

Appendix A: List of Background Materials Reviewed

New York State Canals

Web sites:

www.nyscanals.gov
www.nycanal.com
www.eriecanal.org
www.nycanaltimes.com
www.eriecanalway.org
www.nps.gov/erie

Publications

Erie Canalway National Heritage Corridor: *Annual Report, 2005*

Erie Canalway: National Heritage Corridor
Draft Preservation and Management Plan, 2006

2007 The American Institute of Architects ‘*Architects Demonstrate the Value of Community Design – New York State Canal Recreationway Plan*’, Albany New York

New York State Canal Corporation Interagency Task Force ‘*Report on the Future of New York State Canals*’, Dec. 2005

Dept. of City and Regional Planning, Cornell University ‘*Diversifying and Rebuilding Local Economies – Canal Corridor Initiative*’, Aug. 2000

Dept. of City and Regional Planning, Cornell University ‘*Reclaiming a Regional Resource – Canal Corridor Initiative*’, Sept. 1999

Blackstone Canal

Web Sites

www.nps.gov/blac
www.blackstonecanal.org
www.mass.gov/dcr/parks/central/blst.htm
www.freetheblackstone.com
www.mass.gov/dcr/parks/central/blst.htm
www.worcesterhistory.org/ex_blackstone.html
www.tourblackstone.com/daytrips.htm
www.canalmarketplace.com/

Publications

John H. Chafee Blackstone River Valley National Heritage Corridor Commission, *Trails and Greenways: A Vision for the Blackstone River Valley* Feb 2003

Rizzo Associates at al., *Blackstone Canal Feasibility Study*, March 2003

Hangen, Bruslin Inc., *Blackstone Canal Preservation Study*, Vanasse, September 2005;

National Park Service, *Reflecting on the Past; Looking to the Future*, Aug 2005

John H. Chafee Blackstone River Valley National Heritage Corridor Commission, *2006 Annual Report*

H. Chafee Blackstone River Valley National Heritage Corridor Commission, *Blackstone Canal: The Next Ten Years*, 2006

Research Department of the Travel Industry Association of America, *Economic Impact of Domestic Travel on the Blackstone Valley at Rhode Island/Massachusetts in 2004*; February 2006

Ohio and Erie Canal

Web Sites

www.canalwayohio.com/http://www.canalwayohio.com/
www.dnr.state.oh.us/water/canals/canlhst.htmhttp://www.dnr.state.oh.us/water/canals/canlhst.htm

FINAL DRAFT REPORT

www.ohioeriecanal.org/http://www.ohioeriecanal.org/
www.nps.gov/cuva/planavisit/todo/recreation/ohioerie.htm
www.clemetparks.com
www.cr.nps.gov/nr/travel/ohioeriecanal/oec.htm
www.cr.nps.gov/nr/travel/ohioeriecanal/oec.htm
www.dnr.ohio.gov/news/may05/0531canalcolumn.htm

Publications

Cloud Gehshan Associates, *Ohio & Erie National Heritage Canalway Communications Plan: Interpretation, Identity and Signage, and Marketing Strategy*, December, 2003

Ohio & Erie National Heritage Canalway *Corridor Management Plan*, 2000

Testimony of Daniel M. Rice, President and Chief Executive Officer
Ohio & Erie Canalway Coalition and the Ohio & Erie National Heritage Canalway
before the Subcommittee on National Parks, Forests and Public Lands
Committee on Natural Resources; United States House of Representatives
May 15, 2007

British Waterways

Web sites:

www.britishwaterways.co.uk
www.defra.gov.uk/environment/water/iw/tomorrow/index.htm

Publications

British Waterways, *Annual Report and Account 2005/6*

British Waterways, *Our Plan for the Future 2005-2009*

Department for Environment, Food & Rural Affairs, *Waterways for Tomorrow*, 2000

Appendix B: List of Organizations Interviewed

Bobcaygeon and Area Chamber of Commerce

Tom Bath, Executive Vice President

Greater Peterborough Area Economic Development Corporation

Andy Mitchell, President and CEO

Haliburton County Development Corporation

Andy Campbell, Manager

Kawartha Lakes Community Futures Development Corporation

Andrew Wallen, Manager

Ontario Accommodations Association

Bruce Gravel, President

Orillia Area Community Development Corporation

Donna Hewitt, General Manager

Trenval Business Development Corporation

Gerrit DeBruyn , Executive Director

Quinte Economic Development Commission

Chris King, Economic Development Manager

Appendix C: Analysis of Demographic and Business Characteristics Along the Waterway

Methodology

The purpose of this analysis was to identify the characteristics of those living in the Waterway Corridor – the area immediately adjacent to the water’s edge, following the route of the Trent-Severn Waterway – and to determine whether, and how, they differed from the characteristics of those living in the larger region.

This analysis identified an ‘impact zone’ along the Trent-Severn Waterway that was a 2 km. band back from the shore, all around the Waterway. This extended down and around all major lakes associated with the Waterway as well: Rice Lake, Lake Scugog, Pigeon Lake, Sturgeon Lake, Buckhorn Lake, Chemong Lake, Cameron Lake, Balsam Lake, Lake Simcoe and Lake Couchiching. The only area excluded from the impact zone was the stretch on the west side of Lake Simcoe through the City of Barrie, as it was felt that the nature and type of the extreme growth recently seen in this area (Barrie was the fastest-growing city in Canada according to the 2006 Census), much of which is unrelated to the Waterway, would dominate the patterns seen in the rest of the Waterway. Appendix 1 defines the exact geographical extent of this impact area, referred to as the ‘**Waterway Corridor**’, which is also shown in the accompanying map.

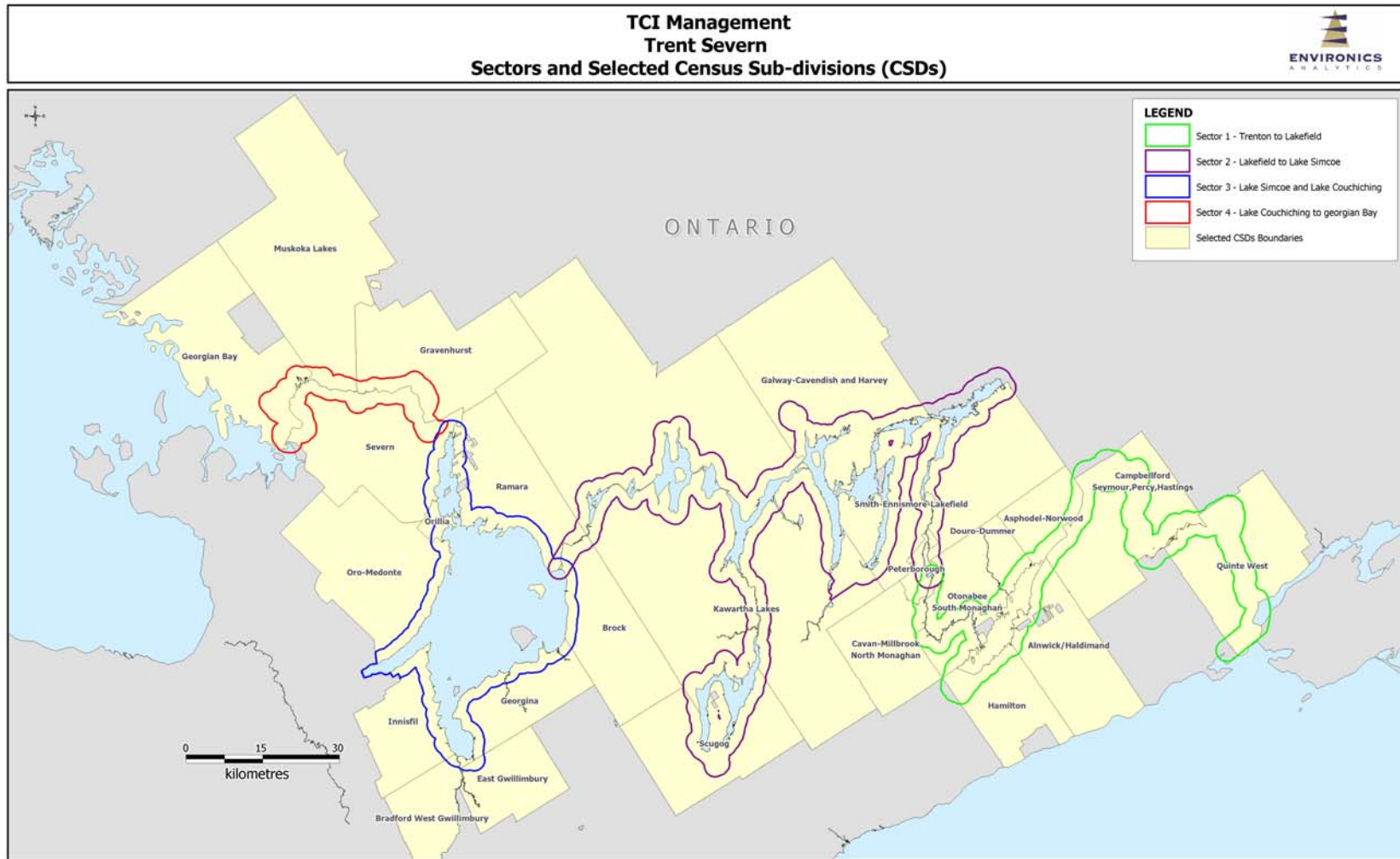
The Waterway Corridor was then compared on a number of dimensions to the set of adjacent municipalities through which most of the Waterway ran. Appendix 2 lists these: there are 27 in all. Again, the City of Barrie is excluded. This reference area is known as the set of ‘**Adjacent Municipalities**’.

