shut off paddles - boat jammed under protrusion on lock wall.
- 35 I reported a loose handrail on Adderley lock no 3 which was not obvious until one put a hand on it. 5 weeks later, at the same lock, the handrail was still loose, but had the very tatty remains of 'aware' tape on it.
- 36 Paddles dropping as ratchets not holding - bent or stiff
- 37 Not lock gear but our bow button got caught on a steel band used to reinforce the top of the cill but had come away and had not been replaced or fixed. We could have sunk if it had not been spotted
- 38 Worn cog such that windlass drive was jumping and paddle "fell" while raising it!
- 39
- 39.1 gates failing to open fully.
 - 39.2 observed a boater almost falling in due to hard to open paddles.
- 40 No rubbing board between gate top and balance beam in double lock
- 41
- 41.1 A couple of rungs missing off a lock ladder and I nearly fell off.
 - 41.2 Also shallow moorings at locks meaning I couldn't moor properly and had to jump large gaps onto the bank and on numerous occasions I slipped on wet grass
- 42 paddle ratchet was worn/broken, inexperienced friend was nearly struck by winch handle when gate fell down.

43 On the Llangollen BW refuse to accept that heavy flow across the bottom of some locks (due to water transfer of 11 million gallons a day on a canal designed and built for no such transfer and not altered since (too costly)) causes problems for boats which hit lock entrances and Armco moorings hard and damage them. Repeated complaints do no good and meanwhile BW have left major problems (including an extensive fenced off unstable area right behind a lock wall unfixed for more than two years now. Your question asks about temporary fences. On the Llangollen BW have spent a lot of money not fixing but making temporary permanent rather than fix the problems. As another example of their “fix the stats rather than the canal structures approach” in one area where there were four sets of DEFRA rash on bits of mooring Armco in 200yds below a lock they solved the problem statistically by removing 3 bits of rash without fixing the problem and half fixed the other (where Armco was actually sticking out at right angles to the bank). Passing the spot a couple of months later the DEFRA rash was sprouting again. Given this state and the fact that BW is more interested in putting in bollards (record 7 at one lock) and safety fences round by-wash weirs (for the first time in the history of the canal) we have seen a number of situations with first timers where only luck meant someone was not hurt getting their boat through BW locks, lift bridges and tunnels on the Llangollen. (On Ellesmere tunnel boats constantly hitting soft brickwork at the Mere entrance meant that they have put new hard edging at cabin height for boats and bits of boaters to hit when, to be safe, they need an edging at water level to prevent boat contact with the walls. (This idea was dismissed by local BW as being too costly - then they spend a vast sum on very expensive (rather than the cheap stuff most can afford) fencing - most of which is totally unnecessary.

44

- 44.1 Boats getting flooded because of lock gates leaking;
- 44.2 trip hazard due to subsidence at lock side, reported about 9 months ago and not fixed yet
- 44.3 obstruction preventing lock gates closing.

Appendix C – Detail: Q30: Places needing Urgent Attention

Please list any places that you consider BW should be paying urgent attention to.

- 1
 - 1.1 Vegetation Control.
 - 1.2 Managing Contractors.
 - 1.3 Maintenance of Locks.
 - 1.4 Maintenance of Facilities.
- 2
 - 2.1 All of Rochdale Canal
 - 2.2 GU south of Tring
 - 2.3 Weston Marsh lock
 - 2.4 narrowed bridge on northern Stratford
 - 2.5 damaged bridges on north Oxford
- 3 Bridge 82, Grand Union in Milton Keynes looks to be in need of urgent attention
- 4 The Cheshire Locks
- 5
 - 5.1 Northampton Arm depth & vegetation
 - 5.2 Water depth on Audlem locks: needs dredging
- 6 The canal bed and its proximity to the water surface
- 7 Locks on Trent & Mersey between Branston & Fradley Junction several have bottom gates that swing open.
- 8
 - 8.1 Towpath at Sells Green on the Kennet and Avon has huge pits in it, I nearly twisted my ankle in the dark the other night. Someone could easily break a leg here.
 - 8.2 A lot of the banks on the stretch of the Kennet and Avon between Froxfield and Seend are soft and have fallen in to the cut making it impossible to moor and weakening the structure of the canal and paths.
- 9 Kennet & Avon Canal
- 10 Water supply problems, summit level and pounds in the Wootton Rivers flight of locks on the K&A.
- 11 Some lock gates on the Lower Stratford were poorly balanced and nearly impossible to open - particularly Lock 27 Lapworth Bottom
- 12
 - 12.1 Wychnor Lock T & M - leaking bottom gates (no water issues as fed from river.
 - 12.2 Minworth Locks - B & F - Dredging below bottom gates
- 13 Operation of paddle gear should be better maintained for ease and safe use.
- 14 Heavy Lock Gates. Virtually impossible for single person operation:
 - 14.1 Long Buckby Flight
 - 14.2 Braunston Flight
- 15
 - 15.1 T&M wide locks - lock moorings and ease of use
 - 15.2 GU River Soar locks - ease of use
 - 15.3 Mooring checks to prevent overstaying at popular places, e.g.
 - 15.3.1 Willington
 - 15.3.2 Alrewas
- 16 Improve passages up the Wigan flight.
- 17
 - 17.1 All visitor moorings.
 - 17.2 Policing over-stayers.
- 18 Lock Gates
- 19
 - 19.1 Repairs needed to lock gates on Aylesbury Arm of GU.
 - 19.2 Pound between both locks at Cassiobury Park, Watford needs dredging.
- 20 Boats overstaying on moorings on the Kennet and Avon canal as visitor moorings seem to be taken with boats that do not have a permanent mooring and cannot be called cont. cruisers.
- 21 Overstayers on time restricted moorings need to be looked at. Numerous occasions come across boats on same mooring for days on end.

- 22
- 22.1 Huddersfield Narrow-water shortages.
 - 22.2 Huddersfield Broad - floating weed growing across bottom pound to depth of 12"
 - 22.3 Rochdale Canal - too much water around Manchester making bottom gates impossible to open without aid from 2 BW staff, i.e. a total of four people on the balance beam!
 - 22.4 Huddersfield & Rochdale Canals: A beautiful cruising ring, tarnished by insufficient water supplies and poorly maintained paddle gear making progress very hard work. These canals have been restored at great expense and effort. To find them in such poor condition is very disappointing and has the effect of discouraging visitors which is detrimental to their continued existence.
- 23 The Buckby Flight on the Grand Union Canal - many of the locks are heavy and difficult to operate.
- 24 24/48/72 hour moorings blocked by continuous moorers - particularly on the K & A
- 25 dredging: in many areas two deep draught boats would have difficulty passing
- 26
- 26.1 GU towpath near Knowle locks. Orange bunting in-situ >5 years
 - 26.2 GU summit Birmingham dredging
 - 26.3 GU summit litter in canal and towpath
- 27 Weed control on Grand Union Canal Leicester Section Watford to Kilby Bridge.
- 28 Kennet & Avon Canal
- 29 Apparent leak in pound between Welsh Frankton locks and Graham Palmer lock.
- 30
- 30.1 Dredging South Oxford summit
 - 30.2 Towpath in some places on south of South Oxford is impassable
- 31 Fallen in banks above Kings Lock (71) Trent & Mersey
- 32 Iron Bridge Lock On Grand Union. Lower Gate leaking, this is being dealt with at last.
- 33 North Stratford - dredging and off-side vegetation overhang.
- 34
- 34.1 Lock gates (Leeds and Liverpool - Gargrave, Bank Newton etc.)
 - 34.2 Banking – too much washed away and roped off - location as above
- 35 Dredging
- 36
- 36.1 Shropshire union embankments
 - 36.2 offside tree cutting
 - 36.3 dangerous jagged piling
- 37
- 37.1 Ansty Bridge 15
 - 37.2 Willoughby bridges 79 and 80
 - 37.3 Underwater stone blocks from collapsed towpath south of Souldern bridge 192
 - 37.4 Towpath "holes" south of Aynho weir
 - 37.5 Over-topping towpath south of Lower Heyford Cleeves bridge 207
 - 37.6 Brickwork of tail of Heyford Common Lock
- 38 I have also cruised (as a passenger) the K&A and am distressed by its rapidly deteriorating condition
- 39
- 39.1 Slippage north end of Braunston tunnel
 - 39.2 Cowroast lock - leaking badly
 - 39.3 low levels between Leighton Lock and Soulbury
- 40 Huddersfield Narrow Canal
- 41
- 41.1 Lack of bollards on wide locks on Shropshire Union at Chester.
 - 41.2 3 rise and locks going down to Chester.
 - 41.3 Old Water let off Shropshire Union into River Gowy Barrier Replacement.
- 42
- 42.1 Wilton Lock flight GU south - suffering water leaks
 - 42.2 Stoke Bruerne lock flight GU South - suffering water leaks
- 43 Leeds and Liverpool Canal Facilities West
- 44 known grounding points on Mon and Brec
- 45 Overgrown towpath on the Llangollen canal poor sight lines at bridge holes etc.
- 46 Fradley Locks. One below Shadehouse is IMPOSSIBLE for one person (unless they are VERY heavy
- 47 the operation of manual locks from Ripon to Naburn North Yorkshire as many of these locks cannot be operated by one person. The LINTON LOCK IS IN NEED OF URGENT REPAIR.

- 48
- 48.1 Cheshire locks
 - 48.2 Caldon canal Himalayan balsam everywhere
- 49
- 49.1 Leeds Liverpool canal, Leigh branch, Blackburn to Burnley clearance of the extensive rubbish in the canal and making these areas more attractive to more in.
 - 49.2 Land slip at Braunston Tunnel
 - 49.3 Topping the tress in the cutting after All Oak Wood on the North Oxford.
 - 49.4 Urgent repair of Bridges on the North Oxford.
 - 49.5 Urgent repair of Bridges on the Grand Union Leicester Arm.
- 50
- 50.1 North Stratford canal is very shallow
 - 50.2 Rubbish facilities at Fradley are not emptied frequently
 - 50.3 Greasing of lock mechanisms on Trent and Mersey is very poor and a contrast to BCU, GU and the North Stratford where it is very good.
 - 50.4 I am weary of seeing BW and contractors boats tied up at lock landings and visitor moorings when no work is going on.
- 51 Tow paths and banks eroding into water especially near to lock moorings
- 52 Gargrave lock pounds.
- 53
- 53.1 On the Oxford canal, Hillmorton locks
 - 53.2 River Soar the flood lock.
 - 53.3 Kegworth deep lock.
- 54 Ashby canal
- 55 Rotherham Town lock - Dredging required for any boats with greater draught than a narrowboat. Strong chance of damage to outboard engines and of running aground. Condition escalating according to frequent users.
- 56 Rochdale 19 dredging and completing restoration work to standard. Water retention in pound - heightening the by-wash stops would help
- 57
- 57.1 Ashton Canal
 - 57.2 Huddersfield Narrow
- 58 Ease of lock operation
- 59
- 59.1 The Cheshire locks aka Heartbreak Hill Most locks in a bad way and some collapsing inwards.
 - 59.2 The state of towpath walls, urgently those that have collapsed. Fencing bits off is NOT a solution
 - 59.3 Overhanging vegetation this is a problem everywhere.
- 60 There is an urgent need for the dog bins to be emptied more regularly. It is not encouraging to be a responsible dog owner when bins are overflowing
- 61
- 61.1 over hanging trees
 - 61.2 dredging
- 62 sticking paddle gear - Camden area
- 63
- 63.1 Caldon canal engine lock, water leaking through the lock wall and down the towpath when the lock is full.
 - 63.2 Accommodation bridges on the North Oxford look unsafe.
- 64
- 64.1 Lapworth Flight - Can't remember the lock number - Water is pouring out from a side wall on the down side of the lower gates when the lock is full. Underground erosion must be taking place here, and eventually (soon) the lower wall will collapse into the canal.
 - 64.2 Tardebigge Flight. There is a huge hole in the ground where erosion has taken place; no attempt has been made to repair it, it's just fenced off. I would think if left much longer, further collapse is imminent.
- 65 Worcester Birmingham canal - dredging of the lock pounds from Tibberton all the way down into Worcester. These pounds are very badly silted up and there is not enough water to supply the locks with the amount of boat traffic. There are at least 5 Hire fleets that use this section of canal.
- 66
- 66.1 Towpath vegetation on Kennet & Avon
 - 66.2 Towpath vegetation on the S Oxford

- 67
- 67.1 LOCKS!!!! Lock operation
 - 67.2 Overhanging trees
- 68
- 68.1 most tow path edges vegetation
 - 68.2 Damage to bridges etc.
- 69
- 69.1 Broadmoor lock on Oxford canal.
 - 69.2 Reed cutting and attention to dredging on Northampton arm, this has VERY bad reed growth in parts where it would be very difficult for two boats to pass and also not possible to see another boat approaching.
 - 69.3 Banks need attention on Oxford canal particularly, and very much around the Cropredy area.
- 70
- 70.1 Bridges on the GU / North Oxford where the concrete cladding is falling off in chunks - this will injure someone soon.
 - 70.2 Fix anywhere where the towpath is collapsing and has been 'repaired' with orange tape - this is inadequate and the resulting mess is dangerous for boaters and other towpath users (walkers, cyclists, fishermen etc.)
- 71 Grand Union Leicester link S of Foxton - fallen tree branches
- 72
- 72.1 Lock gear and gates
 - 72.2 Vegetation cutting
 - 72.3 Visitor mooring sites
 - 72.4 Stop wasting money on irrelevant Health & Safety projects- posts and signs - and concentrate on repairing gates and gears
- 73 Many of the lock gate balance beams, are getting rotten to the point that BW had to replace the bottom gate one(s) at Claydon bottom lock and also had to replace the entire bottom gate at Bakers lock on the Oxford -all in mid season ! The O/S piling below Claydon Lock is getting weak to the point that a breach is likely soon.
- 74
- 74.1 Staffs & Worcs, Radford Bridge to Milford Bridge.
 - 74.2 Keadby Lock entrance
- 75 All signage needs attention! Signs are either obliterated or covered by foliage.
- 76 Several out-of-use paddles on Chesterfield Canal.
- 77 The main problems we've encountered this year are:-
- 77.1 Lack of towpath mowing 'Hedge to Edge'. So often the path (or CYCLE) way had been mowed but there was a profusion of plant life obscuring the canal edge and even, in some cases preventing anyone getting off a boat.
 - 77.2 Lack of off-side pruning of trees and saplings causing serious narrowing of the waterway and impeding clear view of oncoming traffic especially at bridge holes.
 - 77.3 Gross ingress of a particular reed. Where there was little or no apparent growth early in the season, later on there were vast banks of reeds encroaching into the waterways and, again seriously reducing the navigable width.
- 78 Dredging
- 79 Bank Newton locks
- 80 Hungerford swing bridge
- 81 Reinstate gate paddles and remove deflectors when water level in empty lock is less than 1 metre above sluice.
- 82 Cheshire Locks
- 83
- 83.1 Dredging – everywhere!
 - 83.2 Vegetation - everywhere. Passing another boat is grossly worsened by lack dredging and of control of on and particularly offside vegetation.
 - 83.3 The difference between the stretches of the Staffs & Worcs above and below Gailey on the towpath side is marked! Also, why is bridge 98 not fixed! Sack the Board and get a single director in to run everything.
- 84 Lot of weed and vegetation growing in the River Soar south of Pillings Lock, heading through Mountsorrell

