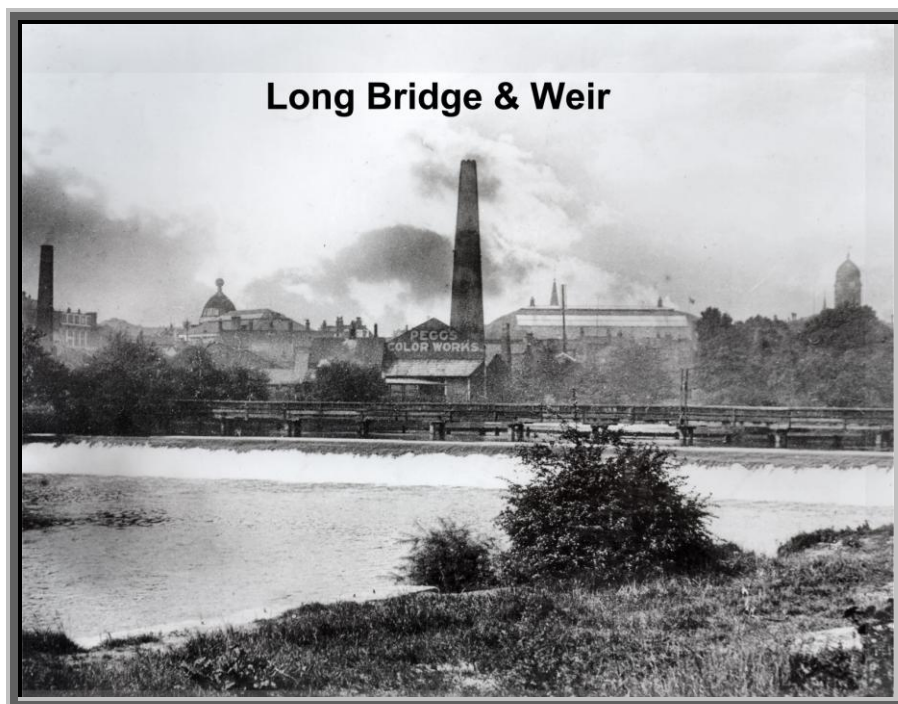




The Heritage Value of Restoring the Derby and Sandiacre Canal



A Report on the heritage value of restoring the Derby and Sandiacre Canal

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It has been produced in support of bids by the Trust for funding the restoration project.

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British Waterways, Sawley

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Sustrans Ltd

The East Midlands Tourist Board

Mike Smith, author '*Derbyshire Canals*'

Further sources of information

'The Canals of the East Midlands' by Charles Hadfield

Foreword

In applying for funding, we are very aware of the need to establish and define the heritage value of the canal. We have come to the conclusion that this cannot be restricted to one particular aspect of the scheme, but is best described as the sum total of all the attributes that we and future generations will inherit. These include the **Historical Heritage** of the actual canal and its associated structures, including their effects upon local communities, commerce and industry, leading to its integration into the community and evolution from a means of transport to create a **Public Amenity Heritage** and an **Environmental Heritage**.

These attributes have of course been evaluated in today's terms; some are tangible and therefore have financial value. Many are educational and recreational, are of equal importance, but are intangible in financial terms

It is striking to note how recent the public concept of heritage is – the greatest damage to this 200 year old canal was carried out only 30/40 years ago when the authorities at the time considered it to have no value whatsoever. Today, the general reaction of the public to presentations of our scheme is one of incredulity that such official vandalism was ever allowed to take place to an asset that would be more popular now than at ever before in its entire history

The Evaluation of Heritage Attributes

The Historical Heritage

Our corner of Southern Derbyshire, comprising the confluence of the lower river Derwent, lower river Erewash and river Trent valleys has been an important trade route since antiquity. The Romans used the area to transport troops as well as lead and the unique Derbyshire fluorspar 'blue John', both mined in northern Derbyshire. The Saxons and Normans followed suit, also establishing a packhorse trail above the valley.

By the late 18th century it was largely an agricultural area and Derby was a small town straddling the river Derwent. Early industry had developed in lead products, iron and textiles; the most notable being the waterwheel powered **Silk Mill** (reputed to be the worlds first purpose built factory).

South of the city fine alabaster was produced and brick making carried out, while to the east from Derby to the river Erewash industry included brick making, iron working, flax growing and processing and a large cottage industry producing hosiery using wooden 'stocking frames'.