The firm of Environics Analytics was contracted to undertake a comparative analysis of the Waterway Corridor against the Adjacent Municipalities and the Province of Ontario on a number of key dimensions, reflecting basic demographic characteristics, business dimensions, and a geodemographic analysis of the types of households living within the areas. This latter analysis used the *PRIZM CE* typology, Environics Analytics’ own proprietary analysis typology for Canadian geodemographic segment analysis.

As well as the overall analysis described above, the Waterway Corridor was also divided into four segments, and each was analyzed separately. These were:

- 1) Trenton to Lakefield
- 2) Lakefield to Lake Simcoe (east side)
- 3) Lake Simcoe and Lake Couchiching
- 4) Severn River to Georgian Bay

Figure C.1: Trent-Severn Waterway and Four Geographic Segments



©2007 Environics Analytics

Demographic Analysis

The analysis showed the population of the Waterway Corridor to be just under 300,000, about 2.3% of the population of the province overall, and 54.4% of the population of the Adjacent Municipalities. As the accompanying map indicates, the Waterway Corridor area occupies far less than half of the land area of the Adjacent Municipalities, so clearly the population is concentrated in points of settlement along the Waterway.

The analysis also shows that there are just under 22,000 non-permanent residences in the Waterway Corridor (i.e. cottages, seasonal residences, weekend retreats, etc.). However, as these are not permanent residences, the analysis below does not pertain to them (i.e. the Census demographic data applies only to individuals and households permanently resident in the areas).

The following Table shows comparison characteristics on several key dimensions. For percentage data, items highlighted on the Waterway Corridor column show areas that differ by 5 percentage points or more from either the Adjacent Municipalities or the Province of Ontario column.

Table C.1: Demographic Comparison: Waterway Corridor, Adjacent Municipalities and Ontario

Dimension	Waterway Corridor	Adjacent Municipalities	Province of Ontario
Total Population	293,955	539,756	12,789,289
Change in Population (2001 – 2006)	6.77%	0.17%	6.57%
Total Households	117,901	206,628	4,798,148
Average Household Size	2.49	2.61	2.67
% of Population over Age 55	44.24%	43.37%	37.31%
% of households with 4+ persons	24.00%	27.29%	29.14%
% Couples with Children	30.44%	34.58%	35.82%
% Couples without Children	29.96%	30.96%	24.96%
% Single Parent Families	10.59%	9.62%	10.96%
% Singles	28.93%	28.21%	32.86%
% Married	51.12%	54.11%	51.33%
% Widowed	7.65%	6.67%	5.95%
% Divorced	8.34%	7.52%	6.70%
% Owned Accommodation	75.97%	79.99%	68.81%
% Rented Accommodation	23.88%	20.01%	31.01%
% Single Detached Housing	76.82%	81.58%	58.55%
% Apartment Dwellings	16.19%	12.55%	27.05%
% of Dwellings built before 1946	18.84%	18.21%	14.93%
% of Dwellings built after 2001	8.46%	8.41%	8.71%
% of Households moved in past year	14.38%	12.57%	13.88%
% Highest Education less than Grade 9	6.97%	6.81%	8.60%
% Highest Education Grades 9 - 13	38.89%	38.22%	30.91%
% Highest Education Trade School	13.24%	13.38%	10.17%
% Highest Education College	26.06%	26.53%	23.86%
% Highest Education University	14.83%	15.07%	26.46%
% in the Labour Force	62.22%	64.92%	67.26%
% Self Employed	13.02%	14.64%	11.29%
% Using Truck, Car, Van to Commute	89.19%	91.55%	80.26%

FINAL DRAFT REPORT

Average Household Income	\$63,413	\$68,732	\$78,747
% Speaking English Only	93.58%	93.75%	85.81%
% Non-Immigrant Population	90.09%	89.58%	70.46%
% Immigrant Population	9.73%	10.24%	28.78%
% 1st Generation Canadians (Immigrants)	12.09%	12.79%	32.66%
% 2nd Generation Canadians (Canadian-Born Children of Immigrant Parents)	19.27%	19.24%	20.03%
% 3 rd + Generation Canadians (Canadian-Born Children of Canadian-Born Parents)	68.64%	67.97%	47.31%
% Visible Minority: Chinese, South Asian, Black, Latin American	1.31%	1.31%	14.09%

The analysis above shows that the profile of households along the Waterway Corridor (and in the Adjacent Municipalities area) has some interesting differences to the profile of the province overall:

- the Corridor has a significantly larger share of older persons (aged 55+)
- average household size in the Waterway Corridor is smaller than the provincial average: the Corridor has a somewhat smaller share of larger households (4+ persons), as well as a lower percentage of couples with children
- a larger proportion of accommodation is owned, and is single detached by housing type
- education levels (as measured by highest grade achieved) are lower in the Waterway Corridor than in the rest of the province
- participation rates in the labour force are lower (reflecting the fact that the older population is more likely to be retired and/or out of the workforce)
- a higher proportion of households are car-dependent (likely reflecting the relative lack of alternative means of mobility)
- the population in the Waterway Corridor is much more unilingual (speaking English only) than the rest of the province
- the incidence of immigration in the Waterway Corridor is much lower than in the rest of the province: the proportion of first generation immigrant households is much lower than the provincial norm, and the incidence of third-generation Canadian-born households is much higher
- the proportion of 'visible minority' population is much lower than the provincial average

Many of these differences are perhaps what one would expect when comparing the characteristics of a largely rural population with the province overall (which, of course, is dominated by a huge urban majority).

Business Analysis

The number of businesses in the Waterway Corridor represents about 2.6% of all businesses in the province – slightly more than the share of population – and about 63% of all businesses in the Adjacent Municipalities, considerably more than its share of

FINAL DRAFT REPORT

population (which was just over 54%). This shows that businesses are even more likely to concentrate along the Waterway than are households.