- 85
- 85.1 Sections of the Macclesfield canal seriously need dredging.
 - 85.2 Better water management of Bosley Locks. (especially pound between locks 10 & 11)
 - 85.3 Better management of Otherton Locks (several pounds empty)
- 86
- 86.1 The Kennet and Avon East of Wotton Rivers
 - 86.2 The lock in Cassiobury Park on the Grand Union in Watford
- 87 Stoke-on-Trent locks, a mite heavy.
- 88 I believe Sturt's Lock may be under par
- 89 BW seem to have a policy of fixing things when they are really broken, there is a stoppage at Neil Bridge due to a problem with a bridge it has been like this for a long time and the stoppage will stop boats coming through for 2 months.
- 90
- 90.1 Lock 12? on Huddersfield Narrow that doesn't equalize and the other one below - 6? - that doesn't open.
 - 90.2 Broken Boater Facilities @ Gunthorpe on Trent.
- 91 stiff locks and swing bridges on all networks.
- 92
- 92.1 Dredging the Staffs and Worcs particularly East of Deptmore.
 - 92.2 Landslip North end Braunston tunnel.
 - 92.3 Bridge 98 Staffs and Worcs.
 - 92.4 Landslips between Brinklow and All Oaks Wood North Oxford.
 - 92.5 Tyrley cutting landslips and vegetation.
- 93 Leicester
- 94
- 94.1 Landslip at entrance to Braunston tunnel
 - 94.2 Locks on central K&A
- 95
- 95.1 Unguarded by-wash exit above Barton Turn lock, Trent & Mersey - the old guard has rotten and disappeared.
 - 95.2 Pound level has dropped below Bulls Lock on K&A. Some boats cannot get over lock sill. Presume the weir at the bottom end of the pound needs work? Plus there is an underwater obstruction under the railway bridge below Bulls Lock. Why haven't BW removed it? It is not acceptable just to put up a sign telling boaters to be careful! You can't see where the obstruction is! And there is a current here! Going downstream, reversing off is not really an option.
 - 95.3 Getting rid of graffiti. More of the scheme in Birmingham getting offenders cleaning it up.
 - 95.4 More schemes getting local community involved in taking care of canals everywhere. Litter picking, removing graffiti etc. (at least monthly, not just the annual spring clean up).
 - 95.5 BW staff on the ground still need to take responsibility for noting problems on their own patch and either fixing them if possible, or reporting them upwards. There is too much onus on users to report problems which should be obvious to BW staff.
- 96 Much of the K&A; mainly vegetation and dredging.
- 97 Kennet & Avon between Reading and Thatcham (beyond which we could not travel because of a partially collapsed weir). Bank-side vegetation appalling, so mooring almost impossible except at formal moorings of which there were far too few. Either more formal moorings or better veg. control needed.
- 98 Locks & paddles on the Rochdale
- 99 cutting back over hanging trees etc.
- 100 K & A
- 101
- 101.1 All the locks between Middlewich and Venetian lock on the Middlewich Arm of the Shroppie (Difficult to operate).
 - 101.2 Hack Green Locks on the Shroppie leaking badly on lower gates
- 102 Tow Paths - Oxford Canal South
- 103 Water levels at Wigan Pound (adjacent to BW offices) dramatically fell for no apparent reason.
- 104 the vegetation on the Caldon canal is awful. found it very difficult to moor up in a lot of places. also lots of collapsed banks making mooring space less
- 105 (G.U. main line) Wolverton - offside blind corner by railway bridge (can't remember bridge number) next to new flats / apartments. Some southbound boats going aground on underwater mound of builders rubble.

- 106
- 106.1 Castleford junction sanitary station - continual breakdown of pump out/blocked sewers
 - 106.2 Barnby Dun moorings
 - 106.3 Doncaster side of lift bridge - already reported but not repaired months later
 - 106.4 Fall Ings lock gates - extreme difficulty in manoeuvring gates.
 - 106.5 Rochdale canal - vegetation management - extremely dangerous getting on and off boat (if you can)
- 107
- 107.1 Manchester 9 rise locks urgent.
 - 107.2 Leeds & Liverpool Burnley to Blackburn Rubbish fouled up 4 times in 3 miles.
 - 107.3 Macclesfield canal no visitor moorings because of vegetation, private moorings and dredging required
 - 107.4 Far less visitor moorings everywhere because of hire companies taking spaces and private moorings.
- 108 All locks especially Cheshire and Stratford locks
- 109 Bridge 80 on the North Oxford and similar bridges with width restrictions.
- 110
- 110.1 The persistent mooring of liveboards by the swing-bridge below Furness Vale Marina (Upper Peak Forest), this practice restricts boaters from getting off their boats to operate the swing bridge. A 'NO MOORING' notice should be erected to allow space for approaching boats to pull in.
 - 110.2 Cutting back of the rapid growth of offside vegetation above Furness Vale bridge (Upper Peak Forest). This was done in the Spring but is in urgent need of cutting back again. Maybe it was not such a good idea to put this 'willow hedge' beside such a narrow waterway as it appears that it is going to need constant regular (at least twice a year) management.
- 111 It was very evident that lock damage (broken paddles and damaged walkways and lock landings) were being taken out of use rather than mended. A lot of evident damage could be easily repaired if a local lengthsman was available to carry out routine maintenance.
- 112 Grand Union from Bulls Bridge to Tring
- 113 Macclesfield Canal
- 114
- 114.1 Dredging.
 - 114.2 Cost by boaters in relation to others that use the canals.
 - 114.3 Fishing- Cost is too low with no policing of licences and damage caused through litter and hooked line left.
- 115 The usual complaint about liveboards and lack of licences
- 116 Between bridges 78 and 79 on the the Leicester Section of Grand Union Canal.
- 117
- 117.1 Dredge Limekiln Bridge, S&W outskirts of Kidderminster.
 - 117.2 Dredge and de-weed Northampton arm
- 118 Trent and Mersey lock paddles
- 119 Offside possible breach on the Leicester arm of the GU between bridges 78-79.
- 120 Wyrley & Essington Wolverhampton to Sneyd is the worse I have encountered. Cannock extension is much better but Willenhall area is a disgrace and needs urgent attention.
- 121 North end of Braunston tunnel
- 122 Lower Denford Lock 75, on K&A. Frequently unusable.
- 123
- 123.1 Old Ford Lock on The River Lea. Electric lock keeps tripping.
 - 123.2 River Lea by junction of Bow Back Rivers by Bow Flyover. Weed growth extremely thick. Plus needs dredging near banks in order for long boats to wind.
- 124 Balance beams and paddle gear on Stenson, Weston, Aston & Swarkestone locks. Some of these are simply too stiff to be used by women - half of your boaters.
- 125
- 125.1 Lock leakage at numerous locations can slow you down considerably.
 - 125.2 Licence evasion.
 - 125.3 Tow-path vegetation.
- 126 Bridge 15 on the Northern Oxford looks very dangerous.
- 127 River Witham
- 128 towpath vegetation overhanging the canals is a major problem
- 129
- 129.1 Huddersfield broad weed problem its horrendous and needs permanently solving.
 - 129.2 Lack of water in canals could surely be solved by raising overflows only an inch or two esp Leeds Liverpool and Rochdale. Stop boaters living on visitor moorings and on bad narrow canal Rodley is particularly bad for this man on cruiser now has crap in water on port side was there last year!!!!!!

- 130 overhanging vegetation and growth on "non-towpath" sides of some areas of Oxford and Coventry canals. The above causes problems when meeting on-coming boats and causes damage to paintwork and in some cases of overhanging weeping willows means that fronds get tangled with items on boat roofs.
- 131
- 131.1 Rochdale Canal-West side. Large quantities of rubbish in canal between Manchester and Rochdale making it almost unnavigable in places.
- 131.2 Rochdale Canal-East side. Low water levels,lack of dredging and poor state of paddle gear made self and others say never again.
- 132
- 132.1 The whole of the Calder & Hebble Navigation. Most locks have one or more inoperable sluices and have been in this state for years.
- 132.2 The Leeds & Liverpool Canal between Blackburn and Barrowford, many underwater obstructions and huge amounts of floating rubbish, mainly plastic.
- 133
- 133.1 Huddersfield Narrow Canal
- 133.2 Rochdale Canal
- 133.3 Shropshire Union Canal
- 134 Lock paddle gear - in too many places to mention! At one lock, we were told that BW had replaced the paddle gear with inferior quality on grounds of cost - a complete false economy.
- 135 Cassiobury Park.
- 135.1 Lady Capel's lock, the stairs were cordoned off and looked like they were going to fall off the crack was so large
- 135.2 the pound between the two first locks was so low, I left the lock and just stopped right there in the middle of the canal. This was no surprise because the gates were so old and leaking that they looked like the paddles had been left open. I felt that if a boat banged them they would crumble
- 136 Locks on northern Leeds and Liverpool.
- 137 swing bridges. Often immovable by one person alone, sometime not possible to operate single handed due to being cut off from the operation mooring with bridge open.
- 138 K&A
- 138.1 Locks along the K&A - collapsing lock walls.
- 138.2 Visitor moorings along the K&A: please see longer note under 'long-term'.
- 139 Caldon Canal - large obstacles in the water, fallen tree and large container
- 140 Dredging on the Ashby Canal.
- 141 Damaged bridges between Braunston and Rugby (can't recall numbers)
- 142 remove long term mooring from around locks.
- 143
- 143.1 Oxford Canal - some lock paddles very stiff indeed
- 143.2 Upper Stratford - leaky gates = empty pounds
- 144 Erewash Canal - many lock anti vandal mechanisms inoperable + the worst paddles in terms of the effort needed to lift them anywhere - Wigan 21 is a doddle by comparison. The canal needs visitors and the locks are enough to put anyone off for life. Shame as you get a wonderful welcome at Langley Mill.
- 145
- 145.1 Macclesfield Bridge Holes and none tow path veg
- 145.2 Stratford on Avon Dredging and lock operation
- 146 Wood End Lock, Fradley. Lock gates have swung open for the past two years at least. Balancing is completely wrong.
- 147 Cutting back of vegetation on Leicester GU from Watford Locks to Foxton Locks - especially where passing is becoming increasingly difficult due to excessive growth and overhanging causes many blind spots.
- 148 Oxford canal, badly needs dredging, edges repaired and mooring facilities. Some locks are VERY difficult for an able bodied person to operate.
- 149
- 149.1 Dredging the Peak Forest between Marple and New Mills
- 149.2 Dredging the Shropshire Union between Adderley and Audlem lock flights
- 149.3 Removing sub-surface obstruction on towpath side just before lock moorings at Weston lock on the Trent and Mersey
- 149.4 Dangerously unstable bridges on the North Oxford
- 150
- 150.1 Dredging generally but especially the old main line from Birmingham centre to Wolverhampton.
- 150.2 Also dredging by lock moorings as we tend to run aground at most locks.
- 151 Canal bank just south of bridge 144 Grand Union. In danger of collapse.

- 152 Newbury to Devizes on K&A (I have not been west of Devizes this year but from what I hear that is bad also)
- 153 Kennet & Avon (general)
- 154
 - 154.1 Forth & Clyde Canal between Mary Hill locks and Bowling.
 - 154.2 Union Canal at Wester Hailes (rubbish and trolleys)
 - 154.3 Union Canal from Bridge 27 to bridge 41 (weed)
- 155 Peak Forest canal - dredging and water supply from local reservoirs
- 156
 - 156.1 The closed second locks on "heartbreak hill", Trent & Mersey.
 - 156.2 Numerous bank collapses and closed towpaths.
 - 156.3 Deteriorating bridge and lock structures around the system.
- 157
 - 157.1 Defective Equipment
 - 157.2 Damaged Locks
 - 157.3 Broken Paddles
 - 157.4 Mooring Bollards marked as "Do not Use"
- 158 undermined towpath just south of Berkhamsted looks like an accident waiting to happen
- 159
 - 159.1 Keeping staff motivated and on side
 - 159.2 Canal side staff know the problems and should be listened to by managers and senior staff
- 160
 - 160.1 Dredging
 - 160.2 vegetation
 - 160.3 vandalism
- 161
 - 161.1 Lock maintenance
 - 161.2 Cutting back vegetation, esp on towpath side
 - 161.3 not wasting money on bollards, signs, etc.
- 162 Cutting the offices wages bill! get rid of the fat cats
- 163
 - 163.1 Several crumbling bridges on Llangollen canal.
 - 163.2 Locks in need of maintenance on Shroppie but time/money available to put in unnecessary bollards next to locks.
 - 163.3 Leaking gate at Grindley Brook Staircase.
- 164
 - 164.1 dredging Macclesfield Canal
 - 164.2 Dredging Trent and Mersey north of Anderton
 - 164.3 Making paddles on Cheshire Locks easier to operate
 - 164.4 Make Big Lock Middlewich easier to open
- 165
 - 165.1 the repair of locks that no longer have any daily or weekly checks by proper banksmen
 - 165.2 repairing collapsed lock landings especially the lower Trent and Mersey
 - 165.3 fix Stenson Lock properly (been abysmal for 5/6 years now)
- 166
 - 166.1 the Caldon/leek canal
 - 166.2 the Coventry canal
 - 166.3 the Ashby canal
- 167 Wigan flight locks
- 168
 - 168.1 Huddersfield Narrow - fix leaks, dredging, moorings
 - 168.2 L&L - paddle repairs and lock gate replacement
- 169
 - 169.1 Vegetation control. Not just grass cutting but also edges and weeds that are now small/large trees.
 - 169.2 Maintenance of locks and the mechanisms.
 - 169.3 Bridges need maintenance.
- 170
- 171 Wychall Lock T&M, boat mooring in a stupid place.
- 172 Most of Leicester Section GU direly needs attention
- 173 Shropshire Union Closure
- 174 Iron Bridge Lock Grand Union (77)