Impression of Boats outside Derby Silk Mill

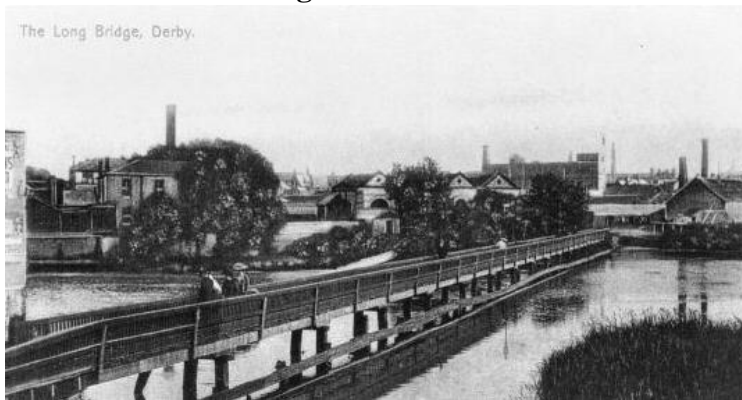
When the great Derbyshire engineer James Brindley built the Erewash, the Cromford and the Trent and Mersey canals, bulk quantities of high quality Erewash valley coal, ironstone and limestone suddenly became available. Butterley Ironworks, Stanton Ironworks and Arkwright's mills at Cromford were able to rapidly expand and the Industrial Revolution gathered pace.

Unfortunately while all of these canals were local, none of them served Derby, while the tiny village of Shardlow (eventually to become one of the country's largest inland ports) situated on the new Trent and Mersey Canal was growing rapidly and in danger of taking away Derby's trade. The river Derwent was made navigable by a series of weirs but the river was prone to sudden and rapid changes of level and navigation proved unreliable.

The Derby Canal was opened in 1796 as part of the accelerated 2nd phase of canal building (the era known as 'canal mania'). Designed by Benjamin Outram, a contemporary of Brindley and a partner in Butterley Ironworks, it was completed in 4 years and constructed to join the Erewash Canal at Sandiacre, dug westwards to Derby then turned south to join the Trent and Mersey Canal at Swarkestone. It also incorporated a further line northwards from Derby to the coal, ironstone and limestone producing areas around Denby and the Bottlebrook valley. As part of the new canal network, it quickly played its part in the bulk transport revolution which in turn kick-started the Industrial Revolution, and ensured Derby's future as a industrial centre. Page 19 shows one of the few surviving records of goods carried.

Built as a wide canal for boats with a beam of up to 14ft, it followed the standard pattern, however some features are worthy of note:

The Derwent Crossing



In the centre of Derby the canal crossed the river Derwent. Originally designed to be an aqueduct, this was modified and actually constructed so that boats locked down into the river, traversed it and then locked back up again to the canal level. A new weir was built to maintain a navigable river depth and a wooden horse bridge provided for

the towing horses. Known as the Long Weir and the Long Bridge they became a Derby landmark. (The weir still exists, however the bridge was demolished in 1959)

Bridgewater Wharf and Gandy's Warehouse

Both situated in Derby, south of the Long Bridge, they served the city trade and were the centre for industrial growth along the canal and riverfronts. Bridgewater Wharf contained the Derby Canal Company offices and was run by them. Gandy's was a Liverpool based canal carrying and general trading company (a northern competitor of Fellows, Morton and Clayton), and Derby was the most southern of their branches.





The Holmes Aqueduct

Situated between the two wharves, this carried the canal over Markeaton Brook. Built in 1795 of Butterly cast iron it was the world's first cast iron aqueduct. Later the Cattle market Bridge was constructed to carry the road over the canal and the site became a 3-tiered affair with the broad crossing the canal, which crossed the brook.

Borrowwash Top Section (west of the current Station Rd)

Originally the canal took a curved route near the river and around an ancient long barrow. In the 1830's, when the Midland Railway was under construction, the canal was straightened and a new lock constructed in order to make way for the railway and station buildings. Although completely removed, the barrow appears to have been properly excavated and reports indicate that a number of tall skeletons together with helmets and weapons were recovered. We understand that these items are currently held in Sheffield University. The barrow was known as the Ash Barrow from cremation remains, hence the name of the present town of Borrowwash.



Despite growing competition from the railways, the canal continued in use and by 1910 in Derby, on both sides of the river, it was surrounded by industrial areas and the route had become a complex of wharves, arms, warehouses and factories. The city itself had also greatly expanded and the canal had become integrated into new urban developments.

South of the city the canal route remained largely rural and urban, to the west however, considerable changes had taken place. The canal route lay close to several communities and had affected them all:



Spondon boasted paintworks, chemical works, gasworks, wharves and warehouses.