The analysis also examined the nature and types of businesses along the Waterway according to the same geographic areas. The following Table shows comparison characteristics on several key dimensions. For percentage data, items highlighted in yellow on the Waterway Corridor column show areas that differ by 2 percentage points or more from either the Adjacent Municipalities or the Province of Ontario column. (*As typically more categories are used in the business data than in the preceding demographic data breakdown, a finer division than plus or minus 5 percentage points – as was used in the demographic data – was used.*)

Table C.2: Business Comparison: Waterway Corridor, Adjacent Municipalities and Ontario

Dimension	Waterway Corridor	Adjacent Municipalities	Province of Ontario
Total Businesses	13,673	21,805	529,449
% Businesses Agricultural / Natural Resources	2.40%	3.10%	1.70%
% Businesses Construction	9.20%	10.60%	6.60%
% Businesses Manufacturing	3.10%	3.50%	4.90%
% Businesses Transportation	4.00%	4.00%	3.60%
% Businesses Wholesale Trade	4.40%	5.20%	6.00%
% Businesses Building Materials, Home Furniture and Furnishings, and Misc. Retail	11.00%	10.90%	10.30%
% Businesses General Merchandising and Apparel Retail	2.80%	2.60%	3.00%
% Businesses Food Stores, Eating and Drinking Places Retail	7.90%	7.60%	8.00%
% Businesses Auto Dealers and Service Stations Retail	2.90%	3.10%	2.10%
% Businesses Finance, Insurance and Real Estate	5.60%	4.80%	6.10%
% Businesses Hotels, Theatres, Amusement and Recreation, Art Galleries, Services	5.90%	6.00%	4.00%
% Businesses Education, Health and Social Services	11.70%	9.70%	11.20%
% Businesses Legal, Accounting, Consulting and Business Services	11.90%	11.00%	15.10%
% Businesses Auto and Other Repair Services	4.20%	4.60%	4.00%
% Businesses Personal Services	5.10%	4.50%	4.80%
% Businesses Public Administration	3.80%	4.00%	2.70%
Industry Not Stated	4.10%	4.80%	5.90%
% Businesses having 1 – 4 employees	60.40%	60.40%	55.10%
% Businesses having 5 – 19 employees	26.10%	25.60%	28.60%
% Businesses having 20 – 99 employees	5.80%	5.50%	7.20%
% Businesses having 100 – 599 employees	0.90%	0.80%	1.20%
% Businesses having 500+ employees	0.10%	0.10%	0.10%
% Businesses having sales less than \$1 million	58.20%	57.90%	53.10%
% Businesses having sales from \$1 million - \$4.9 million	21.60%	21.20%	24.20%
% Businesses having sales from \$5 million - \$19.9 million	3.40%	3.60%	5.00%
% Businesses having sales from \$20 million - \$99.9 million	1.00%	1.00%	1.40%
% Businesses having sales \$100 million and over	0.10%	0.10%	0.10%

The analysis above shows that the profile of businesses along the Waterway Corridor (and in the Adjacent Municipalities area) is fairly consistent with that of the province overall, with the following exceptions:

- the Corridor has a somewhat larger share of construction businesses than the provincial norm
- the Corridor has a somewhat smaller share of legal, accounting, consulting and business services firms than the provincial norm
- businesses in the Waterway Corridor tend to be smaller in terms of both sales and employee size than the provincial norm

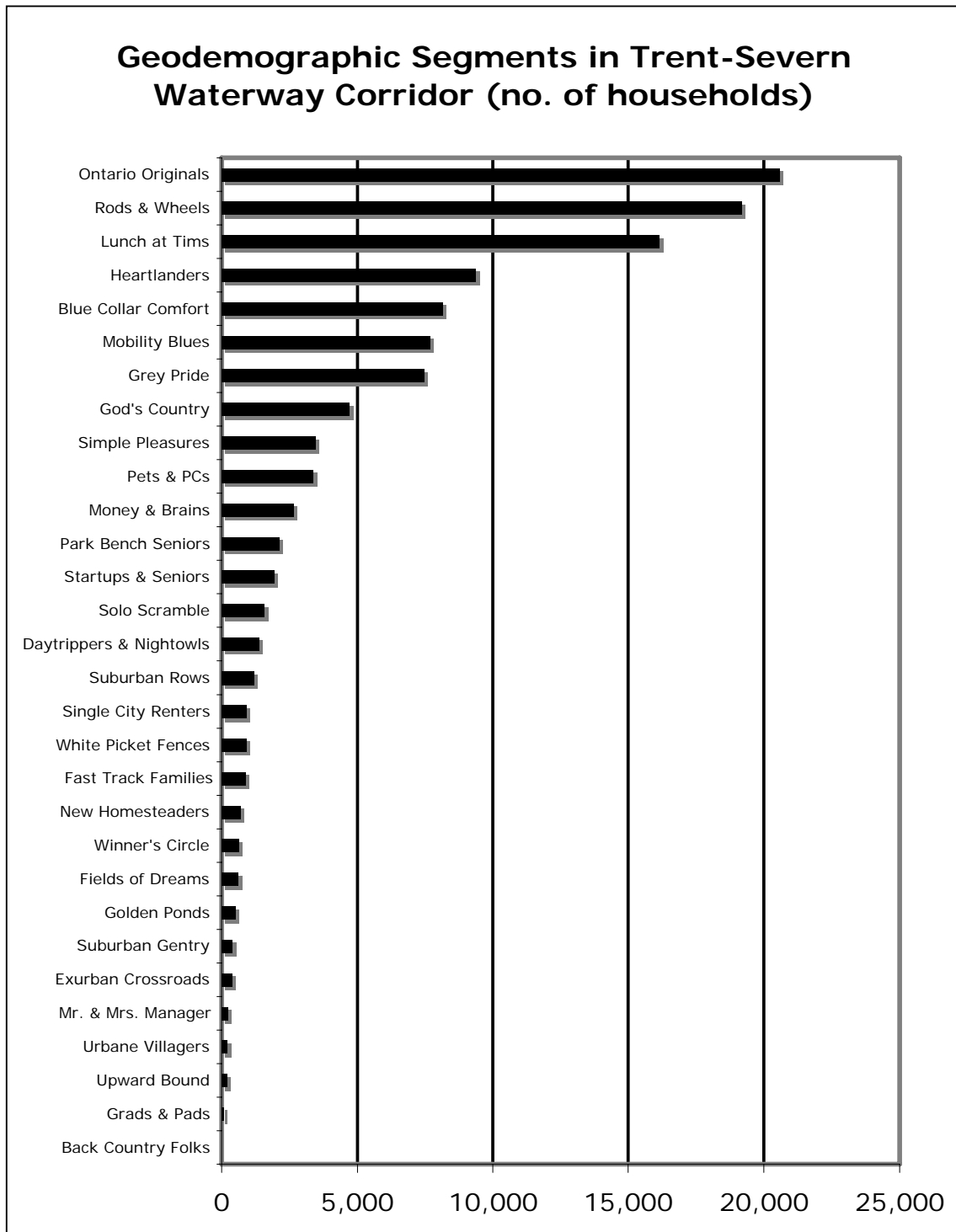
Geodemographic Analysis

Geodemographics is the science of classifying residential areas believed to contain customers with similar lifestyles, buying power and purchase choices. The underlying philosophy is “birds of a feather flock together” and the practical value is that where people choose to live (the “geo” part of the word) can be a useful predictor of their lifestyles, attitudes and purchase patterns (the “demographics” part). There are several different geodemographic classification systems around; Environics Analytics uses one called PRIZM CE. This system comprises 66 distinct clusters or “neighbourhood types”, each with its own pattern of expenditure on the various retail and service categories. Environics Analytics has developed a database that estimates the profile of each dissemination unit (the basis unit of reporting for Census data) in Canada according to these 66 clusters.

The chart below shows the size of the different geodemographic segments concentrated along the Waterway Corridor. (For definitions of these various segments, refer to Appendix C.3.) As the chart shows, there are three major segments clustered at the forefront, each representing more than 15,000 households: ‘Ontario Originals’, ‘Rods and Wheels’, and ‘Lunch at Tim’s’. These three segments account for nearly half (48%) of all households along the Waterway Corridor.