- 175 Hurleston bottom lock.
- 176 The whole system needs more investment - i.e. £125m pa rather than the £95m pa currently being invested.
- 177 Rochdale Canal lock landings and lock gear/gates
- 178
 - 178.1 Rochdale Canal generally west of summit pound
 - 178.2 Calder & Hebble – locks
 - 178.3 Rochdale. Water levels much too high despite water shortage. Water weiring locks - up to 9 inches. Almost impossible to open some lock gates.
 - 178.4 Rochdale: Several minor bank leaks between Sowerby Bridge & Manchester.
- 179
 - 179.1 The WHOLE of the K&A which is not a show-piece (Caen Hill). WHY do we have to empty locks and exacerbate the shortage of water on this wonderful canal?
 - 179.2 Stourbridge Canal esp. Stourbridge flight of locks.
- 180
 - 180.1 Vegetation control in Midlands. It is much better in the NE and NW – why?
 - 180.2 No single operator bollards on N. Stratford lift bridges.
 - 180.3 Lack of lock waiting bollards on Marple flight.
 - 180.4 Top gate leaks on Leeds and Liverpool - very dangerous for nearly full length boat.
- 181
 - 181.1 Cutting back trees etc. falling over and into canals.
 - 181.2 Landslip at Braunston tunnel.
- 182 Shelmore
- 183 Oxford canal - above Dukes lock - long term moorings on towpath causing narrowing of channel. Offside trees significantly overhanging canal making it difficult for 2 boats to pass. Where long term moorings exist the full available width of the channel should be maintained.
- 184
 - 184.1 Lock landing at tail of Cholmondeston lock.
 - 184.2 Hack Green - ALL lock gates.
 - 184.3 Unlicensed boats.
 - 184.4 Continuous moorers hogging visitor moorings.
 - 184.5 Efficiency of men sitting drinking tea, hidden in work boat cabins.
 - 184.6 Water point at Tyrley top.
 - 184.7 Lock gate painting all over the system.
 - 184.8 Lock gear maintenance, particularly lubrication of paddle gear spindle bearings and slide bearing face.
 - 184.9 Nantwich embankment gates. The new ones have been laid in Calveley yard for five years.
 - 184.10 Lock landing below Minshull lock.
 - 184.11 Lock landing above Minshull lock.
 - 184.12 Lock landing and water point above Hurleston locks.
- 185 all over the network, overhanging trees and branches
- 186 Shropshire Union at Shebdon
- 187
 - 187.1 Getting the Shroppie fully open.
 - 187.2 Bridges 81/82 North Oxford.
 - 187.3 Landslip north of Braunston Tunnel Portal
 - 187.4 Landslip near Br 34 N Oxford
- 188 Red bull and Cheshire lock flight
- 189
 - 189.1 Vegetation on the towing path - If they want local authority funding local residents should at least be able to SEE the canal
 - 189.2 Drainage problems on cutting towing paths on SUC
 - 189.3 "Lengthsman" monitoring and preventive maintenance all over system
- 190
 - 190.1 Staffs and Worcester North
 - 190.2 Trent and Mersey North
- 191 Locks on S. Grand Union - hard to operate, heavy and water levels too high. Ironbridge lock cannot be opened by 1 person.
- 192 Kennet & Avon: Reading to Burghfield
- 193 Staircase locks at Etruria on Caldon Canal, paddles extremely stiff when we visited earlier this year.
- 194 between Horton bridge and All Cannings K&A Canal is only 7 feet wide now
- 195 paddle gear on Wigan locks

- 196
 - 196.1 Shropshire Union breach
 - 196.2 Stratford canal south
- 197
 - 197.1 Visitor mooring Upton on Severn is totally inadequate for number of boats wanting to moor.
 - 197.2 Majority of the system offside tree/bush growth.
- 198 Numerous camp-shedding areas around locks that damage my boat due to lack of maintenance
- 199 Bridges on the Grand Union London to Gayton.
- 200
 - 200.1 Minshall lock
 - 200.2 locks on T & M canal especially Big Lock
- 201 Macclesfield Canal entire length from above Bosley locks, towpath is collapsing into canal. Almost impossible to moor at Marple now on both Macc & the Peak Forest as towpath has collapsed and large the stones are now in some cases in the navigation channel.
- 202 Leaking lock gates all over the system but in particular on the Rochdale Canal, especially in the Summit area.
- 203
 - 203.1 Improve visitor moorings at honey-pot locations. Braunston.
 - 203.2 Bridge repairs on North Oxford near Braunston. Ongoing for more than 2 years
- 204
 - 204.1 Lock repairs left for long periods without attention i.e. Great Haywood
 - 204.2 Dredging in moorings
- 205 The landslip by Wolverley Forge br on the S&W
- 206 More Braunston moorings.
- 207
 - 207.1 Bridges on the North Oxford near Brinklow
 - 207.2 Locks on the Kennet and Avon
- 208
 - 208.1 bridges on Coventry canal
 - 208.2 crumbling towpath edges on most canals especially Oxford canal
 - 208.3 unstable trees on Shropshire Union canal
- 209 Ashby Canal
- 210 Shropshire Union canal
- 211
 - 211.1 The "Veg Pledge" on the
 - 211.1.1 Caldon
 - 211.1.2 Macclesfield
 - 211.1.3 Leeds & Liverpool Canals.
 - 211.2 Swing Bridges on the Leeds & Liverpool Canal.
 - 211.3 Off-side vegetation growth on the
 - 211.3.1 Caldon &
 - 211.3.2 Macclesfield Canals.
 - 211.4 Visitor moorings on the
 - 211.4.1 Macclesfield &
 - 211.4.2 Caldon Canals.
- 212 Southern Stratford Wilmcote flight
- 213 Vegetation management is getting better on towpaths but vegetation on the edge of the water is encroaching into the waterway itself, thereby reducing the width of the waterway. This is becoming dangerous in some places where passing areas on bends in the waterway have been dramatically reduced in width.
- 214 A huge problem on the K&A is the sheer number of liveaboards who are supposedly continuous cruisers but simply overwhelm mooring places and it is particularly bad between Bradford-on -Avon and Bath and it would appear BW are paying lip service to the 14-day enforcement.
- 215 towpath condition and state of vegetation generally especially where no upgrade for cycleway etc. carried out
- 216 Rumford arm ref repairing damaged paddles and replacing handcuff gear with more modern anti vandal gear (if indeed anti vandal gear is required at all in such a rural area)
- 217
 - 217.1 Northampton Flight
 - 217.2 Braunston Flight
 - 217.3 Drinkwater Bridge (243) Oxford canal

- 218
- 218.1 Vegetation at locations of navigation restriction (bends/bridges) urgently need removal. Pretty much everywhere.
 - 218.2 The amount of recent tree cutting that was visible was absolutely minimal.
 - 218.3 Dredging of GU summit (Birmingham)
 - 218.4 Litter clearance/control of GU summit (Birmingham). This is consistently the worst litter strewn section of canal that I have ever encountered. It never improves.
 - 218.5 Culverts - I thought there was a culvert monitoring program years ago. Seems Shobnall escaped.
- 219 River Trent Lock Maintenance especially fixed ladders
- 220 Northampton Arm (weed control / dredging)
- 221
- 221.1 Swing bridge at Semington on K and A
 - 221.2 reed growth on K and A near Trowbridge, and along Long pound.
 - 221.3 estimate 10% of mooring is not available.
 - 221.4 Stuff under bridge in Devizes.
- 222 None where I have been this year. Last year the Watford Gap staircase was in very poor condition and seemed in urgent need of attention.
- 223 overhanging trees everywhere, now a danger to all users in many places
- 224 Rochdale 9 - I was expecting the gear to be hard work, but we had a strong cascade of water over all top gates while descending and there was no advice whatsoever in terms of BW staff or notice boards (plenty elsewhere on the system!). Exiting the top lock the walkway to the next lock was submerged - but the only way to approach the lock. Exiting all locks was nearly impossible due to strength of water overruns at top gates.
- 225
- 225.1 Lock chamber walls (all over the place - many must have serious voids behind them from the waterspouts).
 - 225.2 Vegetation/visitor moorings from Stoke-Great Haywood – appalling.
 - 225.3 Meaford bank collapse.
- 226
- 226.1 Ashby Canal in whole
 - 226.2 Coventry Canal, Hawkesbury to Coventry Basin
 - 226.3 South Oxford to Napton Bridge
- 227 Locks 21W & 22W on the Huddersfield narrow. We had to cancel our trip through the Standedge Tunnel as our boat got stuck leaving the top of the lock due to the coping stones having moved over the years. We were told that lock 22W was even worse. We were told that other boats have also got stuck.
- 228 bridges north Oxford
- 229 K&A:
- 229.1 removing pipework obstruction under bridge 87
 - 229.2 Dredging below locks 88 and 93
 - 229.3 Mending paddles on locks 75 (up off), 78(up near), 93 (down near), 94 (up off) ensuring gates on locks 80 (up near), 84(up near),100(up off, down off), 101 (up off) can open completely
 - 229.4 Repairs to gate of lock 54 (down off) - may have been done
- 230 Shropshire Union:
- 230.1 Audlem locks.
 - 230.2 Pounds between locks 11& 12, and 13 & 14 need dredging.
 - 230.3 Provide usable moorings at Macclesfield: all too shallow.
- 231
- 231.1 Between IDR bridge and Fobney Lock (extreme tree growth making navigation hazardous)
 - 231.2 Fobney Cut (same reason) In fact this applies all the way from Reading to Hungerford. Burghfield and Sulhamstead cuts (unacceptably shallow).
 - 231.3 Burghfield Bridge parapet.

- 232
- 232.1 Fixing Swanley bottom lock on the Llangollen which could fall in any day due to voids behind the brickwork and yet has been like this for two years now. BW's only admittance of the problem is to change the original temporary fence round the area with a permanent wood one. And, to improve customer H&S they have stopped their people cutting the foliage in the fenced off area so it has expanded - like a hanging garden across the lock mouth to distract those entering just when they are crossing the nastiest and one of the most dangerous cross flows below the lock. (This cross flow has damaged the bank just below the lock entrance so it collapsed into the cut some time back and it is maybe from here that the water has got in behind the lock brickwork to destabilise it!
- 232.2 The Breach on the Shroppie. I would be heading down the Shroppie next week but for this breach. One understands that, while they have staff who could fix the problem now BW - operating under their modern system plan to let the fixing out to contract at some time IN THE FUTURE.
- 233 Off side vegetation especially trees obscuring a clear view of the navigation. (Already reported in detail direct to BW)
- 234 Middlewich visitor moorings, above Kings Lock, edging slabs slipped into water over 6 years ago !
- 235
- 235.1 Locks on the K & A
- 235.2 Vegetation growth on the K & A
- 235.3 More visitor moorings on
- 235.3.1 the K & A and
- 235.3.2 the River Severn at Upton, Worcs and Tewkesbury
- 236 Both the Stonebridge Locks on the River Lee.
- 237 K&A Vegetation
- 238 Dredging
- 239 Excessive offside vegetation in many areas
- 240 Kennet and Avon Lock 14
- 241
- 241.1 top gate at Glascote top lock
- 241.2 Colwich lock bottom gates
- 241.3 Bridge end lock bottom gates
- 241.4 All ground paddles [most] Atherstone flight
- 242 Grand Union between Hemel Hempstead and Uxbridge - weed
- 243
- 243.1 Shropshire Union embankments and cuttings.
- 243.2 T&M Canal Br 20.
- 244 Kennet & Avon between Newbury & County Lock
- 245 Bridges, Aqueducts, Embankments, tunnels. These structures form the waterways and it is disgraceful to see them in such a poor state.
- 246 Lock maintenance difficulty using locks due to poor maintenance gates difficult to move paddles very heavy to operate
- 247 The waterways are under BW care, if they don't know they should get off their backsides and do their job and go and look!
- 248
- 248.1 Hazelford Lock - before it collapses!
- 248.2 Torksey Lock Paddles
- 249
- 249.1 Dredging on the Northern Section of the Monmouthshire & Brecon Canal.
- 249.2 Water levels on the Monmouthshire & Brecon Canal.
- 250 all locks on the Kennet Navigation are in very poor condition, particularly the gates and balance beams, making them extremely difficult to operate by one person
- 251 Rochdale canal
- 252
- 252.1 Dredging on
- 252.1.1 Lancaster Canal and
- 252.1.2 Blackburn area of Leeds and Liverpool Canal;
- 252.2 Leaky locks on the east side of the Leeds and Liverpool Canal

Appendix D– Detail Q31: Places needing Medium Term Attention

Please list any places that you consider BW should be paying *medium-term* attention to.

- 1
- 1.1 Dredging
- 1.2 Increase number of visitor Moorings.
- 1.3 Non License payers.
- 1.4 Overstaying at moorings
- 2
- 2.1 Moorings in Oxford
- 2.2 Dredging on Hudds. Narrow
- 2.3 Moorings in Marsden & Diggle
- 2.4 blocked/defective paddle gear on Grand Junction, especially blocked (& unnecessary) baffles on centre paddles
- 3 The Cheshire Locks
- 4 The canal bed and its proximity to the water surface
- 5 All paddle gear
- 6
- 6.1 Appalling lack of water from Wootton Rivers to Crofton Flight on the Kennet and Avon. Got grounded when attempting to cruise from Heathy Close Lock to Cadley Lock and I am also aware of this happening to other boaters. Wootton Rivers Lock, Heathy Close lock are just two of the locks on this stretch that leak appallingly.
- 6.2 One of the lock gates at Church Lock Gt. Bedwyn is virtually impossible to shut on your own due to the way it sits in its cup.
- 7
- 7.1 Oxford Canal
- 7.2 Llangollen Canal
- 8 Build up of weed in the pounds of the Crofton flight below the pumping station visitor moorings, K&A.
- 9 Coventry Canal - dredging on B & F section
- 10
- 10.1 Clearance of offside sight lines approaching bridge holes.
- 10.2 Dredging along designated mooring sites.
- 11 There is an ever increasing number of linear moorings being made by BW to the detriment of normal cruising speeds past these moorings.
- 12 Provision of more country mooring sites - dredged, piled and veg. cut to the edge.
- 13 Barrowford locks, L-L
- 14 In 2008 I could not navigate to the end of the river Stort because of vegetation weed in the water. I do not know if this has been resolved this year.
- 15 Buckby flight. These locks are far too heavy to use.
- 16 Overhanging trees
- 17
- 17.1 Most of London Navigations require
 - 17.1.1 dredging,
 - 17.1.2 weeding
 - 17.1.3 proper attention to bank-side vegetation and forestation.
- 17.2 Most locks require considerable maintenance to bring up to decent specification.
- 18
- 18.1 The fixed bridges on the North Oxford that are in need of repair.
- 18.2 Cutting back overhanging vegetation on the none towpath side.
- 19 Rochdale 9. (Gates difficult due to amount of water flowing down flight; 2 (IIRC) u/s paddles)
- 20 In some areas other than at designated mooring sites, the towpath vegetation had not been cleared making mooring difficult. On the Trent & Mersey clearance was under way over some five miles. However, cut vegetation was being dropped into the canal and consequently wrapping around the prop, necessitating frequent trips down the weed hatch.
- 21
- 21.1 GU towpath br 78 – 76.
- 21.2 GU towpath Hampton Road to Knowle
- 22 Removal of overgrowth on the offside of the Grand Union Canal generally.