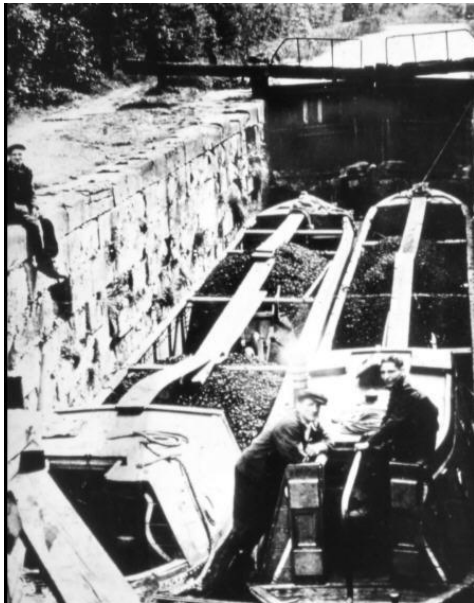
Borrowash was less affected but had industrial areas for lead works, textiles and eventually an industrial laundry

Draycott became a lace town with more than a dozen mills including the massive Victoria Mill as well as supporting industries and a gasworks.

Breaston had a small number of canal side factories

Sandiacre had brickworks, several large engineering works, a large number of lace mills and a growing furniture industry.

All of these areas were served by a series of canal wharves for the supply of coal and locally imported/ exported goods.



Competition from the railway continued, but it was the growth of road transport that inevitably led to the decline of the canal as a means of transporting local goods. The general decline of the rest of the canal system resulted in the loss of any long distance traffic, reducing the corresponding toll revenue below the operating level. In the 1930's, the northern branch was abandoned, and the last recorded boat navigation of the rest of the canal was in 1947. Unfortunately the canal was not included in the Nationalisation programme of 1948 and was retained by the Derby Canal Company. By this time, the Canal Company derived most of its income from its central Derby property holdings, and the navigation, being a liability, was the subject of applications for official closure. By 1960 the canal was badly silted up and, therefore, unnavigable while in the centre of Derby the entire old industrial area through which it ran was also in a derelict state.

The following decade was a remarkable period in the history of Derby (although the city is by no means alone in this respect). What can only be described as a 'Grandiose Scheme', centred on road transport was devised, that seemed to take on a life of its own. The entire centre of the city was swept away in an orgy of destruction that demolished not only derelict industrial buildings, but also streets of houses, shops, churches, and a large number of the historical buildings (some going back to Tudor times). It is difficult in retrospect to fully explain the rationale involved, but certainly any thoughts of heritage, or conservation never entered the minds of the originators of this disaster. One has to assume that the only yardstick used was that anything old must be obliterated.

By the time the citizens of Derby had woken to the fact, the good had gone, along with the bad, to be replaced by a sprawling road scheme and bland concrete structures. Of course, the canal had also been judged by the same rules and had also been entirely obliterated from the area, along with the Long Bridge, Bridgewater Wharf, Gandy's Wharf, 4 locks and the Holmes Aqueduct (this was in fact dismantled and taken to a council yard for storage, but even the world's first cast iron aqueduct was later sent for scrap).



The remaining 90% of the canal outside the City, deprived of its water supply, became an eyesore and somewhat of a public danger, it was therefore sold off and filled in.

The Scheme for the Restoration of the Remaining Heritage

Considering this destruction, it is surprising how much of the historical heritage is restorable. Both the Restoration Report of 1993, and the Feasibility Study of 1995 prove that the 90% of the original canal route outside of the City both to the east and the south still exists and can readily be restored. The rest, the old loop into and out of the City centre is not recoverable, but by foreshortening it across derelict railway land presently under development (Derby Pride Site.), the complete route will be opened (restoration of the northern branch has not been included in this submission).

This brings the waterway within 3/4 mile of the City Centre, It was originally hoped that a later phase or restoration would incorporate an arm from the restored canal to the River Derwent and at a Derby City public consultation meeting of 2004 (the River Lights development) the desire to reconnect the City of Derby to the national waterways network was proposed.



Impression of Boats at Derby Council House

Remaining Structures to be restored

The Canal Bed

Over 90% of the original canal bed remains and despite being completely filled in, the route remains as a public footpath and is protected from other development by the Local Authorities published plans.



Site of Fullen's Lock

Although the land was sold into various ownerships by the Canal Company, much of it was acquired by the Local Authorities who have resolved to pass it to the Canal Trust as restoration progresses. Of the remainder, most has now been bought back by the Canal Trust in conjunction with Sustrans Ltd and negotiations are in hand for the remainder.

Plans have been drawn up by W.S. Atkins to rebuild the canal bed at its original levels and following the historical route as much as possible.

As of March 2004, the Trust are to apply for restoration outline planning permission as soon as possible to enable funding to be applied for and work to commence.