A further 4 segments, each comprising more than 5,000 households, represent a secondary cluster: these are ‘Heartlanders’, ‘Blue Collar Comfort’, ‘Mobility Blues’ and ‘Grey Pride’. This cluster represents 28% of the population living in the Waterway Corridor. Collectively, then, these seven geodemographic segments (i.e. the first and second clusters referred to above) represent just over three-quarters of all households in the Waterway Corridor. The remaining 23 geodemographic segments represented in the Waterway Corridor account for the residual 24% of households, and represent a variety of different geodemographic types.

Figure C.1: Geodemographic Segments in Trent-Severn Waterway



Geodemographic Segments Concentrated Along the Waterway

A geodemographic analysis of the Waterway Corridor area compared to the overall set of Adjacent Municipalities shows some interesting aspects. The accompanying chart shows

the relative concentration of geodemographic segments compared to the municipal set overall, as well as the size of the segments.

Figure C.2: Trent-Severn Waterway - Geodemographic Segments in Corridor

		Concentration in Waterway Corridor (<i>as % of total households of that type in Adjacent Municipalities</i>)		
		Concentration is 30% or less	Concentration is between 31% and 69%	Concentration is 70% or more
Size of Market Segment	Size of Segment in Corridor is 5,000 or more		<ul style="list-style-type: none"> - Heartlanders - Ontario Originals - Rods & Wheels - Blue Collar Comfort 	<ul style="list-style-type: none"> - Mobility Blues - Grey Pride - Lunch at Tim's
	Size of Segment in Corridor is between 1,000 and 5,000	<ul style="list-style-type: none"> - God's Country 	<ul style="list-style-type: none"> - Startups & Seniors - Pets & PCs 	<ul style="list-style-type: none"> - Daytrippers and Nightowls - Solo Scramble - Money & Brains - Suburban Rows - Simple Pleasures - Park Bench Seniors
	Size of Segment in Corridor is 1,000 or less	<ul style="list-style-type: none"> - Back Country Folks - Golden Ponds - New Homesteaders - Mr. and Mrs. Manager - Urbane Villagers - Upward Bound - Winner's Circle - Fields of Dreams 	<ul style="list-style-type: none"> - Single City Renters 	<ul style="list-style-type: none"> - Grads & Pads - Fast Track Families - Exurban Crossroads - White Picket Fences - Suburban Gentry

The column to the right (in YELLOW) shows segments where 70% of all households of that type living in the set of Adjacent Municipalities have chosen to live in the segment lives in the 2 km. band concentrated along the Waterway. (On average, we would expect 57% of the segment, which is the percentage of *all* households in the municipal set who live along the Waterway, to live here. Thus 70% shows a particularly high concentration of the segment being attracted to the Waterway.) The second rightmost column shows those segments where 31% to 69% live in the Waterway Corridor, and the next column over from that shows segments having an unusually low concentration of households living in the Corridor.

The second dimension shows the absolute size of the segment. The topmost row shows segments that have 5,000 or more households living in the study corridor; the next row down, from 1,000 to 5,000; and the bottom row, less than 1,000.

Segments in the upper right cell in the diagram are thus of particular interest: they represent large segments, where a significant concentration of households has chosen to live in the study corridor, i.e. along the Waterway Corridor. There are three such segments:

“Lunch at Tim’s”: Some 82% of all those fitting into this definition in the municipal set live along the Waterway Corridor. This group represents about 14% of all those living in the corridor. This segment consists of working class old and young living in industrial towns and cities. They are typically high-school educated, blue collar workers living in older homes and small apartment buildings. They are defined as ‘lower middle class’ having average household incomes of \$45,488.

“Grey Power”: Some 83% of all those fitting into this definition in the municipal set live along the Waterway Corridor. This group represents about 6% of all those living in the corridor. This segment is described as the top-ranked cluster for retirees, representing a middle class mix of over-60 couples, singles, widows and widowers, living in urban and suburban fringe apartments. They are defined as ‘middle class’, on fixed incomes, having average household incomes of \$48,990.

“Mobility Blues”: Some 93% of all those fitting into this definition in the municipal set live along the Waterway Corridor. This group represents about 7% of all those living in the corridor. This segment consists of young singles, couples and single parents, who are often on the move. They are defined as ‘downscale’, having household incomes of \$42,494.

In addition to these three largest segments, there are a number of smaller-sized segments that are concentrated along the Waterway Corridor (i.e. the middle row in the right-most column on the preceding chart). These are:

Table C.3: Geographic Segments in Trent-Severn Waterway

Segment	Characteristics	Concentration: % of all Households of this Type in Municipal Set	% of all Households in Waterway Corridor
Daytrippers and Nightowls	<ul style="list-style-type: none"> - young lower-middle-class urban singles and couples - typically young, unattached, many under age 35 - average household income: \$41,096 	100%	1.2%
Solo Scramble	<ul style="list-style-type: none"> - downscale young singles and single parents in urban areas - often first homes for young singles and single parents - average household income: \$35,237 	100%	1.3%
Money & Brains	<ul style="list-style-type: none"> - upscale and educated professionals and their families - tend to support the arts, buy books, etc. - average household income: \$91,815 	86%	2.3%
Suburban Rows	<ul style="list-style-type: none"> - young and comfortable immigrant families in suburbia - younger, upper-middle class immigrant families - average household income: \$62,111 	78%	1.0%

Simple Pleasures	- mature middle-income suburban homeowners - middle-aged singles and couples living in small towns - average household income: \$50,573	74%	2.9%
Park Bench Seniors	- downscale seniors in urban high-rises - unpretentious lifestyles, often on fixed incomes - average household income: \$31,362	70%	1.8%

Collectively, these ‘concentrated’ segments represent about 38% of all households living along the Waterway.

Other Geodemographic Segments

The remaining 62% of households, by inference, represent a diverse mix of all other household types found within the municipal set, with no particular concentration along the Waterway. The largest of these groups are:

“Heartlanders”: Some 61% of all those fitting into this definition in the municipal set live along the Waterway Corridor (about the average for all households). This group represents about 6% of all those living in the corridor. This segment consists of older working-class town couples and retirees, who enjoy fishing, hunting, camping and motorized vehicles. They are defined as ‘lower middle class’, having average household incomes of \$46,970.

“Ontario Originals”: Some 60% of all those fitting into this definition in the municipal set live along the Waterway Corridor (about the average for all households). This group represents nearly 18% of all those living in the corridor. This segment consists of empty nest couples and families who are retired or close to it. They are defined as ‘middle class’, having average household incomes of \$53,005.

“Rods and Wheels”: Some 53% of all those fitting into this definition in the municipal set live along the Waterway Corridor (slightly lower than the average for all households). This group represents about 16% of all those living in the corridor. This segment typically consists of working couples (two incomes) with skilled blue collar jobs or who own their own businesses. They are defined as ‘upper middle class’, having average household incomes of \$66,810.

“Blue Collar Comfort”: Some 51% of all those fitting into this definition in the municipal set live along the Waterway Corridor (somewhat lower than average for all households). This group represents about 7% of all those living in the corridor. This segment consists of young and prosperous blue-collar families living in exurbia. They are defined as ‘upper middle class’, having average household incomes of \$68,833.