- 23
- 23.1 River Ouse, Yorkshire
 - 23.2 River Soar
 - 23.3 Regents Canal, East London
- 24
- 24.1 Re-opening paired Cheshire Locks
 - 24.2 Increase sani-station provision between Fazeley and Stone
- 25 Providing off-side access to S Oxford lift bridges
- 26 Paddle gear on
- 27 Hanwell Flight lock pound between 92 - 93 was very low
- 28 Wind protection at swing bridges Skipton to Gargrave - can take two or people to hold boats against an average wind.
- 29
- 29.1 paddle gear
 - 29.2 Brick structures
- 30
- 30.1 Staffs and Worcester: Penkrudge area
 - 30.2 Trent and Mersey: Stoke area
- 31
- 31.1 Vegetation Fenny Tunnel
 - 31.2 Offside bank collapse south of Aynho weir
- 32 Ashby Canal. Dredging in places.
- 33 Dredging - summit level Leicester line
- 34 Dredging Top end Macclesfield
- 35 no bollards to secure boat at water point: 'old trooper' Shropshire Union
- 36 Rufford Branch Locks
- 37 turning points Mon and Brec
- 38
- 38.1 entire network vegetation, often restricts visibility
 - 38.2 Recycling facilities should be more widespread.
 - 38.3 Where off side trees obstruct navigation they should be cut back as a matter of course, and in preference to grass cutting.
 - 38.4 Many lock gates have obvious excessive leakage and need attention as a priority.
- 39 repair of brickwork -bridges
- 40 Taylor's locks near Kilby bridge.
- 41 Ickles Lock. Still awaiting repairs to bank / moorings from 2007 flood damage on Association property. Lock gates leaking and require constant attention from members, paddles difficult to operate (especially ensuring fully closed), signage required ensuring passing boats close all paddles.
- 42 Water problems on the Rochdale so it can be used by more boats than is currently possible
- 43 Weed on Chesterfield canal and dredging there
- 44
- 44.1 Vegetation in towpath walls causing long term damage.
 - 44.2 Locks falling into disrepair and the wood rotting.
 - 44.3 Dredging the WHOLE canal
- 45 keep netting to a minimum by doing the work promptly as many times it ends up in the water and round someone's prop or trapping some hapless animal
- 46 swinging lock gates at Kentish Town Road & City Road
- 47 Vegetation control is good where it is being applied but it is not being applied to nearly enough places. There are large areas where boats moor that are not cut back to the canal edge. The paths are mowed for walkers but not cut to the edge for boaters. E.G. Wedgwood halt to Barlaston, always busy, not mowed to the edge.
- 48 Lapworth Flight - A lock wall has collapsed. A few pieces of piling have been placed in the ground together with some DEFRA Rash. Its been like it for a while as there is substantial vegetation growing in the wound. The wall really needs repairing properly.
- 49 Dredging in many places, but the S Oxford comes to mind
- 50 litter in the canals
- 51 dredging
- 52
- 52.1 certain lock gates need attention on the Braunston flight, and
 - 52.2 would it be possible to make the Buckby flight a little easier to operate as I have witnessed people struggling with the gates.

- 53
- 53.1 Dredging and vegetation clearance on the South Oxford (in general) - it's often very hard to find a decent mooring.
 - 53.2 Dredge by the new bin point at the transport café approaching Barton Turns - no point in a new waste point if you can't get near it.
 - 53.3 Dredge the River approach to the lock moorings at Alrewas: saw 3 boats run aground here, despite trying to warn them.
 - 53.4 Anywhere where the lock gates are so bad that they won't stay shut - this is a pain when single-manning. GET SOME PEOPLE OUT ON THE GROUND TO SEE THESE THINGS FOR THEMSELVES, RATHER THAN RELYING ON SURVEYS.
- 54 Grand Union Birmingham to Napton - vegetation growth
- 55
- 55.1 Dredging for cruising and mooring
 - 55.2 Consistency of dealing with non licence payers and over-stayers - it appears to be rather ad-hoc at present.
- 56 The Sanitary station at Thrupp is still as bad and smelly as ever !
- 57
- 57.1 Hazelstrene outfall by playing fields.
 - 57.2 Northern end Staffs & Worcs
- 58
- 58.1 Lock waiting areas need to be longer and have more bollards.
 - 58.2 Overhanging trees on opposite side to towpaths need cutting back.
 - 58.3 Live-aboard bridge hoppers taking up prime moorings.
 - 58.4 Too many unlicensed boats
- 59
- 59.1 Heavy, unbalanced gates and stiff paddles on GU Buckby Flight.
 - 59.2 Almost impossibly stiff paddles and leaky gates on Rothersthorpe Flight (Northampton)
- 60 Off side control of trees and saplings
- 61 Plant growth and dredging the more isolated mooring locations
- 62 All lock with broken paddle gear on eastern end of K&A
- 63 Leicester connection - Norton to Trent More available moorings please
- 64
- 64.1 Enforcement - why are certain 48 hour visitor moorings ALWAYS occupied when you get there, even at the crack of last night?
 - 64.2 Why do those with HUGE dogs not have to have a licence displayed?
 - 64.3 Politics - why isn't BW 'out there' blasting government for an incredible lack of sense. 80000 prisoners and miles of canal to restore - der!
- 65
- 65.1 Vegetation on both
 - 65.1.1 Trent & Mersey and
 - 65.1.2 Worcester & Birmingham
 - 65.2 Restrictions to speed of cyclists on Staffs & Worcester around Kinver.
- 66 The whole of the K & A
- 67 City Road Lock - gates don't stay closed so v difficult to operate
- 68 Vegetation has been a huge problem on the Oxford canal this year, made it very hard to moor at time and also hazards.
- 69
- 69.1 Lack of casual moorings on Fosdyke & Witham Navigations esp @ Lincoln, also @ York.
 - 69.2 Difficult gates @ Aston on Trent & Stenson on T&M.
- 70
- 70.1 Clearing bridges, lock gates and brick structures of vegetation, on going, the vegetation destroys the structures.
 - 70.2 Repairing brick work on lock structures and bridges BEFORE they fail not after.
- 71 Calder & Hebble locks
- 72 Overgrowing vegetation, especially on Kennet & Avon - towpath and offside.
- 73 Much of the K&A; locks.
- 74 Many bridges are seriously dilapidated on
- 74.1 the Ashby and
 - 74.2 Oxford canals

- 75 All embankments & Cuttings on the Shroppie. The vegetation and sheer size of the trees is going to cause more slippage of a serious nature
- 76
- 76.1 Embankment below Cholmondeston Lock Middlewich Branch Shroppie.
- 76.2 Each year more coping stones fall into the canal and more fencing appears.
- 76.3 Bridge structures, brickwork etc. on the lower part of the Llangollen Canal (Up to Ellesmere ish)
- 77 Vegetation on canal side of towpaths in the countryside
- 78
- 78.1 (G.U. main line) Buckby locks. Some paddles stiff. Some gates leak and most are difficult for one person to operate.
- 78.2 Leicester line (north of Yelvertoft) Reed beds both sides in places. Difficult for boats to see ahead or pass each other.
- 79 moorings on Macclesfield Canal
- 80
- 80.1 various locks with badly balanced beams
- 80.2 Braunston tunnel north portal (Landslip)
- 81 Dredging of the Macclesfield Canal
- 82 Condition of banks where wash is eroding the unprotected edge.
- 83 Caldon
- 84 T&M Towpath Vegetation
- 85
- 85.1 North Oxford bridges outside Braunston, some nearly collapsed now.
- 85.2 Also Cheshire locks, very rickety
- 86
- 86.1 Ashby canal
- 86.2 GU Leicester branch
- 86.3 Oxford canal
- 87 More cutting of canal-side vegetation for mooring "out in the sticks" as opposed to BW proper moorings.
- 88 Dredging on
- 88.1 Macclesfield Canal and
- 88.2 Peak Forest
- 89 Landing areas at many locks need dredging especially on the southern main line of the Grand Union.
- 90 Rushall flight and Aldridge canals around industrial estates, very shallow and needs urgent dredging.
- 91 Long Pound to Newbury on the K&A Dredging and water shortages.
- 92
- 92.1 Old Ford Lock on Regents Canal. Lower gates keep swinging open. Difficult for single boater to manage.
- 92.2 Same for City Road Lock on Regents.
- 93
- 93.1 Hedge laying - not flaying to death.
- 93.2 Graffiti removal - makes people feel threatened even if it has been there years - new boaters don't know it is old so feel vandalism is imminent even when it isn't
- 94 Increasing Residential Moorings.
- 95 I have been caught by the emergency stoppage at Grindley Brook and just escaped the one at Shebdon on the Shroppie. It's hard not to think that BW should have been aware of the state of these embankments and conclude that the medium term planning is not all it might be.
- 96 Erewash canal
- 97 leaking locks
- 98 Chesterfield Canal. Although it is accepted that this is a shallow and lightly used canal, there are a couple of stretches that would be greatly improved by dredging (it seems to be only mud) and also by the provision of a few piled mooring areas on the more remote stretches. The S bend at Ranby is particularly in need of dredging. Ranby is particularly irksome as the tow-path grass is kept lawn-like whilst the canal is difficult to navigate and moor.
- 99
- 99.1 Heartbreak Hill - Trent & Mersey Canal - restoring duplicate locks and re-instating duplicates due to the heavy use of this part of the Trent & Mersey. Waits of over an hour at each lock are commonplace.
- 99.2 Knostrop Lock - Aire & Calder Navigation.
- 100 Birmingham and Fazeley Canal
- 101 Ensuring boats do not overstay on visitor moorings and water points
- 102 Lock landing at Penkrudge

- 103
- 103.1 North Oxford. There is a bridge that looks like it is going to collapse. (there is a pic of it on the front of this survey) it has large orange buffers by it. It still has had nothing done on it
 - 103.2 The landslide at Blisworth tunnel. It was raining heavily as we went through and it looked bad. god help you if a boat was coming the other way. The cutting just after it is very narrow very shallow and I had trouble navigating it especially as there were boats coming the other way. Both boats got grounded trying to pass. It was too shallow and the trees were hanging over making it also very narrow.
- 104
- 104.1 Swing bridges in Maghull approaching Liverpool - domestic properties are 'colonising' and enclosing offside lock landings making single handed use impossible or dangerous.
 - 104.2 Other swing bridges: erratic equipment or sheer lack of grease..?
 - 104.2.1 on L&L and
 - 104.2.2 on Stainforth and Keadby -
- 105 Lock leakage. I have been stopped a few times having opened lock gates, returned to the boat and cast off only to find the gates being closed on me because of "close the gates" notices instead of repairs.
- 106 Easenhall cutting (landslip) and surroundings (several more trees waiting to fall across canal)
- 107 Ashby - dredging
- 108 Aylesbury Arm - middle section extremely shallow and in need of dredging.
- 109 Locks through Stoke are very heavy going. Although I think this applies to most of them everywhere.
- 110 Swing-bridge on Market Harborough arm difficult to move after rain - due to mud etc. making opening tricky. Not so bad when dry.
- 111
- 111.1 Offside vegetation on the Upper Peak Forest overgrowing
 - 111.2 offside and nearside vegetation on the Grand Union throughout its length from Stoke Bruerne to London
 - 111.3 Marking sub-surface concrete outlet of sewage works at Autherley Junction on the Shropshire Union as shallow and a danger to boats
 - 111.4 Finishing repairs to bridge at Stafford on the Staffs and Worcester
- 112 Kennet & Avon (general)
- 113 Kennet and Avon
- 114 Removing extraneous bollards and signs that have sprung up recently. Dredging on most parts of the system.
- 115
- 115.1 Dredging
 - 115.2 bank maintenance to avoid breaches
- 116 maintenance of infrastructure
- 117 general maintenance.
- 118 reinstatement of collapsed banks on towpath side
- 119 facilities for moorers at Parbold on Leeds Liverpool
- 120
- 120.1 Visitor mooring availability,
 - 120.2 licence evasion.
- 121 Toward the top of Lapworth is tired. Broad Locks on T&M seem very tired compared to earlier years.
- 122
- 122.1 Any Locks with a paddle that is inoperative or excessive force is required to operate.
 - 122.2 Ensure that there is sufficient depth to moor at "Visitor Moorings"
- 123 Over the last three years we have noticed the canals getting shallower, dredging required in many areas
- 124 Tottenham electric lock on the river Lee (17)
- 125 Parts of the Shropshire Union narrowed by vegetation. Audlem Flight could do with some work.
- 126 Many minor defects in all areas cruised, many latent defects apparent e.g. deformed towpaths, locks in very poor condition etc. proper lengthsmen required. not clipboards.
- 127
- 127.1 Knowle flight of locks which are deteriorating quickly. The side-pounds should be restored to save water. They currently have trees growing in them.
 - 127.2 Stratford Canal esp. Northern section and Lapworth Flight where the pounds around the locks needs dredging urgently and the locks need attention to gates and paddle gear.