Bridges

Of the original structures, only 3 spring arch bridges dating from 1794-6 remain.



Swarkestone Junction Bridge, built in brick it has been completely restored by the Canal Society from their own funds, local authority grants and a charitable foundation grant.

Ullickers Bridge at Borrowash, built in brick this has also been completely restored by the Canal Society. Most of this work took place in the autumn of 1997, funded by a grant obtained from a charitable foundation.

(Ullickers bridge is a listed building and Swarkestone bridge is in a conservation area, therefore the work was carried out in liaison with the local authority conservation officers)



Sandiacre Junction Bridge is built of stone, and will be restored when funds are available. A further 5 bridges which were built to replace the original hump back type also remain and are still in use.

Shelton Lock Bridge carries the busy A5132 into Derby. It is worthy of note because the whole underside of the arch has been painted as a mural depicting narrowboats and canal scenes by the local school. Until the Canal Society erected interpretation panels along the route, this was the only reminder of the original use of what is now a footpath, and surprisingly, this artwork has never suffered from vandalism.





Wilmorton Bridge carries the A6 over the canal. It is of a late 19th Century design usually associated with railway architecture, in blue brick and originally narrow, it was later widened as traffic increased. The 'join' is clearly visible from below and the north parapet carries the date of modification, 1937.

Station Rd Bridge, Spondon. This was rebuilt in 1924 to carry road traffic for the rapidly expanding chemical works. It was a simple design of brick piers, a flat deck and brick parapets. By 1995, the bridge was in a poor state with large cracks in both piers and representations were made to the Highways Authority (Derby's County Council) for its demolition. Fortunately the Council, supportive of the Canal restoration rebuilt it to the 1924 design, ensuring full navigable height.



Derby Road Bridge, Draycott dates from the 1930's. It is built of concrete, and is of an interesting 'art deco' style that may be unique to the area. During works by the Canal Trust in conjunction with Railtrack it was discovered that the bridge foundations were totally inadequate. This was immediately corrected and a concrete canal invert constructed, ensuring the survival of the bridge.



Cockayne's Bridge, Sandiacre is also of a unique design. We understand that it was the first concrete bridge to be constructed for the local authority. It is of an arched design with finely cast parapets featuring short columns. We are fortunate to have photographic records of its construction and shuttering methods when built in 1936.

Locks

Of the original 10 locks on the canal, 4 are lost within the City centre and their function will be replaced by new locks on the section across Derby Pride. A further 2 locks within the Cities urban areas the will have to be re-sited to accommodate the present urban layout, leaving the following 4 for restoration in their present positions.

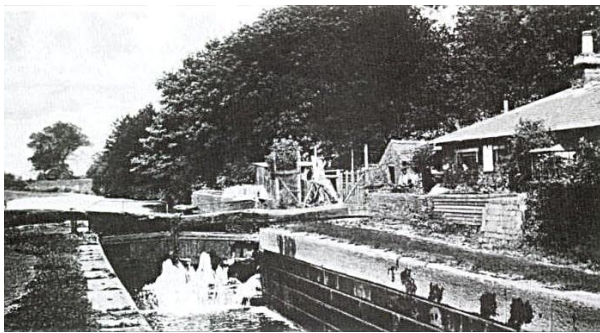
Sandiacre Junction Lock – Currently completely filled in, this lock constructed in stone will be restored along with the adjacent junction bridge when funds are available.

Sandiacre Top Lock – Again currently filled in, this is brick built and will be restored when funds allow.



Borrowash Bottom (Shacklecross) Lock - This lock has now been excavated together with a short stretch of canal by the Canal Society in conjunction with a housing developer (Redrow Homes and FG Construction Ltd). It is now under restoration by the Canal Society funded by various sources including the Inland Waterways Association.

Borrowash Top Lock - currently filled in, this is brick built and stone capped lock awaits restoration funds.



Other Buildings

Only 2 other original canal-side buildings remain:

Co-op Cottages, Draycott - These date from before 1800. The building was originally a warehouse and winding house for a nearby silk mill and is unique, being the only surviving building of the silk trade outside Derby, It was converted into 6 cottages later in the 19th century, but is presently in a derelict state, the owner is sympathetic to the restoration plans, and it is hoped that when funds are available the building



will be acquired and restored to its original design for use as the Derby and Sandiacre canal centre and educational centre etc.

The silk mill itself was demolished many years ago, but is worthy of further research. At present we do not know how it was powered. There is no suitable source of waterpower, it is therefore possible that an early form of steam power was utilised, if so this could be of significant historic importance.