FINAL DRAFT REPORT

Thus the analysis suggests that the Waterway Corridor attracts in particular, the following types of households:

- retired couples on fixed incomes who are relatively secure (*Grey Power, Heartlanders, Ontario Originals, Park Bench Seniors*)
- middle class and affluent blue collar working singles and couples (*Lunch at Tims, Mobility Blues, Rods & Wheels, Simple Pleasures*)
- a smaller cluster of young lower-middle-class urban singles and couples; typically young, unattached, many under age 35 (*Daytrippers & Nightowls, Solo Scramble*)
- another smaller cluster of relatively affluent singles and couples (*Money and Brains, Suburban Rows*)

Appendix C.1 Definition of Trent-Severn Impact Area (the “Waterway Corridor”)

2 km. radius each way from the Trent-Severn Waterway, subject to the following:

- both sides of the Murray Canal, from Lovett to Bay of Quinte
- North shore of Bay of Quinte to Trenton
- Trenton to Healey Falls
- north and south shores of Seymour Lake (i.e. 1.5-km. radius) to Trent River (community)
- along waterway from Trent River to Rice Lake
- north and south shores of Rice Lake around to Otonabee River
- both sides Otonabee River through Peterborough to Lakefield
- all around Clear Lake / Stoney Lake to Burleigh Falls
- both sides Buckhorn Lake to Buckhorn
- at Buckhorn:
 - o *along the north zone*: north side Pigeon Lake to Bobcaygeon (including Oak Shores, Point Pleasant, Nogies Creek)
 - o *along the south zone*: southeast shore of Buckhorn and Chemong Lake to Fowler’s Corners; along Lindsay Highway to Omemee; southwest shore Pigeon Lake to Bobcaygeon
 - o includes all the area between this north and south zones

- east of Sturgeon Lake to Scugog River
- down Scugog River, through Lindsay, to Lake Scugog
- all around Lake Scugog (through Port Perry) back to Scugog River and up to Sturgeon Lake
- west side Sturgeon Lake to Fenelon Falls
- both sides around Cameron Lake to Rosedale
- both sides around Balsam Lake to river mouth
- along TSW to Lake Simcoe
- at Lake Simcoe:
 - o north shore Lake Simcoe to Orillia
 - o southeast shore around to Keswick, following around to Barrie municipal limits
 - o **exclude** City of Barrie
 - o on northwest shore, from northern city limit of Barrie to (and including Orillia)

- east side Lake Couchiching to Severn Bridge
- along Severn River to Port Stanton
- around both sides of Sparrow Lake
- along TSW to Big Chute
- east and west sides of Little Lake to Port Severn on Georgian Bay

Appendix C.2 Municipalities Crossed by or Abutting the Trent-Severn Waterway and Associated Locks (“Adjacent Municipalities”)

Municipality and Major Communities	Locks in Municipality
1) City of Quinte West (<i>Trenton</i>)	1. Trenton 2. Sidney 3. Glen Miller 4. Batawa 5. Trent 6. Frankford 7. Glen Ross
2) Municipality of Campbellford-Seymour-Percy (<i>Campbellford, Warkworth, Hastings</i>)	8. Percy Reach 9. Meyers 10. Hagues Reach 11/12. Ranney Falls Flight Lock 13. Campbellford 14. Crowe Bay 15. Healey Falls 16/17. Healey Falls Flight Lock 18. Hastings
3) Township of Asphodel-Norwood	-
4) Township of Alnwick-Haldimand	-
5) Township of Hamilton	-
6) Township of Otonabee-South Monaghan	-
7) Township of Cavan-Millbrook-North Monaghan	-
8) City of Peterborough	19. Scotts Mills 20. Ashburnham 21. Peterborough Lift Lock
9) Township of Smith-Ennismore-Lakefield	22. Nassau Mills 23. Otonabee 24. Douro 25. Sawyer Creek 26. Lakefield 27. Young's Point 28. Burleigh Falls 30. Lovesick
10) Township of Galway-Cavendish and Harley	31. Buckhorn
11) Township of Douro-Dummer	-
12) City of Kawartha Lakes (<i>Bobcaygeon, Fenelon Falls</i>)	32. Bobcaygeon 33. Fenelon Falls 34. Lindsay 35. Rosedale 36. Kirkfield Lift Lock
13) Township of Scugog	-
14) Township of Brock	-
15) Town of Georgina	-
16) Town of East Gwillimbury	-
17) Town of Bradford - West Gwillimbury	-
18) Town of Innisfil	-
19) Township of Oro-Medonte	-
20) City of Orillia	-
21) Township of Ramara	37. Bolsover 38. Talbot

FINAL DRAFT REPORT

	39. Portage
22) Township of Brock	40. Thorah 41. Gamebridge
23) City of Orillia	-
24) Township of Severn	42. Couchiching 43. Swift Rapids 44. Big Chute Marine Railway 45. Port Severn
25) Town of Gravenhurst	-
26) Township of Muskoka Lakes	-
27) Township of Georgian Bay	-

Appendix D: Canals/Waterway Systems Elsewhere

A. New York State Canals

Description

The New York State Canal system was completed in 1825 and was a key commercial transportation corridor for 170 years, fostering economic growth in upper New York State. Information on the history of the canal is available from various web sites including: www.nycanal.com/nycanalhistory.html; www.eriecanal.org; and www.history.rochester.edu/canal.

Today, the New York State Canal System is used mainly as a recreational boating corridor, although some limited commercial transportation also takes place. The canal system spans 843 kilometers across New York State, linking the Hudson River, Lake Champlain, Lake Ontario, the Finger Lakes and Niagara River. The canal system is comprised of four Canals:

- the 544 kilometer Erie Canal, extending from Waterford to the Tonawandas;
- the 97 kilometer Champlain Canal, from Whitehall to Waterford;
- the 39 kilometer Oswego Canal, from Oswego to the Erie Canal at Three Rivers Junction;
- the 148 kilometer Cayuga-Seneca Branch, which encompasses both lakes of the same names and the Canal, connecting them and passing through Seneca Falls.

Connections to the Syracuse and Rochester Harbors make up an additional 16 kilometers of the Canal System.

The canal passes along 234 communities in upstate New York, including five medium-large cities: Albany, Utica, Syracuse, Rochester and Buffalo. The Canal parallels New York's "Main Street" – the New York State Thruway.

The Canal System consists of 57 locks and 18 lift bridges (16 on the Erie Canal and 2 on the Oswego Canal). The highest lift (12.3 meters high) on the System is at Lock 17 in Little Falls. Waterford's "Flight of Five" is reported to be the highest flight within the shortest span in the world, lifting 51.5 meters in 2.4 kilometers.

Management and Legislation

In 1992, the New York State Legislature established the New York State Canal Corporation. The Corporation is responsible for the oversight, administration and maintenance of the canal system. It is a subsidiary of the New York State Thruway Authority. The Canal Recreation Commission was also created through legislation and

mandated with developing a conceptual framework to advance the development of the Canal system as a recreational attraction.

The Erie Canalway National Heritage Corridor was created in 2000 to plan for and assist historic preservation, recreation, tourism and economic development in the canal communities.

In May 2006, the New York State Governor proposed recreating the Canal Corporation by 2010 as an independent agency no longer under the oversight of the Thruway Authority.

Economic Role and Investment

The New York State Canal system has an important role for canalway communities as a recreation waterway and heritage and cultural asset. The Canal is considered to be a regional asset for economic development by linking natural, cultural, recreational, and historic resources of canalway communities and driving quality-of-life-based investments.

Various government programs have been used to assist communities along the canalway to upgrade the canal corridor to make it more attractive for boating, cycling, and for heritage and cultural tourism. These programs have provided funding for such initiatives as Canal harbours, service ports, neighborhood development, and canal business projects. Early Canal Corridor initiatives included programs under the U.S. Department of Housing and Urban Development and the U.S. Department of Agriculture in mid-late 1990's, providing or leveraging investment of \$800 million in Canal Corridor communities (see University of Cornell papers listed in the Sources section for more information). Based on University of Cornell research on the impact of these programs in stimulating additional investment, it was found that:

- Expansion in tourism facilities and expenditures resulted in growth and jobs beyond the tourism sector. In its assessment of the HUD program impact concerning 132 projects in 18 New York State counties, it was estimated that 17,000 tourism jobs were created as a result of the program, stimulating growth in other sectors of the economy, yielding more than 10,000 additional jobs in manufacturing and business services.
- Additional investment occurred in Canal Corridor communities as the attractiveness of such communities as a place to live and work increased due to quality of life investments associated with the canalway.