- 128
 - 128.1 Dredging Macclesfield Canal - esp the bridge holes.
 - 128.2 Appalling level of graffiti in urban areas, especially the BCN.
 - 128.3 Need to reduce/remove permanent moorings in Stone once new marina to south is open - a lot more visitor moorings needed here.
- 129 Various accommodation bridges in poor state of repair e.g. Trent & Mersey canal
- 130 Moorings on the Middlewich Branch need dredging
- 131 Overgrown vegetation both towpath side and offside on the
 - 131.1 Caldon and
 - 131.2 N/S Oxford.
 - 131.3 Same in places on the T&M
- 132
 - 132.1 Locks narrowing in Cheshire locks;
 - 132.2 restoring duplicate Cheshire locks;
 - 132.3 lock landings in Bosley and Marple flights (Really difficult single handed)
 - 132.4 Landings on off-side at all movable bridges operated from non towing path side
 - 132.5 Preventive dredging on bridge-holes all over system
- 133 Grand Union North
- 134 Kennet & Avon generally
- 135 Majority of the system spot dredging.
- 136 deteriorating paddle gear, numerous locks worn or stiff
- 137
 - 137.1 Vegetation control on the South Oxford canal
 - 137.2 Vegetation on the Blisworth Arm particularly at the Northampton end
- 138 Vegetation on T & M canal North
- 139 Rochdale 9
- 140 Lack off...and poor state of...visitor moorings. Spending less money on non-boater projects (such as upgrading towpaths).
- 141 All canals. Cutting back vegetation. Improving towpaths.
- 142 Dredging, even the Grand Union is getting hard to navigate
- 143 Clearing vegetation on mooring places i.e. where there is piling visible but unable to moor up because of overgrown banks
- 144 North Oxford canal
- 145 Middlewich locks
- 146 locks on Severn
- 147 Just NORMAL routine maintenance would be an improvement
- 148 The system generally appears more run down and overgrown than previously. Mooring is becoming more difficult as suitable sites have not increased in proportion to the number of boats.
- 149
 - 149.1 Easing the paddles on the Oxford Canal
 - 149.2 Duke's Cut lock
- 150
 - 150.1 Vegetation wherever it restricts the passage of boats - including when passing each other. There are miles and miles of this.
 - 150.2 Removal/control of graffiti. Councils have graffiti control programs. BW seems to have no plan.
 - 150.3 Provision of sufficient water/refuse/sewage points. Locations need a practical number of water points as taking on water is a slow process. Attention also required to ensuring water drains away and does not spray everybody around. Also many/most service locations are placed at pinch points. They should be located away from navigation difficulties (e.g. Stone/Endon (Caldon) and many others.
 - 150.4 Attention to paddle gear that is stiff to operate.
 - 150.5 Bollards. What a waste of effort and funding on the locks in Central Shires (it is clear that have been installed by an organization that has no understanding of how boats of various sizes behave in locks). The bollards on locks in the Potteries are excellent (location/type).
- 151 Lock Toilet facilities
- 152
 - 152.1 North Oxford Canal
 - 152.2 Coventry Canal to Fazeley
- 153 Dredging above lock 102 (mooring point)
- 154 Northampton Arm needs dredging

- 155 Widmead Lock needs to be restored to its original height in order to increase the water level between there and Bulls Lock.
- 156
- 156.1 A number of crumbling bridges on the Llangollen that BW have 'fixed' with telegraph poles floating in the canal. Once the pole goes in that seems to be it as far as BW is concerned.
- 156.2 The cross flows below Llangollen locks which were never designed to take the downstream flow that BW impose by using the canal FIRST as a water supply. Realigning some of these would make boating much safer on the Llangollen. (Maybe BW could use some of the big money they refuse to admit they get from supplying water to pay for this and to make safe their lift bridges and tunnels.) In the case of lift bridges and tunnels the water flow can throw boats against the bridge decking and tunnel walls at cabin height. A simple remedy would be to place a wide continuous baulk of timber at water height - the width being enough to let boats run along it without hitting bridge or wall. (This was actually done on a new bridge on the Caldon canal some years back so there is precedent for it!)
- 157 Dredging would help water levels on both canals and rivers
- 158 Both The Rivers Lee and Stort. The Stort is very pretty but is more like a Louisiana Bayou than a river navigation.
- 159 Hurleston Bottom Lock - too narrow for 7ft. beam craft
- 160
- 160.1 Dredging the entire length of Kennet and Avon canal
- 160.2 Dredging the Rochdale canal between Chadderton and Sowerby bridge
- 160.3 Mending the leaks in the Rochdale canal
- 160.4 Dredging the Huddersfield Narrow canal between Stalybridge and Huddersfield
- 160.5 and the Huddersfield Broad canal at Cooper Bridge
- 161 Vegetation overhanging parts of Paddington Arm
- 162 Rural moorings where vegetation makes mooring up extremely difficult i.e. unable to land.
- 163 South Oxford Canal
- 164
- 164.1 Dredging, Dredging and more dredging. Especially at visitor moorings. Cut back vegetation on off side as well. Dredging would increase the amount of water available in the system.
- 164.2 Encourage long term mooring IN marina's.
- 165
- 165.1 Dredging Beeston Canal
- 165.2 Cutting back overhanging tress - making it difficult to pass other boats.
- 166 Towpaths on the North Oxford canal

Appendix E – Detail Q32: Places needing Long Term Attention

Please list any places that you consider BW should be paying *long-term* attention to.

- 1 Overall Maintenance of our waterways.
- 2 BW should be paying attention to ALL the waterway system, with a proper routine of inspections BY BOAT.
- 3 The Cheshire Locks
- 4 The canal bed and its proximity to the water surface
- 5 Position pushing stones in the correct place under balance beams particularly at heavy top gates on narrow canals
- 6 The whole of the Kennet and Avon, many boaters who have cruised on other cuts have commented on the dismal state of the canal one referring to it as 'no more than a ditch'.
- 7 Midland canals in general
- 8 Reed encroachment and overhanging trees in many places along the K&A canal.
- 9 Lots of places that will rapidly deteriorate without maintenance
- 10 Providing dog wardens to catch "Dog Foulers" on the towpath.
- 11 Long term and permanent moorings taking over Visitor Moorings, especially over the winter period. It is now impossible to find an overnight mooring at popular sites.
- 12 Properly planned programme of inspection and maintenance carried out by local staff to prevent disasters like the Shebdon Embankment breach which completely ruined our cruising plans this year.
- 13 Improve the movement off visitor moorings at "honey pot" sites. Boats should be moved within the maximum period of time allowed for those moorings. At Gargrave the BW staff engaged with the moorers throughout their stay and boats moved on without blocking the visitor moorings.
- 14 The whole network
- 15
 - 15.1 More visitor moorings in the country properly dredged so as to ease the congestion on moorings in towns.
 - 15.2 Better dredging of bridge-holes, as these seem to be getting worse on some canals.
- 16 Kennet & Avon. State of:
 - 16.1 locks
 - 16.2 paddle gear
 - 16.3 vegetation.
- 17 Coventry Canal, along a 5 mile stretch into the basin:
 - 17.1 dredging
 - 17.2 rubbish removal
- 18 a dredging rather than a signage programme
- 19 Most of System
- 20 Kennet & Avon Canal long pound between All Canning and Devizes reeds need cutting back width under 7 feet in places and long stretches under 8 feet.
- 21 Grand Union canal around Milton Keynes:
 - 21.1 clearing litter in the canal
 - 21.2 overhanging vegetation
- 22 All overdue maintenance
- 23 Mooring where commercial traffic is causing the depth of water by the bank to become silted up. Particularly between Uxbridge Lock and Cowley Lock on the Grand Union. This was dredged a few years ago but is now silting up.
- 24 Water usage and collection (reservoirs etc)
- 25 Shropshire Union
- 26 Many instances of offside vegetation growth on narrow bends - this is as, or more important than towpath grass cutting. Very noticeable on
 - 26.1 Ashby and
 - 26.2 S Oxford.
- 27 Trent & Mersey Canal. Reinstatement where still possible of twin locks on the Cheshire Flight.
- 28 Stiff paddles
 - 28.1 Middlewich arm and
 - 28.2 Cheshire locks
- 29 Bridge 103 (Gilwern) air draught clearance
- 30 cut back the overhanging trees on the offside of the canal or get the land owner to do it..

- 31
- 31.1 Visitor moorings on the Braunston puddle banks are very poor.
 - 31.2 BW should be reviewing the root causes of breaches such as the Shropshire Union and working out how to prevent it more generally.
- 32 locks and lock gates
- 33 residential and boats without permanent moorings moored on visitor mooring and Water Points on the Ashby
- 34 Increasing visitor mooring capabilities on SSYN
- 35 Dredging and general maintenance
- 36
- 36.1 Cuttings - they have failed to reinstate back drainage so towpaths are always boggy and the sides of the cuttings wet and near collapse.
 - 36.2 The maintenance of bridges tunnels and canal structures
 - 37 getting staff trained again to operate their equipment
 - 38 Crowding gongoozlers at Camden Lock, esp w/ends - the fencing is useless except at Hampstead Road
 - 39 Lock maintenance is not sufficient to maintain them in good condition. So many badly leaking gates I could not list them. As a single hander they soak my boat so I know how bad they are. Brickwork on many locks is leaking water from behind and this will affect the lock wall foundations. Missing brickwork and lack of repairs creates a dilapidated look to the system.
- 40 All lock flights of ten or more need constant BW attention due to lock density.
- 41 completing the proposed new waterway links
- 42 regular maintenance, as opposed to wait until it fails, then fix it
- 43
- 43.1 The managerial system. Stop focusing on narrow objectives - it is the overall quality of the waterways that matter.
 - 43.2 Employ office staff that know the geography and understand bridge numbers and lock names.
 - 43.3 Employ regional staff who care for their patch and empower them to do so properly.
 - 43.4 Get organised, and lead through inspirational management and genuine teamwork, not reshuffles and meaningless procedures.
- 44 Providing relief at "bottle neck" locations
- 45 The Tow paths especially on the southern Oxford Canal are downright dangerous and have been for some time now.
- 46 Dilapidation orders needed on hundreds of boats that bring the look of the navigation into disrepute.
- 47 Maintenance of locks, bridges and general infrastructure.
- 48 Rubbish removal
- 49 getting minor repairs undertaken quickly before they turn into major issues that cause stoppages and cost huge sums to rectify
- 50 British Waterways serves to help boaters, not the other way round. Stop organising and reorganising itself and set about reorganising government by campaigning.
- 51 Re-opening derelict pairs on the Cheshire Locks (Heartbreak Hill)
- 52 Make the K & A a cruiseway
- 53 Dredging of moorings in many places, esp Huddersfield Narrow.
- 54
- 54.1 Better monthly waterway checks. Some area good but nothing done some areas checked by inexperienced staff.
 - 54.2 Better management of embankments, clearing vegetation, checking culverts and check lower levels of embankments i.e. Shebdon, Norbury
 - 54.3 Long term plan for on-going dredging:
 - 54.3.1 Shroppie,
 - 54.3.2 Staffs and Worcs etc.
- 55 Trent & Mersey - eastern section
- 56 Water shortages on Huddersfield Narrow and enabling more boats to achieve through passage to ensure the vast investment in restoration is not wasted. 18 boats a week is not enough, Need passage through Standedge tunnel every day not just 3 days a week.
- 57 Vegetation, dredging, cleaning, replacing broken stuff - long term plans to get back to acceptable steady state.
- 58 Let's get the short and medium term jobs done first!
- 59 Most bridges and aqueducts are in need of attention to some degree or other.
- 60 K & A
- 61 Sorry, misplaced my list !!
- 62 Leeds Liverpool canal - swing bridges repainting of lock gates - county wide – Yorkshire

- 63 Longer-term they do need to do something about the encroachment of vegetation onto towpaths - especially on approaches to locks where long queues can form at busy times.
- 64 Lock Maintenance
- 65 Shropshire Union Canal
- 66 All embankments/aqueducts
- 67 Regular routine maintenance instead of electronic asset logging.
- 68 Without action, the canals will start to fall into unusable waterways again.
- 69 One would hope that BW was paying long term attention to the entire system (this sentiment is repeated several times, but repeats deleted JGS)
- 70 Cutting back trees overhanging the canals, one example: Trent and Mersey, south of bridge 103 weeping willows have grown over the canal to such an extent that it's impossible to see oncoming craft
- 71 I hear that the K and A is deteriorating badly
- 72 Dredging all parts of canals not projected over many years
- 73 Vegetation and growth of reeds on most Northern Canals.
- 74 Most of Wyrley & Essington canals and other BCN network
- 75 Anticipate the cost of maintaining newly restored canals such as the Wilts & Berks, add such requirements to the operating cost of BW's budget.
- 76 Rubbish accumulation up the Limehouse cut.
- 77 Ongoing hedge maintenance instead of flaying.
- 78 Value for money for Licence payers.
- 79
- 79.1 In terms of the network I think BW should show a commitment to support the many restoration schemes ongoing these days.
- 79.2 In terms of general policy it would be nice if some form of visitor attractions could be provided on some of the more out of the way and less visited parts of the system.
- 80 more facilities along
- 80.1 Fosdyke and Witham
- 80.2 Aire & Calder
- 80.3 Calder and Hebble
- 81
- 81.1 Dredging, vegetation control, general upkeep.
- 81.2 Bring back lengthsmen!
- 82 The colonisation of lengths of canal by unofficial liveaboard communities, often including the de facto removal of visitor moorings from cruising use.
- 83 Visitor moorings along the K&A. If BW wish to continue with their policy of encouraging vegetation along the water's edge on the K&A to encourage wildlife then they must offset that by providing more visitor moorings. We like to cruise into the early evening, stopping at around 6pm, maybe a little later, yet we found that all the visitor moorings were taken by as early as 3pm which frequently forced us to moor on the end of lock moorings because the banks in between the official spots were completely overgrown and inadequately dredged. Extremely frustrating!!
- 84 Why are Buckby lock gates so stiff these days?
- 85 All visitor moorings dredged for 3 foot draft boats!
- 86 All the quiet peaceful areas. look nice to moor but can't get near the bank. due to fallen rocks from the edges and sloping slabs. A lot of popular places are driving people away. This is everywhere.
- 87
- 87.1 A couple of the bridges on the Leicester GU arm between Watford and Foxton Locks in bad state of repair - no difference since last year.
- 87.2 Much of the canal we have covered has been very shallow in places, and although we haven't been grounded when passing canal traffic, we have met others who have. It makes passing very difficult in places - especially where there is dense vegetation also. Dredging is essential.
- 88
- 88.1 Dredging throughout the system in the
- 88.1.1 Manchester and
- 88.1.2 Midlands areas
- 88.2 Removing young trees from the towpath edge wherever they are found and regardless of conservation issues as they contribute to the break-up of the edges
- 89
- 89.1 General maintenance of locks.
- 89.2 Stop installing the wooden bollards which seem to cause more problems than they solve!!
- 90 Kennet & Avon (general)