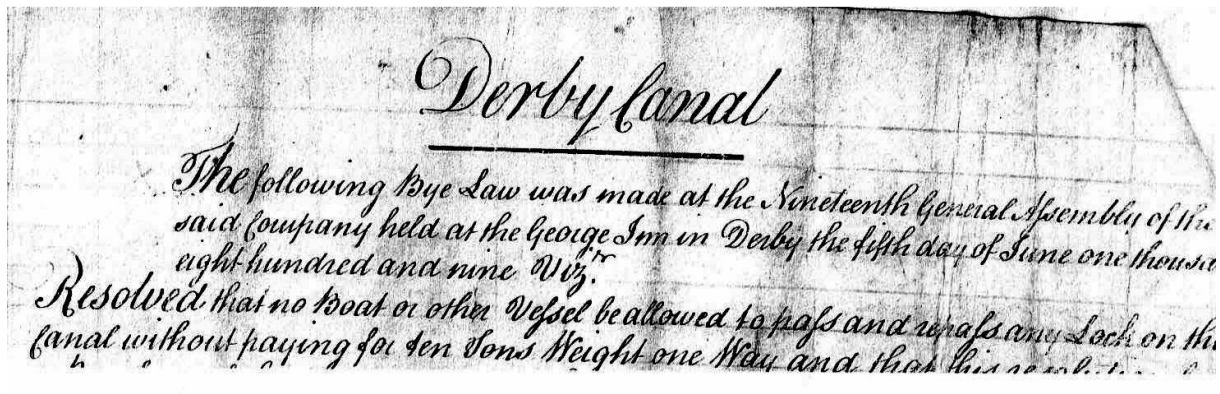
Swarkestone Toll House - Built in 1796 at the junction of the Derby Canal and the Trent &



Mersey Canal for the purpose of housing the toll collector, it still retains the toll window. Although not actually a blockhouse (unusually, there never was a junction lock here), it is architecturally typical of those built along the Derby Canal, and is the only survivor. It is presently used as the headquarters of Swarkestone Boat Club, and owned as part of the junction by British Waterways (the only part of the original canal in their ownership). Restoration of the canal will therefore reinstate it to full navigable status almost entirely along

its original route and will re-incorporate the structures previously listed into their proper context. The subsequent visitors guide to the waterway will interpret these structures, plus a great many more features that will be visible from it as evidence of the development of local communities, industry and architectural style.

There is one further important aspect to the historical heritage.



When the old Derby Canal Company was wound up, the documentary records were deposited in the Derby Local Studies Library. These records, contained in several cardboard boxes have never been catalogued, or placed on public view, yet they are unique and as far as we know may well be the only such collection in existence (they include Outram's original hand produced map of 1793). Without the canal, there is no focal point of interest in them, indeed, there is little to remind Derby that the canal ever existed.

Upon restoration there will certainly be a resurgence of interest in its history among local schools, academics and the public. This collection, along with the hundreds of old and new photographs that the Society had accumulated, will form the core of a new exhibition or study centre, the ideal location of which would be the restored Co-op Cottages.

THE PUBLIC AMENITY HERITAGE

In the last 40 years there has been a complete change in the relationship between the general public and canals. During the 1950's the waterways were regarded by officials on all sides as part of an outmoded and redundant transport system. Even the British Transport Commission (later to be superseded by British Waterways) were evaluating their future according to the likelihood of attracting and carrying cargo. The public, boaters and others with an interest in the subject, were given very little say. Decisions were taken by officials and that was the end of the matter. This system led to the abandonment of some canals, and reductions in the maintenance of many others. It seems incredible today that such authoritarian practices were in place and were the accepted norm, nevertheless it is true. It is not the case that the public didn't care, or were apathetic; they simply had no means of influencing decisions and accepted that the authorities knew best.

During the intervening years, however, a great deal has changed, i.e.

- a) There is now much more public accountability of 'official' decisions.
- b) British Waterways are deeply involved in the restoration and preservation of canals.
- c) Interest groups such as the Inland Waterways Association and Canal Societies have become part of the consultation process.
- d) Leisure activities, which hardly existed in the 1950's, has grown to be one of the country's largest industries.
- e) Increased leisure time and disposable income has massively increased boat ownership and 'days out' generally.
- f) 'Heritage', seen as the restoration and preservation of our inheritance has expanded from static museums to incorporate many more aspects of people's lives, and has made it much more interactive, didactic and hence closer to the public.
- g) 'Green' areas, especially those in urban and city environments are under intense pressure from a variety of sources.

Development, even that for sport, tends to surround them, creating surreal islands and then nibble away at them, thus reducing public amenity. Complete access by the public can denude the open space simply by wear and tear and human disturbance prohibits any natural development of flora and fauna.