A Canal Recreationway Plan was developed in 1995, providing a vision of the canal system as a linear park, using recreational improvements to enhance economic opportunities. Implementation of the Recreationway Plan and initiatives resulted in significant public and private sector investment. For example, the New York State Canal Revitalization Program, a ten-year program, resulted in investments totaling over \$80

million. All seven of the Canal Harbors and dozens of the Service Ports and Lock Park projects proposed by the Recreationway Plan have been completed. Approximately 394 kilometers of the proposed Canalway Trail has been constructed and it is expected that when the Trail is completed in 2007, it will be the longest continuous mixed-use trail in the United States. In total, the State of New York has invested over \$230 million in canal system improvements since the Recreationway Plan. However, it is noted in the Task Force report on the future of New York State Canals that, although this level of investment has greatly enhanced the infrastructure and added new canalway facilities, the envisioned widespread economic development and tourism was slow to take place. Over the last couple of years, under new senior management, the Canal Corporation has focused its efforts on economic development of canalway communities. Marketing efforts have also resulted in a renewed public interest in the Canal System and emphasis on community partnerships.

Investment by other levels of government and the private sector have included new marinas and other recreation-related businesses; adaptive reuse of historic canal-related structures and vessels; and redevelopment of entire urban waterfronts in Buffalo, Rochester, Syracuse, and many smaller communities.

Examples of new investment include:

- Renewed business investment in Waterford, including new businesses locating along the once boarded up Main Street;
- Private sector rehabilitation of four canal side buildings in Whitehall, restoring the ground floors to retail use and providing residential on second storeys;
- Canal Place development in Little Falls, transforming deteriorating factories and stone buildings to antique centres, boutiques, restaurants and an art centre;
- Waterfront revitalization strategy for Oswego, anchored by a shoreline promenade extending along the waterfront, adjacent to the downtown. Public investments in the canal waterway area are reported to have spurred nearly \$16 million in investment in properties along or near the waterfront.

It is also reported these “quality of life” investments have had the effect of attracting new residents, businesses, and tourists back to waterways and downtowns of Canal communities in upper New York State. Examples of the impact of investment in specific communities along the Canalway are discussed in reports by the Cornell University and the American Institute of Architects – see Sources section.

Economic Impact

An economic impact study undertaken by Eric Mower and Associates for the New York State Tourism showed that about 7 million people visited the canal system and its facilities in 2002. Canal festivals and events in communities along the canal attracted 873,000 single day visitors. Around 24,000 people vacationed for a period of about a week on the canal system. Canal-related tourism was estimated to generate more than \$384 million in economic benefits for Canal communities. The Task Force on the future

FINAL DRAFT REPORT

of the Canal system in 2006 recommended undertaking a new study to obtain current data and measure the change from 2002. The updated study has not yet been undertaken.

Reported economic activity on the Canal in 2004 included:

- 122,034 recreational lockings
- 8,514 tour boat lockings
- 7,369 hire boat lockings,
- 12,182 tons of cargo valued at approximately \$102 million was shipped on the canal system.

While ‘around-the-clock’ service is available for commercial traffic, commercial operators must provide at least 24-hour prior notice to the New York State Canal Corporation to arrange for roving lock operations.

In August 2006, the Canal Corporation sponsored the first-ever Canal Weekend Celebration, that attracted thousands of visitors to more than 85 local events and activities in various canal communities.

Funding Mechanisms and Sources

Federal and State Funding

As discussed previously, funding under various Federal and State programs has enabled canal communities to enhance and develop canal districts and recreational areas along the corridor, which have spurred significant private sector investment.

The Canal Corporation Budget for 2006 was over \$80 million:

- Operating funding included \$38.2 million from New York State Thruway funds and \$5.8 million from Federal funds;
- Capital funding consisted of \$26.7 million from New York State Thruway funds; \$9.4 million in Federal funding.

Permit Fees

The annual fees for commercial operators to navigate the Canal System are:

- \$750 tug and barges;
- \$300 per hire boat;
- \$30 per passenger capacity, for tour vessels with overnight accommodations;
- \$10 per passenger capacity, for hour dayliners.

FINAL DRAFT REPORT

Usage fees for boaters were eliminated in 2006 in an effort to increase the number of recreational boaters using the system.

Sources:

Web sites:

www.nyscanals.gov
www.nycanal.com
www.eriecanal.org
www.nycanaltimes.com
www.eriecanalway.org
www.nps.gov/erie

Publications

Erie Canalway National Heritage Corridor: *Annual Report, 2005*

Erie Canalway: National Heritage Corridor
Draft Preservation and Management Plan, 2006

2007 The American Institute of Architects ‘*Architects Demonstrate the Value of Community Design – New York State Canal Recreationway Plan*, Albany New York

New York State Canal Corporation Interagency Task Force ‘*Report on the Future of New York State Canals*, Dec. 2005

Dept. of City and Regional Planning, Cornell University ‘*Diversifying and Rebuilding Local Economies – Canal Corridor Initiative*’, Aug. 2000

Dept. of City and Regional Planning, Cornell University ‘*Reclaiming a Regional Resource – Canal Corridor Initiative*’, Sept. 1999

B. Blackstone Canal

Description

The original Blackstone Canal was a waterway linking Worcester, Massachusetts to Providence, Rhode Island through the Blackstone Valley by a series of locks and canals. The Canal was in operation between 1828 and 1848. While most of the structures of the Blackstone Canal no longer exist, there are remains of lock chambers, dams, and bridges. Today, only a few watered sections of the Blackstone Canal are remaining.

A total of 24 communities on 1,295 square kilometers of land in the watershed of the Blackstone River comprise the Blackstone River Valley National Heritage Corridor. The Blackstone River Valley is considered to be particularly significant from an historical perspective, and is recognized as the birthplace of the American Industrial Revolution. In the 1790's, English machine technology was first adapted to cotton yarn manufacturing by waterwheels, using water from the Blackstone River. This resulted in America's first mass production manufacturing, which was later replicated in other parts of the United States. See the following web site for information on the history of the Blackstone Canal: www.nps.gov/blac/historyculture/index.htm

Management and Legislation

The Blackstone River Valley was designated as a National Heritage Corridor in 1986 to preserve, protect and interpret the historical, cultural, natural and recreational resources of the Blackstone River Valley. It was later renamed the John H. Chafee Blackstone River Valley National Heritage Corridor. The 74-kilometer long Blackstone River was designated an American Heritage River in 1998.

The Blackstone River Valley National Heritage Corridor Commission was appointed to oversee the Corridor's operations and has a key role in unifying the work of other organizations involved in planning, conservation and revitalization efforts for the corridor including the National Park Service, two state governments, dozens of municipalities, nonprofit historical and environmental organizations, etc. The Commission's activities are related to education and interpretation, recreation development, ethnic and cultural conservation, historic preservation, economic development, and land use management.

The Blackstone River and Canal Heritage State Park is operated in conjunction with the Blackstone River Valley National Heritage Corridor. The Park consists of 405 hectares including walking and hiking paths, canoe access, picnic areas and a broad section of the Blackstone River known as Rice City Pond.

The National Heritage Areas Act 2006 includes the reauthorization of the John H. Chafee Blackstone River Valley National Heritage Corridor Commission for an additional five (5) years.

Economic Role and Investment

Few watered sections of the Blackstone Canal are still in existence. The Blackstone Canal's key role in improving the Blackstone Valley area economy is therefore more linked to heritage tourism rather than water related tourism and recreation. The physical remains of the Blackstone Canal and industry provide heritage and cultural resources for interpretation: hundreds of multi-story brick mill buildings, and dozens of small lakes, ponds and dams created to power the historic mills.

Since 1986, the Blackstone River Valley National Heritage Corridor Commission has partnered on 365 projects in the Corridor and committed over \$23 million to seed projects resulting in more than \$500 million in further public and private sector development.