- 91 Cotswold Canal
- 92 Customer relations needs improving. The current business model and the ethos of BW needs to be completely revamped. The Directors need to take significant pay cuts and stop taking bonuses in order to put that money towards maintenance. BW needs to do more to get other users of the canals than boaters to contribute financially towards upkeep.
- 93 South Oxford - Tow Paths are generally a mess.
- 94 boaters
- 95 prevention of deterioration of locks tunnels and embankments
- 96 ensuring a breach like that at Shebdon is resolved when it was first noticed, which was several months prior to breach and not left to collapse..
- 97 the complete refurbishment of the whole canal system
- 98 Overall maintenance of the waterways as a whole. The conditions of the system is certainly going 'downhill'.
- 99 Piling eroded sections of GU. Difficult cruising due to very inconsistent bank sides.
- 100 The maintenance (vegetation cutting) of the towpaths. Seems a waste of time & money sending TWO mowing machines down the same towpath following each other but NOT cutting a fresh line
- 101 Visitor moorings in general
- 102
- 102.1 Overgrown vegetation on all canals.
- 102.2 Lock maintenance.
- 102.3 Dredging all the things they say they are doing but much more often.
- 103 All canal towpath stabilisation. So many are now just crumbling and ending up in the canal and then BW erect orange fencing and forget about it, so that just becomes overgrown with vegetation.
- 104 The list is too long. As above. All areas.
- 105
- 105.1 Grand Union Canal through Solihull, the towpath is worthy of motorway standards while the canal is shallow overgrown and full of rubbish.
- 105.2 Oxford Canal (Southern Section) towpath is almost impossible to use. Needs a vegetation attack.
- 106 general need to reduce on-line permanent mooring much more vigorously, especially in areas where there are a lot of new marinas, such as T&M.
- 107
- 107.1 Vegetation cut back on offside. Oxford canal
- 107.2 The cutting west of Newbold tunnel has been signed as unstable for at least 4 years - no sign of any action.
- 108 Long term is not in a phrasebook practised by BW. Responsible and knowledgeable staff move on or away with every breeze - taking the knowledge and experience with them.
- 109 Shropshire Union generally
- 110 general maintenance
- 111 Dredging to original specification all over system
- 112 Grand Union South
- 113 Much of the area we visited this season required regular routine maintenance the whole area had a very neglected nobody cares appearance,
- 114 The whole system, spot dredging. Vegetation cutting to canal edge on towpath side.
- 115 Braunston puddle bank moorings
- 116 Water flow on the Kennet
- 117 general state of canal network
- 118 Water supply problems on the Rochdale and Huddersfield Narrow canals and lock-moorings on these, and other, waterways
- 119 Wide scale dredging overdue.
- 120 Shebdon - used to moor nearby and never saw any BW employer in the 2 years there.
- 121 The whole network !
- 122 Scrapping plans for inclined planes & spending the money on improving moorings throughout the system, especially in popular places.
- 123 The whole network
- 124 cutting back overhanging trees on non BW side of canals
- 125 Lancaster canal visitor moorings at Preston
- 126 Kennet & Avon eastern end
- 127 Lock gear particularly needs consideration to provide safe and efficient replacement when needed not when u/s
- 128 Oxford between Isis lock and the River Thames

129

129.1 A proper vegetation control plan. And suitable staffing to achieve it.

129.2 Visitor moorings away from locks and honey-pot locations.

129.3 Just nice towpath hard standing and bollards.

130 reed growth on K and A near Trowbridge, and along Long pound. Barely able for narrowboat to pass. Not possible for 2 to pass each other.

131

131.1 Two years ago the Wyrley and Essington was badly in need of dredging and raising of water levels.

131.2 Similarly, parts of the Notgrove canal were very overgrown.

132 River Severn Gloucester to Worcester, especially the Upper Parting to Gloucester Docks, dredging will aid navigation and flood relief.

133 dredging

134 The removal of trees and bushes from the edge of the offside bank to the land side of the towpath for the entire length of the River Kennet.

135

135.1 Lock 12 on the Audlem flight which also needs a baulk of timber at water height.

135.2 Removal of the stop lock gates at Atherley on the Shroppie. A superfluous lock with total stupid thick gates that often won't open fully due to mud build-up. (At one stage the mud was being cleared weekly.)

135.3 Regular dredging from top end to bottom on

135.3.1 the Llangollen,

135.3.2 the Shroppie,

135.3.3 the Staffs & Worcester,

135.3.4 the Coventry (almost yearly!). And that's only this years quota.

136 More online residential moorings (with facilities) to be made available to boaters

137 Regents canal.

138 R Severn visitor moorings

139 Cheshire Locks duplicate lock chambers

140 Bringing the Rochdale and Huddersfield canals to a fully usable standard

141 More attention to easing of lock gearing and gates; as frustration kicks in, care goes out the window.

142

142.1 Back pumping, water supply.

142.2 Cooperate positively with Canal Trusts. They provide willing volunteer help.

Appendix F – Detail Q33: Other Comments or Actions

Any other comments relating to the state of the waterways, or what actions NABO should be taking?

- 1 It is essential that senior staff understand how canals work and the importance of the heritage, to minimise further losses of essential working artefacts; e.g.
 - 1.1 holding-back pins on the GU
 - 1.2 blocking hooks everywhere
 - 1.3 the variety of paddle-gear on the L&L
- 2 Water leakage at flights of locks remains an ongoing problem.
- 3 Action is needed to reduce cruising distances between Elsan/Chemical Toilet Disposal. Abrogating BW responsibility to 3rd parties (boatyards) is only an acceptable alternative if the facilities are a) Free to use and b) Available 24/7. Also having to cruise off-line into a 3rd party marina could lead to insurance issues and should be avoided. Super-duper sanitary stations are not needed - just simple, open-air, brick-plinth type facilities.
- 4 Issues that can't be brought out by simple answers to the questions are:
 - 4.1 Were more bridges damaged? - No, but damaged bridges are getting more and more damaged.
 - 4.2 Hours held up by stoppages - The Shroppie stoppage can't be quantified, because we had to completely change our plans and could not achieve all our goals.
- 5
 - 5.1 Please please continue to fight the corner for continuous cruisers like myself. I cherish the cut I live on, looking after it as best I can and notifying BW of any urgent work that will ultimately save them money in the long run.
 - 5.2 Can we stop BW allocating visitor moorings as winter moorings please. I like to be able to use the visitor moorings in the winter months from time to time, don't overstay my welcome and get really frustrated when unoccupied boats prevent me from doing this.
 - 5.3 Some education for all boaters in the negative effects of cruising too fast past moored boats i.e. pulled pins, wrecked banks not to mention that precious Toby Jug from aunt floss getting broken!
- 6 More dredging is needed in many places. We actually ran aground mid-river on the R. Irwell (not BW I know) due to build up of silt. Had to be towed off by a MSC vessel.
- 7 In the 5 years of cruising mainly the K&A canal, there has been a general deterioration in the state of the locks and other infrastructure. If NABO can highlight this and get this trend reversed, that would be valuable.
- 8
 - 8.1 Excessive off side tree growth is a widespread problem whereas,
 - 8.2 the 'veg pledge' for the towpath side has been fulfilled!
- 9 In the recent past things have got worse but they are still better than the 70's / 80's
- 10
 - 10.1 Sorting out the mess of overstaying on visitor moorings. We don't cruise in winter now as it is impossible to moor in places like Hawkesbury and Braunston due to official and unofficial long stay mooring.
 - 10.2 The problem of some boat yards taking up good towpath mooring needs sorting out as well. Just as examples:
 - 10.2.1 Autherley junction is dreadful
 - 10.2.2 as are parts of the Ashby
- 11 Keep up the good work.
- 12 Maintain the focus on BOATING issues. The canals are first and foremost navigations, not fisheries, cycle tracks, jogging/dog walking paths, or nature reserves.
- 13 BW has introduced contractors to perform many tasks previously employed by their own staff e.g. mowing grass on flights of locks, greasing lock gear or cleaning sanitary stations. The BW staff now have to watch as grass grows on locks, lock gear becomes stiff and sanitary stations are not cleaned frequently enough.
- 14 After an improving peak under Mr Fletcher's stewardship of BW it does seem now to be taking a downwards turn for the worse.
- 15 Just keep up the pressure
- 16
 - 16.1 More spot dredging in various locations.
 - 16.2 Stronger action in removing non-licence and mooring fee dodgers.
- 17 Campaign to remove current British Waterways middle, senior management from any form of involvement in English navigations on the grounds of persistent incompetence and negligence.

- 18
- 18.1 Ensuring money is not wasted on needless projects such as fitting mooring bollards **in single locks** where they are not used
- 18.2 and pressing for more clearing of vegetation to the canal edge of the towpath.
- 19 NABO should be supporting BW on many issues and not constantly moaning about them. Many boaters ignore and abuse the system and NABO should be trying to find a way of sorting these people out. The NABO News should be informative and a joy to read with articles about the waterways to encourage people to go out and explore. It is one constant moan and I start reading many articles only to stop halfway through when the moaning and groaning starts. BW has enough problems without NABO and RBOA being unhelpful.
- 20 Considering the amount of use our waterways are subject to and the lack of regular maintenance, their condition is surprisingly good. But not as good as it has been in recent years.
- 20.1 More paddles taped off
- 20.2 gear harder to work
- 20.3 more debris, (floating & submerged)
- 20.4 impeding gate/paddle functions and
- 20.5 BW staff (i.e. Lengthsmen) much less in evidence.
- 21 Generally, vegetation growing on the offside of the waterways needs attention. It narrows the navigable channel, can damage a boat's paintwork and creates the potential for collisions.
- 22 Lack of Elsan disposal other than at boatyards. This latter is usually chargeable, and is only available for limited opening hours.
- 23 Froghall basin Caldon. Money has been spent on facilities the far side of the Froghall tunnel. Very few boats can navigate this tunnel. I tried but took fear. I might have got through but only with scratches.
- 24
- 24.1 Urge for more staff on towpaths.
- 24.2 Do not waste money on large commercial billboards promoting canals as seen in central Nottingham
- 25 Kennet & Avon canal needs
- 25.1 dredging,
- 25.2 banks cut,
- 25.3 many locks leaking
- 25.4 paddles not working
- 25.5 BW aware notice on many locks for over 6 months.
- 25.6 This October visitor moorings limited due to BW allocation to Winter mooring permits only.
- 26 We caught a large thistle on our prop. It would be great if detritus from edge cutting could be cleared rather than all end up in the canal. Most canals looked pretty scruffy, with overgrown towpath edges while the Llangollen from Trevor onwards was perfectly manicured.
- 27
- 27.1 More concentration on getting off-side overhanging trees cut back
- 27.2 less on over-enthusiastic mowing of towpath edges. It's unreasonable of people to be expect to be able to moor just anywhere, particularly where over-mowing impacts on wildlife.
- 28 whole network needs attention (including senior directors salaries!)
- 29 Much repair work is only done when the asset has totally collapsed rather than ongoing maintenance. Some repair work looks pretty shoddy - I wouldn't pay for such a standard on my own home. BW should publicise what maintenance they are planning (as is done with the winter stoppages) - good PR and would show they are taking action.
- 30 From last years cruise the vegetation on the Leicester Branch required urgent attention
- 31 See comments re K&A
- 32 It does seem that BW have given up on some sanitary stations and are deciding that the boaters will have to use marinas, with the owners charging for the use them of course.
- 33 Provision of better and more regular boaters facilities. Provision of more visitor moorings Control of illegal boats, non paying licenses.
- 34 BW must DREDGE or companies will continue to lose repeat bookings and the goodwill of the private boater will be lost.
- 35 More place for RECYCLING glass plastic etc
- 36 I'm sure there were places that I should mention but off hand I can't think of any. I have nothing but high praise for the BW men and women that I've come across.
- 37 continue licence evasion work keep costs down
- 38 British Waterways seem to have forgotten that boaters are their customers and primary source of income. They should be trying to be getting more income from local councils whose residents use our towpaths free of charge which part of our mooring fee income goes towards paying

- 39 Stair treads at locks should be even and flat. There is nothing in the safety requirements to cover this. This is a higher priority than stairs at bridge holes.
- 40 Pressurising BW to increase policing of short term visitor moorings or remove the restrictions if not able to do so. most badly abused. Increase the enforcement of licence conditions i.e. displaying licenses, boat numbers and boat names. Make boaters who claim to be continuous cruisers comply.
- 41 The plant growth along the towpath should always be clear for boat emergencies.
- 42 Contracting out work means that BW are unaware of the state of the canals and related structures. For example faulty and crumbling safety rails get painted but no one reports the state they are in. Same with collapsing towpaths and grass cutting etc. Bring back Lengthsmen so someone knows what is going on and is responsible for getting it reported and sorted.
- 43 please point out to BW that using their staff to take down numbers of boats or pick up litter etc does not keep the waterways open
- 44 Stop BW wasting the little money they have on inessentials like new wooden bollards no one needs on lock sides - they only increase the trip hazards!!
- 45 There is a general deterioration in the state of the canals that is obvious to anyone who uses them every year. Moorings in places of interest are virtually impossible to find now and I met many hire boaters who could not moor where they wanted to. Stone on the T & M, Banbury on the Oxford, and many others where it is obvious that longer term moorings get preference. EG, Why is the first thing you meet on the downstream side of Hillmorton Locks are a huge line of long term moorings. These should be visitor moorings first. Similar in other places. Policing of their mooring and other policies by BW is non existent and action should be taken to encourage BW to enforce their own rules. Anarchy is resulting from their failure and this is detrimental to boaters enjoyment of the canal system. A system of instant fines should be implemented for offenders and this will give financial encouragement to BW. I don't think there are many examples of boat rage yet but I do foresee an increase. The amount of collapsed canal bank is increasing but the DEFRA rash is being replaced by fencing so perhaps your survey question about this will be deceived by the fencing.
- 46 For every top BW manager/director on >£250,000, ten persons should be employed on the ground to do maintenance, repairs and breakdowns, and those top BW manager/directors on >£250,000 should take a pay cut or resign without a golden handshake to pay for it. Lets face it, £250,000 is an obscene amount of money and barely a penny of it is actually earned. That amount of salary is self awarded, unjustified and impossible to earn by anyone. (The key word here is earn). BW's focus should be on the waterways as its name implies, and should leave other business ventures to the companies who have more experience in what they're doing.
- 47 In the last few years my enjoyment of the waterways has diminished considerably. This is mainly because of the increased cost of keeping the boat - mainly increased mooring and licence fees BW increased our mooring permit fee by 16 per cent last year!
- 48 whilst they are generally OK there are specific areas that need attention. it is important as, for example on the Northampton arm, the knock on effects can have an impact on other waterways and thus the whole system becomes less usable. it is not enough to merely put out orange netting as the fault is not rectified. there should be less attention to the image and more to the actual infrastructure as that is what makes the waterways workable. it is important that people feel safe and enjoy their boating. generally the waterways are OK but they need more actual doing and less talking about. less big salaries and more people on the towpath fixing and maintaining things - banks, locks, towpaths etc.
- 49 I am heartily sick of the way BW managers write off the views of their customers. Whenever someone raises a query in, say, Waterways World, BW's first tactic is always to discredit their opinion by saying "In our experience, the majority of boaters...". THIS IS IRRELEVANT. One person has a problem, so listen to that one person and sort the problem out. Don't ride roughshod over people and assume you know best. It could be, could it not, that the majority simply haven't said anything because they thought it was pointless trying?
- 50 Overgrown State of canals is badly restricting canal width and damaging boats when passing and forced into undergrowth especially by moored craft
- 51 Not an easy survey to answer. Was not able to get into the questions before cruising and therefore not able to gather specific information at the time but have had to rely on memory and perception which makes for more anecdotal evidence.
- 52 I think that Fountains have done a reasonable job of maintaining vegetation, however the Towpaths on the southern Oxford Canal are giving cause for concern. I am however, very glad to see that at long last there is currently some piling going in at tramway, Banbury.
- 53 Long term mooring of 'live-a-boards' in 'honey spot' moorings
- 54 More control needed over hire boat fleets and their instructions to hirers. We have spoken to too many who have said they were not told enough about the dangers of winding up paddles too quickly etc. One even said that because it was raining, the instructions given were so brief they were more or less just sent on their way ignorant of everything. It seem general across every hire fleet boat we met.