A properly constructed canal should be considered as a permanent green corridor. The channel cannot be nibbled away, and the public are confined either to the water (boaters) or to the towpath (everyone else), which is restricted to a single side. This allows the 'off side' to develop naturally and almost completely undisturbed to be seen and enjoyed by all.



Today, the surviving canals are considered by the public as an asset and, since most of them are at least 200 years old, as part of our inheritance. Their popularity is derived not only from the number of boats using them (which is now a larger number than ever before) but their general recreational availability, their historical importance in changing the UK into a rich industrial nation and their tranquillity.

It is certainly our experience that although the original use of canals is now superseded, the fact that so many people can derive pleasure from their continuing existence underlines their heritage value (much as castles no longer serve their defensive purposes but now attract large numbers of visitors for a number of reasons).

The Derby and Sandiacre Canal, being defunct for this period of change has enjoyed none of these opportunities. Once restored however, it would instantly be available and able to absorb them.

We offer the following list of potential users as evidence of the importance of the amenity aspect of this heritage and that it would be popular and very much alive.

USE BY BOATERS

The restored canal joins the Erewash Canal at its eastern end, and the Trent and Mersey Canal at the southern. Both of these fully navigable waterways join the River Trent; therefore, the combined effect is to create a 'cruising ring' 25 miles in length. This ring is of major significance, e.g.

- a) It will be the only cruising ring in the entire East Midlands.
- b) It will be a 65% rural route, yet still directly encompass the large urban centres of Derby and Long Eaton as well as the historic inland port of Shardlow (itself a heritage site) and the villages of Sandiacre, Breaston, Draycott, Borrowash, Spondon, Aston, Weston, and Sawley.
- c) It includes Trent Lock, Long Eaton which is the junction of the Grand Union Canal, The Trent and Mersey Canal and the Trent Navigation, thus directly accessing the entire national canal network.
- d) It will increase the boat traffic on the Erewash Canal, which is currently well below its potential.
- e) It will allow an alternative route between the Erewash and Trent & Mersey Canals when floodwater makes navigation of the River Trent difficult.
- f) Circular routes are much more attractive than linear ones since return journeys are unnecessary.

The East Midlands is a very popular boating area. For example, within 1 day's cruise of the Derby and Sandiacre Canal, there are 3 major marinas, 9 minor ones, a major boat hire base, 6 boating clubs with moored boats, and numerous multiple mooring sites. Within 3 days' cruising this can be multiplied by a factor of 4, and within two weeks' cruising, it is within reach of a large proportion of the entire national canal network. British Waterways estimate the total number of craft within these criteria as follows:



Within 1 day's cruise - 2250 craft within 2 days' cruise - 4000 craft

It does not, of course, necessarily follow that all of these will actually visit, but it does demonstrate the potential, which is amongst the highest for canals currently under restoration. While the restoration plans do not include any provision of marinas, there are several locations where these would easily be accommodated should the landowners or others wish. This is a desirable development not just for economic and local business reasons, but an inherent boating population attracts other boaters and provides a 'user group' who will naturally become involved in the interests of the canal.

Canals are also safe waters for canoeists who are, of course, obliged to carry their craft around locks. This especially applies to young people (scouts, guides, youth groups etc) undergoing training. Further to this, the distance around the canal ring from the start of the Erewash Canal (Trent Lock) to Shardlow is over 25 miles and is therefore ideal for journeys to gain awards (Duke of Edinburgh Award etc). It is anticipated that this use will also be extensive.

USE BY PEDESTRIANS

We are very aware of the amenity value of the canal, therefore the restoration plans include the provision of a 3 metre wide Multi User Route (although this will have to be narrowed under existing bridges). There will, of course, be a great number of access points, including those for wheelchair users, thereby maximising its availability for pedestrian use. It must also be remembered that this route will be entirely motor traffic free, offering freedom not just from vehicles, but also from their pollutants.

There are various forms that pedestrian use can take. i.e.

1) Local Access

Along the route there are any number of instances where people will simply use it as a safe and convenient method to get from A to B. These may be journeys to and from work, shopping, school or social purposes.

2) Fitness Training

There are increasing numbers of people participating in running for the purpose of exercise. This varies from short jogs to long distance runs; the restored canal will increase the road free mileage available to them.

3) Walking

Much of the existing route was retained as a public footpath, although only 25% has been properly surfaced and several busy roads have to be crossed where bridges have been demolished. Both Derby City and Erewash Councils have created footpath networks providing short and long walks, the majority with printed guides. Some of these incorporate various sections of the canal - and they are popular and frequently used.