Tourism related activity and attractions along some sections of the Corridor include railway tours, motorcoach tours, walking tours, riverboat cruises, camping, hiking, kayaking in watered sections, wildlife viewing, dining and shopping at antique stores and factory outlets, and heritage tourism attractions and facilities.

Some canal corridor communities along the Blackstone Canal Corridor are in the process of revitalizing sections of the Canal as part of their broader community revitalization and economic development efforts. For example, an in-depth feasibility study was undertaken in 2003 for the Canal District in Worcester, Massachusetts. The resulting plan envisioned the 'daylighting and rewatering' of covered/infilled sections throughout the Canal District neighbourhood at an overall public cost of around \$75 million. The Blackstone Canal Task Force has chosen to focus on Sector One of the plan, which involves the replication of the canal along its historic route along what is now Harding Street from Union Station to Kelley Square in Worcester. The cost of the project, including its public marketplace, has been estimated at \$34 million. The expected level of private sector spin-off investment has been estimated at several times that amount. Some redevelopment activity has already occurred with factory buildings being renovated into loft apartments. Additionally, the Bank of America is contemplating a large mixed-use project (\$100-150 million) just behind Union Station, which would essentially jumpstart the project.

Economic Impact

Economic benefits associated with the Blackstone Canal Corridor vary by community and the extent to which canal areas have been revitalized and interpreted for heritage tourism. Benefits also vary depending on the presence of watered navigable sections along the corridor.

Data from a recent tourism economic impact study for the area found that:

- The total domestic travel volume in the Blackstone Valley region reached nearly 2.3 million person-trips in 2004.

FINAL DRAFT REPORT

- Domestic travelers to the Blackstone Valley Rhode Island/Massachusetts region directly spent \$474.4 million during 2004 on transportation, lodging, food, entertainment and recreation, and incidentals.

Funding Mechanisms and Sources

A ten year program has been developed by the John H. Chafee Blackstone River Valley National Heritage Corridor Commission for further enhancement of the corridor. Capital cost requirements have been estimated at around \$7 million, with annual programming costs estimated at around \$8 million. A 2:1 ‘Partner to Commission’ matching dollars has been assumed. Funding requirements are noted below.

Core Commitment	Capital Development Costs (\$'000)	Annual Programming Costs (\$'000)
Heritage Infrastructure	\$3,425	\$1,600
Heritage programming	\$150	\$1,000
Strategic Design and Planning Assistance	NA	\$1,500
Blackstone Valley Institute	\$500	\$2,000
Preservation and Enhancement Program	\$1,500	\$400
River Recovery and Recreational Development	\$1,650	\$1,000
Stewardship Transition	\$150	\$500
Totals	\$7,375	\$8,000

Source: H. Chafee Blackstone River Valley National Heritage Corridor Commission, *Blackstone Canal: The Next Ten Years*, 2006

Sources:

Web Sites

- www.nps.gov/blac
- www.blackstonecanal.org
- www.mass.gov/dcr/parks/central/blst.htm
- www.freetheblackstone.com
- www.mass.gov/dcr/parks/central/blst.htm
- www.worcesterhistory.org/ex_blackstone.html
- www.tourblackstone.com/daytrips.htm

FINAL DRAFT REPORT

www.canalmarketplace.com/

Publications

John H. Chafee Blackstone River Valley National Heritage Corridor Commission, *Trails and Greenways: A Vision for the Blackstone River Valley* Feb 2003

Rizzo Associates at al., *Blackstone Canal Feasibility Study*, March 2003

Hangen, Bruslin Inc., *Blackstone Canal Preservation Study*, Vanasse, September 2005;

National Park Service, *Reflecting on the Past; Looking to the Future*, Aug 2005

John H. Chafee Blackstone River Valley National Heritage Corridor Commission, *2006 Annual Report*

H. Chafee Blackstone River Valley National Heritage Corridor Commission, *Blackstone Canal: The Next Ten Years*, 2006

Research Department of the Travel Industry Association of America, *Economic Impact of Domestic Travel on the Blackstone Valley at Rhode Island/Massachusetts in 2004*; February 2006

C. Ohio and Erie Canal

Description

The Ohio and Erie Canal was developed in the 1820's, connecting the Ohio River at Portsmouth and Lake Erie at Cleveland, Ohio. The main trunk of the canal was 496 kilometers long, including 146 locks. Between 1827 and 1861, the Canal was used for transporting freight; it was used as a water source to industries and towns from 1862 to 1913. The canal was later abandoned, as much of it was destroyed by a flood. From the 1920's to the late 1960's, some parts of the canal were developed, filled in or used for illegal dumping. Some stretches of the canal, such as in Massillon and parts of Akron, were built over for new development. Industries such as paper mills used canal water for industrial purposes. Some parts of the canal were left untouched, and natural succession reclaimed those areas as natural space. Remaining watered sections of the Canal in Ohio are located in Summit County, as well as in Brecksville northwards into Valley View and Independence, which are Cleveland suburbs.

Management and Legislation

The Canalway encompasses 38 communities over a four county area from Cleveland to New Philadelphia. A 140 kilometer section of the canal, extending in Ohio from the communities of Zoar to Cleveland, was designated a National Heritage Corridor in 1996. The Ohio & Erie Canal National Heritage Corridor Committee was also established under this legislation to assist Federal, State and local authorities in the preparation and implementation of an Integrated Corridor Management Plan for the canal corridor, which was approved in 2000. The primary objectives of the Corridor Management Plan are to enhance the historic transportation routes and connect a hierarchy of visitor venues. It was also intended that the plan assist local organizations to conserve, interpret and develop historic, cultural, recreational and natural resources for community benefit, while raising regional and national awareness of their unique importance.

Planning and conservation efforts for the Canalway are led by a regional partnership consisting of the Ohio Canal Corridor, Ohio & Erie Canalway Coalition, Ohio & Erie Canalway Association and the Cuyahoga Valley National Park.

Parks are major partners in recreation planning and conservation efforts for the Canalway. The metropolitan parks include Cleveland Metroparks; Metro Parks, serving Summit County; and the Stark County Park District. Each of the parks manages stretches of the Towpath Trail and provides visitor activities focusing on natural resources, history and recreation. Cleveland Metroparks leases canal lands from the Cuyahoga Valley National Park to the terminus of the canal, and is responsible for managing the adjacent real estate and the surrounding Ohio & Erie Canal Reservation.

Economic Role and Investment

The Canalway includes several kilometers of watered Canal bed, the Towpath trail, and lock and aqueduct remnants. In recent years, the Canalway has been a focal point for cyclists, hikers and environmentalists, and those interested in cultural and heritage preservation in Ohio. Linkages are provided to communities, parks and land corridors along the Canalway and these are promoted from an historical, cultural and recreational perspective. These include: the Industrial City (Cleveland), the Cuyahoga Valley, the Portage Path and Summit, the Canal Villages, Lincoln Highway and Tuscarawas Valley.

Some examples of Canalway investment include:

- As of May 2007, 121 kilometers of the Ohio & Erie Canal Towpath Trail had been developed as a multipurpose recreational trail, with over \$53 million of private, local, state and federal resources. Eventually the Towpath Trail will extend from the downtown Cleveland lakefront to south of Canton. The Towpath, when completed, will extend a distance of around 177 kilometers and connect Cincinnati, Columbus and Cleveland.
- Over 3 million users utilized the Ohio & Erie Canal Towpath Trail in 2006.
- Four county trail and green space plans with over 645 kilometers of connecting trails and 405 ha of green space have been implemented.
- Preservation and restoration of historic canal resources has taken place including the Mustill House and Store, Henniger House, Zoar Hotel, Zoar Town Hall, Jackson Township School and the Richard Howe House.
- A local developer invested over \$13 million dollars in the mixed-use development, Thornburg Station, along the banks of the Ohio & Erie Canal and Towpath Trail in Independence, Ohio. Through a combination of upscale restaurants, offices and shops, Thornburg Station has generated a destination Trailhead along the Ohio & Erie Canal Towpath Trail.