- 55 Most negative aspect of current waterways is the abundance of bank-side moorers - a linear housing estate. BW should be taking real action to remove illegal resident moorers. NABO should show a lead in identifying persistent offenders; many of whom seem to be NABO members.
- 56 Advise all members to remember to slow down passing moored boats. This year we passed several moored boats that had come adrift after having mooring pins pulled out by passing craft.
- 57 Thank you for taking an active interest and initiating the study.
- 58 Maintain a watching brief
- 59 Restore ALL the flipping waterways - stop trying to do ANYTHING else that's not directly connected!
- 60 Several locks requiring pointing of walls and difficult or out of action lock gear but unable to be specific as unable to remember precise location
- 61 Having a deeper drafted boat, it can be very difficult to moor alongside the tow path due to the lack of dredging. Usually visitor moorings are alright
- 62 Every effort to persuade H M G to provide the funds to properly maintain the canal system as it is of world importance. H M G never maintains its capital assets.
- 63 I have a strong impression that the canals we have cruised this year are "running" down, they have an air of disinterest about them.
- 64 Security issues on visitor moorings
- 65 We moor in Banbury and we have lots of boats that do not move from one year to the next. I was speaking to a guy yesterday who has been moored below Banbury lock for the last 6 months non tow path side, and the mooring warden told him yesterday that they had not received any complaints so stay for how long you what. BW come across that they do not care about there customers, you talk to them about problems and nothing happens, give the canal system to the National Trust they would manage it better than what BW does. I lost my faith in BW a long time ago, but we have canal system that needs to be looked after, if they stop charging so much they may find that public what to help moor. The National Trust have loads of people helping BW could learn a lot from them.
- 66 Despite financial stringencies, BW are to be congratulated generally on how they are managing - most of the lock-keepers are really helpful, esp Dave on the Tinsley Flight.
- 67 more action around trouble spots e.g. Nottingham canal where there is a high problem through drunken boaters threatening threatening and abusive behaviour.
- 68 In the majority of cases the BW staff on the ground are good, they are managed by office staff who have little or no understanding of the Waterways. The funding for BW has been cut, but it is depressing to see vast sums being wasted. There are places were aware stickers have been placed or fencing and the job could have been done in little more time. Vast sums being spent on works i.e. Shebdon embankment, Stourbridge only to see them fail a short time later.
- 69 Concern over deterioration of canal edges reducing places where remote mooring is possible
- 70 I was pleasantly surprised with lack of rubbish in water this year, even in Birmingham through Camp Hill and Garrison Locks (no grounding in bridge holes and nothing on the prop). Well done and thank you. Hope I haven't said that too soon! - NABO - Continue to highlight anomalies between different BW areas. If one area can do something well, why can't they all? Also things individual areas do unnecessarily which are a waste of time & money (e.g. unnecessary signage).
- 71 Vegetation (both towpath side and off side) and dredging are both areas where more attention is required. Although some items do not affect navigation at the moment, they need attention. Long term examples are on the North Oxford Canal - damaged bridge north of Braunston and cutting near Brinklow.
- 72 The canals are too overcrowded with permanent cruisers and residential boats taking all the best moorings. Too many linear moorings resulting in cruising in tick-over for miles. BW need to police visitor mooring and prime moorings (e.g. near to pubs etc (should be vacated within 24hrs max)) much more rigidly to enable everyone to access these facilities, not just those cruising a couple of miles a day.
- 73 It is plainly obvious that BW are not maintaining the network, and contractors are not the answer.
- 74 Personally I feel that the interests and needs of boaters are being almost totally ignored by BW at the present. I can foresee that in the short to medium term funding will be cut even further along with the inevitable cuts in public spending we will have. If the current BW management are in control, I think this will result in the general deterioration in the network with money only being spent on "High visibility" areas along with money for cycleways and other off water activity. I think that whatever happens we are in for a lot of deterioration in the network for boaters in the short/medium term and that a high level, sustained campaign both to politicians and the public needs to be mounted. Unfortunately, I do not think the IWA are the ones to lead this for various reasons. May be NABO should. Maybe I should join?
- 75 I have tried to be honest, but our cruising has been very limited this year. But the tow paths and lack of mooring because of the vegetation is a real problem,
- 76 There are far less instances of unlicensed boats with piles of rubbish on the towpath. BW need congratulating on their 'Licence or Lose It' policy.

- 77 BW do a good job compared to the EA which does as little as possible for the high licence we pay and unable to use [river Nene] during winter when they say no-one boats we do, leave BW alone and concentrate on getting more done by the EA.
- 78 Lack of maintenance and rate of deterioration is increasing.
- 79 general maintenance should be undertaken by BW staff - not contractors who have no pride in their work, and have 'a get in there, get it done as quickly as possible, and get out' attitude
- 80 We have had few problems this year either on BW or EA waters. However the impact of the funding shortfall on long-term maintenance is worrying. Also it is a pity that there are so few BW staff around 'on the ground' these days.
- 81 navigation could be made a lot easier if the overhanging trees were cut back they impede vision at bridges and restrict the width of canals this maybe fine for hire who know no difference but private boats with coach work have great difficulty. Hire companies who insist on sending boats out with not enough instruction and calling boating a contact sport thereby giving the hirers an excuse to ram you Not enough waste disposal places on the system most self pump out stations were broke On the positive side I have only met one BW worker with attitude the rest have been helpful Knowledgeable and kind.
- 82 If people expect to cruise without any physical or even mental effort then they should consider the Thames. I moor on the K&A where visitors constantly say how hard it is compared with the other canals. I am on the Grand Union as I write, with locks equally hard to operate, and areas in London, our capital city, where mooring is impossible due to lack of dredging but I am not complaining. What is worrying though, is that some maintenance jobs do not receive timely repair, until perhaps some danger or disruption to navigation has occurred. Please ensure that BW's hard earned funds are spent on this instead of promoting the use of waterways as a recreational facility or lining the pockets of directors which I consider to be the real problem with the waterways these days. Pity there was no category for this in your survey.
- 83 Ensuring that unlicensed boats are removed from the waterways.
- 84 State of towpath/edge e.g. vegetation on middle Grand union (Long Buckby to Milton Keynes).
- 85 I didn't cruise much this summer. However attention needs paying to supposedly 'open' canals, where movement is in fact heavily restricted: e.g. HNC and Ribble Link/Lanc. Is the investment in restoration being repaid by BW's attitude to access on these canals? Are they in real terms 'open'? While I expect disrepair and a little adversity, I don't expect to be prevented from travelling...
- 86 I don't like the bidding process for moorings as it goes particularly against those least well-off. Why does everybody get so uptight about the odd people who don't pay the license when the government wants to cut back so much and when so many parts of canals need dredging and maintaining?
- 87 Sort out residential moorings. Sort out dredging and general maintenance of canals. Cutting back overgrow trees and bushes that are making navigation dangerous.
- 88 Dredging, vegetation and moorings all need BW to keep in their sights but also dog fouling and closer partnerships with local authorities re tourist opportunities and boaters use of local amenities.
- 89 Why do the vast majority of marinas still not allow residential boats on site? This when a spokesman on TV quoted a figure of 10%. Even 10% is too low!
- 90 I would like to point out that our own home moorings have been improved by the dredging undertaken by BW early this year. I would also praise the way it was managed including being called in advance and being asked for permission to move our boat. A good job well done. Not all is doom & gloom , so please keep a perspective.
- 91 Dredging is going to become an issue, the bottom is getting nearer the top in many locations; I used to cruise six months of the year, but now only high days and holidays so can only comment on the cut near to Braunston. That being the case, I have noticed how shallow the Leicester line is becoming, along most of its length
- 92 Too many damaged bridges Lack of dredging on many canals Lack of 24 hour moorings Too many on line moorings Some locks are badly in need of servicing - many leak so badly very hard to open gates Bring back the lengthsman this would save money
- 93 having cruised 95 per cent of the accessible waterways over the last 10 years I can only express my appreciation of an authority which has kept a diligent and helpful workforce which responds rapidly to emergencies and generally improved the navigation in cooperation with voluntary organisations and local authorities. it is to be regretted that funding shortfalls will threaten the future maintenance.
- 94 None except to say thank you for all your combined efforts
- 95 May not be in remit, but cyclists ,mostly the mountain types who treat towpaths as a racetrack. What about notices reminding them that the code is "people and animals have priority on the towpath"
- 96 Pay more attention to the navigation of the water way rather than the towpaths. Grass cutting should take back seat behind dredging and rubbish clearing.
- 97 Offside overhanging trees require serious attention here in Milton Keynes, or at least parts of it.
- 98 In general I think BW are making a grand effort they probably just need more funding.

- 99 All in all we think we as boaters get value for money, however like all things there is always room for improvement.
- 100 Simply pressure BW that the Licence payers are their PRIMARY customers.
- 101 BW have spent increasing amounts on controlling towpath vegetation and it would be nice if they would now move on to the stuff overhanging the waterway in many places.
- 102 dredging seems to be something that doesn't happen any more. Surely it would cut down the weed problem if it was done on a regular basis.
- 103 The noise and general feel of Clarence Dock from surrounding residents/ very unwelcoming place amenities are away from moorings. Handcuff locks on Yorkshire side of L and L need updating to Lancashire standard (open with a key and shut without esp when time is short, distance must be covered for safety reasons and both gates need opening)
- 104 I would like to see much more effort put into dredging and clearing the canal channel and cut back on non essentials like grass cutting, painting and erecting fences and notices.
- 105 BW staff seem to be absent over large stretches of their canals and navigations. On the other hand there were three BW staff in attendance on August Bank Holiday Monday on the Bank Newton and Gargrave flights who were under-employed.
- 106 Waterways which cease to be a pleasure to cruise will result in fewer boaters and less revenue. Concentrate on proper maintenance and high-quality work, not dubious "safety" initiatives like bollards on narrow locks (an unnecessary expense and indeed a hazard in themselves)
- 107 It definitely felt worse than last year in terms of 1. state of lock gates leaking 2. state of locks (stairs falling off and cordoned off) 3. not being able to moor up because it was too shallow 4. finding it hard getting anywhere because it was too shallow (isn't anyone keeping an eye on the water levels?) 5. locks hard to operate Having seen stuff that still hasn't been fixed from last year, I'm wondering what this cumulative effect is going to lead to. I was also surprised by the number of notices that told me to empty the lock when I left it. Why? there was no reason. I've always been told to conserve water so this didn't sit well with how I thought things were meant to be done. What's the point of closing lock gates when the next lock tells you to just dump all the water when you leave? I did notice a million new notices about biking / fishing including one telling them to use flies rather than lead, has BW turned into the ministry for silly notices? I really worry where this lack of upkeep is going to end
- 108 Thank you for taking the initiative with this survey: much appreciated.
- 109 Dog waste bins needed at all visitor moorings
- 110 Please keep up the pressure on providing more visitor moorings throughout the system.
- 111 Focus more attention on the navigation and less on e.g. making towpaths nice to cycle on
- 112 I think priority should be give to working mechanisms, for both safety and ease of cruising. Second should be to improve mooring options (cut vegetation and increase visitor moorings). Third should be much better monitoring of mooring and dealing firmly with over-stayers.
- 113 Rethink its national vegetation policy. Towpaths - walkers have a regularly mown section, but fringes through which boaters have to jump to get ashore to moor becoming worse and worse.
- 114 None tow path vegetation and overhanging tree branches cutting down the usable width of navigation also increasing the need to dredge due to vegetation dropping into the canals
- 115 Our canals are such a precious resource, and should be prevented from any further deterioration. At the very least, engaging with the canal environment should be safe for all users. The edges are in poor condition and may well prevent our less able citizens from using these stunningly beautiful areas.
- 116 It seems clear from the fiasco on the Stourbridge arm when the canal was repaired and made too shallow and the current delays in fixing the hole in the Shroppie that BW is far too dependent on contractors rather than valuing and retaining its own experienced staff. The net result is that BW staff are left feeling undervalued and resentful and contractors are employing the cheapest possible workers in order to maximise profits. If BW wants to become the National Trust of the waterways it needs to follow their example and build up a workforce of skilled people who are experts in the special requirements of this traditional form of engineering - not go for the cheapest price for the quickest and dirtiest job a private firm can persuade them to accept.
- 117 Safety and security. It is rarely possible in London to cruise under a bridge without local kids spitting or throwing stones down. Last week it was a brick, and only just missed me. We are liveaboard, and were just doing our usual run to Sainsburys! Not a boating issue as such, more a police/general community issue, but it makes life very difficult. We are emigrating next year, we have had enough.
- 118 Vegetation needs cutting back more. There seems to be a reversal of the improvement that was started a few years ago.
- 119 Towpaths seem to get upgraded on long remote stretches used by cyclists while busier sections used by mooring boaters, walkers and cyclists are left pot-holed and puddle-strewn