The restored canal will have several effects on the current situation:

- 1) It will create a 25-mile walking ring in its own right.
- 2) The Erewash section will complete a 20 mile waterside route from Nottingham to Derby with no road crossings.
- 3) The Derby to Swarkestone route will be made safer because of new road bridges.
- 4) At least one new long distance footpath, the Midshires Way will incorporate some of the towpath.
- 5) The Estate Management at Elvaston Castle Country Park, near Borrowash (run by Derbyshire County Council) are keen to extend the park footpaths to the restored canal towpath on the grounds of safer access and added attraction.



6) The restored canal will create a completely different environment from the current one. We are advised by the local rambling clubs that this is a highly desirable development, helping to provide interest and scenic variety

7) There are some areas that are currently poorly served by footpaths. The restored canal will provide the attraction, interest and motivation for more to be provided.

The Canal Trust are working with the Footpaths Officers of all the local authorities, the local rambling groups and others to ensure that this full potential is realised.

USE BY HORSE RIDERS

Although there are a large number of stables and riding clubs in the area, there is a chronic shortage of bridle paths. It is intended that the Multi User Route should include use by horse riders as long as public safety is not jeopardised (for this reason, riders will be required to dismount at bridges).

Most of the advantages already listed for pedestrians also apply to horse riders, and the Canal Trust, which already has an equestrian representative, are in discussions with local and national horse societies.

USE BY CYCLISTS

Again all of the points already raised in favour of pedestrian use apply equally to cyclists, with the following additions:

Previously, only the southern section (Derby to Swarkestone) was available as a cycle track, having been constructed by a Derby cyclist consortium in the 1980's. The Trust have an agreement with Sustrans, and the two have already provide many more miles of Multi User Trail which is now connected to the National Cycle path Network

It is national policy to encourage cycling, thus reducing the number of vehicles on crowded roads, and improving health. The restored canal is in line with this policy and furthermore it also removes the cyclists from the roads.

FISHING

Generally recognised as one of the largest participant activities in the country, the canal will be a popular fishery, and the stocking of it by fish will be of vital environmental importance. The Trust intends to negotiate with small fishing clubs who can demonstrate good stewardship over defined stretches of water at the appropriate time.

VISITOR USE

All of the users previously discussed can be defined as visitors, and it is anticipated that the provision of these facilities will attract such people from outside the area as well as locals. However there is another extremely large group that may be classed as the 'casual visitor' that must also be considered. Ideally, they are prepared to make a journey of up to 1 hour for a visit of 1 to 4 hours, or even longer, depending upon the attractions available.

This group is, of course, the main target of a great many visitor centres, sites of interest, amusement parks and other amenities. While we make no claim of intended competition or comparison with those that have purpose built attractions, the following will be on offer: -

Quiet waterside walks in a pleasant environment.

Cruising and moored boats, together with the operation of locks.

A varied natural habitat with associated flora and fauna.



There are also 3 existing pubs that will be on the canal side upon restoration, and a further 2 within 50 metres.

A trip boat run by the Canal Society
A Visitor Centre when the purchase and restoration of the Co-op cottages in Draycott can be funded.

These attractions will of course attract a number of visitors and estimates can be made by comparison with those of a similar nature from figures published by the East Midlands Tourist Board (1999 figures) i.e.

<u>Trent Lock. Long Eaton</u>	
Visitors/yr	24000
Waterside site with 2 pubs, tearooms, boats etc	
No charges	
<u>High Peak Junction. Cromford</u>	
Visitors/yr	33000
Disused canal and railway walks	
Visitor Centre.	
No charges,	
<u>Middleton Top Visitor Centre</u>	
visitors/yr	33000
Disused railway walks, shop	
Working beam engine (Selected dates in year)	
<u>Derby City Museum and Art Gallery</u>	
visitors/yr	88155
No charges	
<u>Erewash Museum. Ilkeston</u>	
Visitors/yr	14500
No charges	
.	
<u>Pickfords House Museum. Derby</u>	
Visitors/yr	22600
No charges.	

While only those attractions which will be immediately available upon restoration have been listed, it may reasonably be presumed that in common with similar projects throughout the country, marinas, restaurants, cafes, shops etc will be built along the route, greatly increasing potential visitor numbers.

PUBLIC SUPPORT

Because we have listed potential users for a canal that has been closed for such a long time, we feel that it is incumbent upon us to prove that the restoration plans have the support of the public who would actually make use of it, i.e.

The Derby and Sandiacre Canal Society as the public arm of the Trust, it was formed in 1994 and has in excess of 1200 paid up members, These are made up of a majority of local people, but include others from Devon to Northumberland, There are also a number of group memberships (boat clubs, local companies etc) each of which may themselves have many members, but are still counted as a single unit.