Economic Impact

It is expected that there will be substantial economic benefits when the Management Plan for the Corridor has been fully implemented, with completion expected by 2020. It is estimated that:

- An additional 3.3 million new residents and visitors per year will use the Corridor;
- Corridor users will spend an estimated \$69 million per year in Canalway communities;
- Approximately 328,000 new overnight visitors will create demand for new hotel rooms, bed and breakfast facilities, and other visitor services.

Funding Mechanisms and Sources

The estimated cost to implement the Heritage Corridor Management Plan is approximately \$150.2 million. About \$77.6 million will be needed for facility development; and about \$70 million for preservation, economic development, education and interpretation. Funding will be solicited from various public agencies and the private sector.

Sources:

Web Sites

[www.canalwayohio.com/http://www.canalwayohio.com/](http://www.canalwayohio.com/)
www.dnr.state.oh.us/water/canals/canlhist.htm
www.dnr.state.oh.us/water/canals/canlhist.htm
[www.ohioeriecanal.org/http://www.ohioeriecanal.org/](http://www.ohioeriecanal.org/)
www.nps.gov/cuva/planavisit/todo/recreation/ohioerie.htm
www.clemetparks.com
www.cr.nps.gov/nr/travel/ohioeriecanal/oec.htm
www.cr.nps.gov/nr/travel/ohioeriecanal/oec.htm
www.dnr.ohio.gov/news/may05/0531canalcolumn.htm

Publications

Cloud Gehshan Associates, *Ohio & Erie National Heritage Canalway Communications Plan: Interpretation, Identity and Signage, and Marketing Strategy*, December, 2003

Ohio & Erie National Heritage Canalway *Corridor Management Plan*, 2000

Testimony of Daniel M. Rice, President and Chief Executive Officer Ohio & Erie Canalway Coalition and the Ohio & Erie National Heritage Canalway before the Subcommittee on National Parks, Forests and Public Lands Committee on Natural Resources; United States House of Representatives May 15, 2007.

D. British Waterways

Description

The British canal system grew rapidly in the 19th century, becoming an almost completely-connected network spanning the South, Midlands, and parts of the North of England and Wales. However, by the second half of the 19th century, many British canals were in decline. By the mid 1960s, little commercial traffic remained and the canal network had declined to just 3,000 kilometers, which is half the size it was at its peak in the early 19th century. Some restoration of abandoned canals has occurred in recent years.

Britain's inland waterways that form the canal system are very diverse and range from man-made canals like the Grand Union and Leeds and Liverpool to navigable rivers such as the Severn and Trent.

Half of the United Kingdom population lives within eight kilometers of one of British Waterways' canals or rivers.

Management and Legislation

Under the Transport Act of 1962, the canals were transferred to the British Waterways Board, now British Waterways.

British Waterways is responsible to the UK government and the Scottish Executive to maintain and manage the waterways so that they fulfil their full economic, social and environment & heritage potential. British Waterways owns 3,540 kilometers of canals and rivers, which is about half of all the inland navigations in Britain. It manages the canals and rivers, docks, buildings, structures and landscapes in England, Scotland and Wales. This includes 2,800 listed structures, more than 130 scheduled ancient monuments, more than 800 designated areas, as well as more than 100 sites of special scientific interest.

British Waterways is sponsored by the Department for Environment, Food & Rural Affairs in England and Wales, and in Scotland, the Enterprise, Transport and Lifelong Learning Department.

Partnerships include:

- Close liaison with the Department of Economic Development and Transport in Wales;
- The Inland Waterways Amenity Council provides strategic policy advice to the British Waterways;

FINAL DRAFT REPORT

- Public private partnerships are used to maximize the earning potential of the waterways including: ISIS: property regeneration; Easynet: telecommunications; and Waterside Pub Partnership: waterside pubs;
- Public funding partners such as the Millennium Commission and Heritage Lottery Fund have provided funds for restoration and regeneration projects; Landfill Tax Credits, European funding, local authorities, and Regional Development Agencies have all made contributions to supporting waterway renaissance;
- Voluntary sector partners include the Waterways Trust, the Inland Waterways Association, The Wildlife Trusts and local canal, community, environment and heritage organizations.

A Governance Options Review is currently being undertaken for British Waterways, which will include consideration of privatization of the organization.

Economic Role and Investment

It is estimated that around 300 million individual visits occur along the British waterways per year, with many of these being functional uses – i.e. walking along the waterway to and from work.

Roughly 29,000 licensed boats use the Waterways per annum with most of these being leisure craft (private boats, hire boats, trip boats, restaurant boats, rowing boats, canoes etc). Historic demand for boats on the waterway has grown by 2.4% per annum since 2000.

The vision of the Management Plan is that by 2012, British Waterways will have created an expanded, vibrant, largely self sufficient waterway that will be used by twice as many people.

It is reported that British Waterways has been the catalyst for over \$2.9 billion (\$Cdn) of waterside urban and rural regeneration. This has included transforming old canal basins and waterfronts into mixed use developments. The largest waterfront restoration program started in 2002 as part of its *Unlocked and Unlimited* program. The first phase of this program opened 354 kilometers of canals and structures, including the coast to coast Millennium link in Scotland, reconnecting Glasgow to Edinburgh by waterway.

Economic Impact

It is reported that waterside urban and rural regeneration which British Waterways has spearheaded has resulted in the creation of more than 20,000 jobs over the last decade.

Funding Mechanisms and Sources

British Waterway's operating budget in 2005/6 was \$274.5 million (\$Cdn).

British Waterways' income comes from three main sources:

- Trading Income: income earned from waterway, leisure, property and venture activities;
- Government Grants from Sponsoring Public departments;
- Restoration Income from third party sources including European bodies, the Heritage Lottery Fund, and Regional Development Agencies to restore inland waterways; this level of funding fluctuate according to project activity.

Relevance to the Trent-Severn Waterway

The British Waterways system is considerably larger than the Trent-Severn, passing through numerous urban and rural areas, with canal areas being part of the daily pedestrian route to and from work for many people. The density of development and population in major cities along the route are significantly higher than that of the Trent-Severn Waterway, as is boating activity. However, while there are distinct differences, British Waterways management, funding, sustainability approaches and partnerships may be instructive for Parks Canada in its future planning for the Trent Severn system.

Available information on the British Waterways as a corporation points to the importance of a business planning approach and partnerships:

- The Vision of the British Waterways is that “...by 2012, we will have created an expanded, vibrant, largely self-sufficient waterway network used by twice as many people as in 2002. It will be regarded as one of the nation's most important and valued national assets. Visitors will be delighted with the quality of the experience and as a consequence many will become active participants”.
- The British Waterways ‘Plan for the Future 2005-2009’ provides the strategic directions aimed toward fulfilling its Vision: (www.britishwaterways.co.uk/plan). The plan is business oriented with specific targets such as growing the boating volume by 2% per annum. Accountability, targets and measures for evaluating the success of the Plan are outlined.
- British Waterways has worked with numerous partners on projects for improving the quality of life for people and communities close to our waterways. These include a wide range of national and local organizations including Groundwork UK, the Fieldfare Trust, local authorities and charitable bodies. See British Waterways ‘Waterways for People’ from web site for more information on partnership approaches.

FINAL DRAFT REPORT

Implication for TSW

- Numerous documents are available on the British Waterways web site related to sustainability and conservation. Some of this information may be of use or interest to Parks Canada.

Sources:

Web sites:

www.britishwaterways.co.uk

www.defra.gov.uk/environment/water/iw/tomorrow/index.htm

Publications

British Waterways, *Annual Report and Account 2005/6*

British Waterways, *Our Plan for the Future 2005-2009*

Department for Environment, Food & Rural Affairs, *Waterways for Tomorrow*, 2000