- 120 I went to the BW meeting in Devizes yesterday and left feeling utterly despondent. Everything came down to funding and there simply seems no hope of more funding. I do feel when there is so little water being held in the K&A that it must be closed. It is no use being told there is no problem unless you are more than 3' deep when you are stuck on the bottom behind a boat with 2' draught which is also firmly on the mud.
- 121 Having visited a small number of points on the GU, it appears that much more attention and money is spent there than on the K&A where: (1.) lock gates are overgrown, are obstructed preventing their opening fully or leak, (2.) paddles are faulty and the winding gear unsecure or stiff, (3.) the towpath is uneven and can be extremely boggy, and (4.) there are numerous areas where the water level is regularly low, making moorings inaccessible and limiting movement. High profile areas such as Crofton (Pumping Station) are maintained to a high standard but the stretches in between appear neglected. I'm not suggesting that the whole K&A should look like a show home, but it appears to be a poor relation as regards maintenance and I would like to see BW encouraged/lobbied to raise the overall standard of the waterway.
- 122 All locks and bridges on both the Forth and Clyde and the Union Canal in Scotland are controlled by BW staff, hence no problems for us.
- 123 Continue your good work
- 124 Get rid of at least some of the derelict hulls still in the canals since 2 years ago. Continue the purge to make all boaters pay the licence fee.
- 125 BW take care to keep honeypot sites, such as Caen Hill flight and Foxton Locks, in pristine condition for visitors, while leaving elsewhere to deteriorate. The funding cuts are affecting the boatmen who pay them through licenses and mooring fees more than the tourists who don't contribute. There are also many examples of BW wasting their limited resources, such as the pointless bollards (unnecessary trip hazards) that appeared by the narrow locks on the Oxford Canal last year, and the hooks they fitted to the lift bridges and then removed again after someone had an accident climbing up a hooked-up bridge - they should have anticipated that before fitting the hooks... I understand they are now planning on wasting more money fitting the lift bridges with hydraulic gear, risking the same type of accident, rather than just checking they are maintained correctly balanced and adjusting the ballast when they need it. They also don't manage their property well - for example, the cottages they own at Thrupp have been unoccupied for over a year rather than being rented out. I think the waterways could be managed much more efficiently by local people who use them and know what's what, rather than by bureaucrats in some remote office. Bring back the lengthsman who'd spot a minor problem and fix it straight away himself, rather than the present system of not noticing the problem (or putting up a "BW aware" sign) until it's become major and then spending months performing risk assessments, etc., before doing anything, by which stage it would take many more man-hours and more resources. A stitch in time saves nine! What I will say for BW, though, is that if something breaks that prevents navigation, such as when someone demolished the gate of Hungerford Lock this summer, they are still quick to respond, make repairs and reopen the canal.
- 126 BW should stop wasting money on.... 1) Dangerous lock-side bollards 2) useless signage at locks (e.g. Keep off Cill signs) 3) Useless signage elsewhere (Bridge numbers on Culverts, Bridge numbers attached with drawing pins, etc. etc) 4) (New) Lines of posts to stop people driving cars into the cut
- 127 stop increasing the costs, your pricing all but the rich off the water
- 128 Remove the overpaid primadonna like Evans and Salem
- 129 Invest & Spend Money on the system, in return more people will use and enjoy it!!
- 130 continual pressure should be applied on BW hierarchy to spent less on bureaucracy and unnecessary fencing, bollards, mooring signs and spend more on keeping the waterways open for use
- 131 Too much money wasted on ridiculous projects that contribute little/nothing to the system, e.g.: bollards at locks, posts to stop cars driving into canal, environmental projects etc
- 132 It would be very welcome IF a Boater was in the top management at BW with enough get up and go to actually put things right rather than just playing lip service as the managers do at the present to justify there bonus payments,at the present rate of neglect the canals will be just muddy ditches in the not to distant future ,get them back to the job they are supposed to be doing not wasting money that is hard to come bye on property and outside interests,,canals and river s is what they should be there prime responsibilities
- 133 The bottom line is that the network needs considerably higher funding to sustain if it is going to be maintained along with it's heritage. Perhaps we need to consider if heritage or navigation should take priority. Can this country (i.e. the tax payer) afford to maintain both?
- 134 I am very,very unhappy of senior management within BW. I am of the belief that money is being mismanaged and spent on items that are not beneficial to the waterways. Lock bollards are one, and now we see posts appearing at points where roadways meet the canals. What on earth for. Very senior management need to be 'looked at' and held responsible for the continued deterioration of the waterways even though we are paying more and pore money into the coffers. More control of the budgets and lets even up the financial input from local councils and authorities and other users.

- 135 Lots of broken lock gear with no BW aware notices, BW staff that answer phone have very limited knowledge of area's. On one occasion it took 10 mins to explain where I was even after spelling it out over and over again
- 136 To keep lobbying for more funds and not to accept BW's government puppets trying to convince us otherwise. They need to realise the importance of the waterways to our community and tourism. The money required is peanuts in comparison to the returns.
- 137 NABO needs to call for Tony Hales and Robin Evans to resign or be replaced for pursuing a deliberate policy of underfunding maintenance.
- 138 I totally agree with the purpose of this survey and how Mr Evans can make such a statement when he has not had the experience of the waterways for the last ten years I don't know. It is a total disgrace that this government and the BW board of directors are allowing the canal system to deteriorate so dramatically after all the effort that has been put in especially by the volunteers and canal societies.. Our canal system is the only one of it's kind in the world and if that is not worth financing I don't now what is. World heritage status included.
- 139 See above. the state of the waterways we have cruised are back to early 1990 levels. Organisation of labour we witnessed was appalling. There is a management problem.
- 140 It seems that the only time we see BW staff working for the benefit of boaters is when we have an emergency. Why are so many staff catering for the needs of walkers/cyclists/dog walkers? We see more staff cutting grass and blowing it into the canal and spraying weed killer around locks than applying grease to lock-gear and clearing bypass grids etc. (we saw one in 750miles and 670 locks clearing a grid, no greasing anywhere). When we had an emergency it apparently took TWO men to push ONE button!!!! Blind obedience to stupid and unnecessary so-called safety requirements?
- 141 Generally the waterways are in far better condition now than they were 20-30 years ago - some of the present boating problems are caused by over crowding in honeypot areas. If only BW would consult experienced boaters more, rather than listening to their own Health and Safety "experts" we might get more sensible things done rather than stupidities like the narrow lock bollards and obsessive bridge numbering.
- 142 More boats on the canals than in times of Industrial Revolution, yet canals in worse state for boaters. Emphasis should be on boaters, who pay annual B.W. fees, more than walkers or fishermen.
- 143 General neglect as evidenced by the number of breaches occurring. Poor warning signs in many places obscured by foliage or just badly weathered. e.g. Regents canal westward at sharp bend approaching Regents Park. Work to number bridges and install bollards at narrow locks is a waste. BW should concentrate on dredging and foliage/ tree cutting management.
- 144 lack of lock maintenance, i.e. leaking gates, which is being continued year on year is eventually going to lead to problems worse than anything we have seen to date. Pity they couldn't do this essential work instead of building their fences.
- 145 The waterways suffer from a lack of planned maintenance. Men are employed in teams. When we had lengthsmen, they could see and sort a problem swiftly. Now it is left until something serious happens before anything is done. And the headless chickens running round filling forms haven't a clue.
- 146 boaters cutting hedges and over hanging branches
- 147 Having made significant progress over a number of years,BW seem to be letting things slide by having dubious priorities(e.g. bollards, signs etc that we don't need). Also,does everything have to be done via contractors? we have lost the benefit of men and their eyes/experience on the ground .NABO could usefully campaign for constructive dialogue between BW and all users, not just boaters to chart a realistic way forward in both practical and financial terms.
- 148 Keep pointing out the idiocy of current BW practices - Abandoning preventive maintenance, outsourcing all but minor works loses essential flexibility (e.g. Shebdon breach)
- 149 The people on the ground as always do an excellent job, but there seem to be fewer and fewer as the years go by.
- 150 Boats continually moored on 24 hour visitor moorings, particularly at Kinver on the Staffs & Worcester and all the other hot spots such as Fradley & Fazeley. Overgrown vegetation a real pain also overgrown trees on offside. Useful if there were more regular enforcement patrols although to be fair I have been 'checked' several times this year. Nothing seems to happen to boats with Patrol Notices on them, I wonder why?
- 151 Making BW realise that it is a navigation authority and not an Estate Agent. Ensuring that there is a representation on the board of directors who has some experience of boating. Buying a bicycle for each of the regional managers to get hands-on with his / her customers. Stop BW wasting taxpayers / license payers money on ridiculous schemes - like pointless expensive art installations while the canals crumble and decay.
- 152 The Shroppie breach should have been repaired by now using in house experienced bank staff. It is a symptomatic and disgraceful example of how management systems need replacing or at least a severe overhaul. Too much 'Spin', if there is a breach and two coffer dams, the canal is NOT open! But then, the directors probably do not know that boats need water.

- 153 The rules state "licence must be displayed" There are still too many boats not displaying a valid licence.
154 vegetation and grass cutting on towpaths are a disgrace. we need to push for faster system of dealing with Blatant licence evasion
155 We need more day to day maintenance and more staff actually on the canal/towpath and less people investing in property or creating SSIs BW need reminding they are a navigation authority.
156 More conspicuous and "noisy" campaigning and protesting. It's time to be more like the French protesters and less British "stiff upper lip reserve"...then the Govt. might start to listen.
157 Paths seem to be improving but vegetation along path/canal has not. i.e. improvements for walkers and cyclists but not for boaters.
158 There is a general lack of attention to minor maintenance problems, which then become major issues later on. This is false economy!
159 Putting pressure on BW to improve the canals rather than waste money on projects such as the inclined plane at Foxton.
160 Funding seems to be going directly to the senior staff/directors and not the waterways, Government should be strongly lobbied to restore the waterway systems. More exposure in the press is required
161 the state of lock gates i.e. vegetation growing on the gates themselves, steps on the locks are dangerously slippery especially in winter when fallen leaves are not cleared. This seems to be particularly bad on locks where there is a lock keeper present i.e. Atherstone.
162 It is very sad to see the decline in the state of our waterways. It seems that boaters are paying out shed loads of money but reaping no rewards. BW seem to be helping cyclists a lot and they are causing a lot of problems with speed along the towpath
163 towpath clearing
164 Allow one day access from Bridge number 9 on the Leeds & Liverpool Canal to Salthouse Dock. Make Bridges 6 & 9 on the Leeds & Liverpool Canal user operated, at any time. Control the entry speed of the "DUKW" amphibious vehicles within the Salthouse Dock water space.
165 Maintenance rather than repair. Lack of facilities
166 Vegetation IN the waterway - growth of reeds, bamboo etc is excessive in many areas.
167 As far as the K&A is concerned the operation of many locks be it paddles or beams is extremely difficult and the stirrup steps are a health & safety hazard. It is our home base and unfortunately we are used to it but first time visitors have a rude awakening and many give up at Newbury and head back to the Thames.
168 Waterways are beginning to have uncared for feeling except in some areas i.e., Shropshire Union where evidence of the effort put in by SCCS is like a breath of fresh air. Perhaps BW should award contract to them as they appear to do more than BW Difficult for NABO to act alone A concerted combined effort by ALL waterway user groups is needed
169 Difficult for NABO, as it's a money/staff problem. Could local volunteers help with some of the basic work or would H&S make this impossible ?
170 Hedgerows. Almost all hedgerows have been allowed to "grow" and 'setting' has never been maintained. Much 'setting' has become hard wood. Fantastic views are lost to boating. Very sad.
171 BW should pay attention to all of the money it wastes. Bollards/Elf&Safety. In a 2 week cruise it was noticeable how few BW staff I saw.
172 Lock Maintenance has improved in 2009
173 I've seen an increase in the amount of off-side vegetation causing problems with obstructing views of oncoming boats - it seems BW is concentrating veg cutting on the towpath side. This can restrict navigation width and contribute to safety issues (ducking heads to avoid overhanging branches distracts the steerer from oncoming boats, and if some pruning was done there might be plenty more room to pass).
174 State is deteriorating generally, veg pledge is non existent on many sections of our route this year making alighting dangerous. Locks on Severn are in poor condition. Bridges on G&S are poor and causing hold-ups. G&S is a part time canal in winter. (Tues & Weds closed) New bridge at Shepherds Patch not on radio 9 chan 74) as published in traffic lights and phone number list.
175 speed of boaters passing moored boats, campaign for considerate boating
176 A campaign is needed to make BW realise that the K&A is a barge canal and should be maintained as such which it isn't now.
177 What a shame that the opportunity is not in the survey for praise where it is due. Your obviously bias survey discredits the NABO & all that it stands for. Of course if you ask the right questions you will always get the answers you want. No BW are not perfect, are the NABO

Appendix G – Invitation to take part in NABO Waterways Condition Surveys 2009

Despite the fact that, in order to maintain a steady state, BW should be spending £30 million more than it does, DEFRA has cut its 2010/2011 budget by a further £4.6 million.

At the beginning of the year, Robin Evans, British Waterways Chief Executive, said "Recent investment by British Waterways means that the network is now in better shape than at any time in decades."

After a summer's cruising, **we want to know if you agree**, so if you have boated on BW waters this year, as a boat owner or hirer, we invite you to complete the NABO British Waterways waterways condition survey. It should take about 10-15 minutes to complete.

Click on this link:

<http://www.surveymk.com/NABObw09>

or paste it into your Web Browser.

You will be asked to enter a password, which is:

Navigation09

(without a space before zero nine).

If you have boated on non-BW waters, we would be grateful if you would complete the NABO Other Agencies Waterways Condition survey, to create a comparison. Click on this link:

<http://www.surveymk.com/NABOoa09>

or paste it into your Web Browser.

You will be asked to enter the password, which is:

Navigation09

(without a space before zero nine).

In a spirit of concerned cooperation, this invitation has gone out to members of NABO (National Association of Boat Owners), RBOA (Residential Boat Owners Association), IWA (Inland Waterways Association), DBA (Barge Association) and SOW (Save Our Waterways). It has also appeared on various websites and on-line forums.

Please complete *both* surveys if you have boated on both BW and other agencies' waterways in 2009. If, for any reason, you cannot complete a survey in one sitting, you can return to complete it later, as long as it is before the deadline.

An analysis of the results of the Survey will be posted on our website and published in NABO News. After analysing the survey, NABO will report our findings to BW and other waterways agencies and in the national press.

Thank you for your help in recording your experiences and expressing your opinions.