In 1995 a petition was raised by the Society in support of a canal culvert under the new Derby bye-pass. This petition contained over 2000 signatures.

On Saturday 24th 1996, as a gauge of unbiased public reaction to our plans, 2 members of the Society manned a stand in the shopping area of Derby requesting passers-by to sign their support for the following: *'I support the restoration of the canal as a public amenity and as part of the heritage of Derby'*.

The day unfortunately was particularly wet and windy which made it an uncomfortable exercise, however, 508 signatures were collected.



The Society and Trust have booked halls along the canal corridor and invited the public to attend slide show presentations of our plans, These have proved to be both popular and positive with total attendance in excess of 2000 people, We have also been invited to present our slide show to over 80 community groups, boating and business organisations locally and nationally, all of which have resulted in their support.

We also enjoy the active support of

the 4 local authorities within whose jurisdiction the canal route lies. Details of this support can be found elsewhere in this submission.

Regarding the local environment, the Derby Canal was famous in 2 respects. Firstly, for most of its entire length it was bounded by hawthorn hedges, and for this reason it was known as the 'Hawthorn Canal' or the 'May Canal'. Secondly the water, particularly in the eastern arm, derived from the River Derwent and augmented by streams and springs was especially clean (at Sandiacre this water was piped to Toton railway sidings for use in the boilers of shunting and mainline locomotives).



As a hedged canal it formed a protected green corridor that survived even where urban areas expanded up to and surrounded it, while in rural areas it remained unaffected by changing agricultural practices. The corridor was rich in flora and fauna, especially the 'off' bank away from the towpath, which although virtually isolated, will be enjoyed by walkers on the towpath. The filling in of the canal devastated this environment.



Even though most of the corridor survives as footpath, much of the hedgerow has disappeared, and even that which survives is totally overgrown. The loss of the canal has destroyed the diversity of habitat that had evolved over 150 years. In places the canal line is only discernible as a muddy path through large featureless fields and is utterly lifeless.

Restoration offers a chance for the re-introduction and maintenance of this diversity of habitat, and in order to ensure success, Groundwork Erewash Valley (members of the Trust) have produced a separate Environmental Opportunities Report. This report will be used as a blueprint during the design, construction and 're-greening' of the canal.



Appendix 1

The following is an extract from the Derby Canal minute book for 1839 and is one of the few surviving records of cargo carried on the canal.

Sandiacre Line for Feb 1839

	Tons	cwt	@	£	s	d
Corn	3010	10	10d	126	6	3
Sundries	1485	10		61	17	11
Bricks	209	10		8	14	7
Cement	281	10		11	14	7
Timber	204	10		8	10	5
Stone	534	10		22	5	5
Plaster	40	10		1	13	4
Chert	93	10		3	17	6
Salt	17	10			14	9
Tiles	15	5			12	8
Rails	47	0		1	19	2
Castings	74	0		3	1	8
Bones	20	0			16	8
Potatoes	41	0		1	14	2
Total	8260	5		344	3	4

Swarkestone line for Feb 1839

	Tons	cwt	@	£	s	d
Corn	540	17	9d	20	5	8
Sundries	1919	8		71	19	4
Clay	59	5		2	4	5
Tiles	39	15		1	9	11
Cast rails	53			1	19	9
Plaster	268	5		10	1	2
Stone	241	0		15	15	9
Castings	46	10		1	14	10
Slates	32	0		1	4	0
Cement	520	10		19	10	4
Bricks	80	0		3	0	0
Swine	22	2			16	6
Chert	58	0		2	3	6
Salt	17	10			13	2
Iron	83	0		3	2	3
Lead	33	10		1	5	1
Timber	15	0			11	3
Total	4209	12		157	17	1

Little Eaton line - Feb 1839

	Tons	cwt	@	£	s	d
Stone	2463	10	3d	30	15	10
Sundries	199	0	17d	14	1	11
Corn	18	0	12d		18	6
Mr Holden	1832	8	17d	119	6	3
Mr Wooley	549	19		35	6	9
Denby old Colliery	157	2		10	15	10
Mr Bourne	71	14		5	0	0
Total	6252	13		270	0	0

N.B. Mr Holden, Mr Wooley and Mr Bourne transported coal

Assuming that these figures are the monthly average for the year, this gives an annual tonnage of around 225,000.

During the same year, the dividend paid to shareholders was 12%.

Interestingly, 2 years later, tolls were lowered due to railway competition, for example the toll for coal on the Little Eaton line was reduced from 1s 5d to 10d per ton.

