

Head Office Bulletin – February 2008 – Issue 133

Head Office Bulletin is available in pdf format on IWA's Internet site, along with a wide range of information about the Association and the inland waterways. www.waterways.org.uk should be the first place to look for any information that you need. You can also subscribe to receive Head Office Bulletin in text form by e-mail as soon as it is published each month. Additional e-mail mailing lists (news@waterways.org.uk and pressrelease@waterways.org.uk) provide more frequent mailings of timely news, which enable the Association to keep members and other supporters more up-to-date with all that the Association is doing, but all the news is reported at the end of each month, updated where appropriate. If you wish to make any changes to the mailings that you receive, please contact Matt Duncan at IWA Head Office.

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About People

Harry Arnold, editor of IWA's *Waterways* magazine for twenty years, former member of Council and tireless supporter of the Association for over forty years, has been appointed a vice-president of the Association. The current term is for an initial period of five years. All the Association's appointments as vice president are now for fixed periods that may be renewable.

Following the re-organisation of Inland Waterways Enterprises Ltd (reported in the January edition of Bulletin), **Audrey Smith** has retired as chairman and as a director of the company, and **Ray Carter, Mike Palmer, Elizabeth Payne, Jerry Sanders** and **Helen Whitehouse** have retired as directors. **Colin Davis** and **Les Etheridge** have been appointed as new directors to the company, and a new chairman is due to be elected at the board's next meeting. Ian West, John Fletcher and Neil Edwards remain as directors.

Vicky Clark left IWA's employment on 25th January to take up a post in London with the National Society for the Prevention of Cruelty to Children. A successor for Vicky's work as Membership Services Co-ordinator is

currently being advertised for; enquiries should be addressed to Matt Duncan at Head Office.

British Waterways Moorings Tender Trial

On 21st January, IWA presented an online petition of 2,478 electronic signatures to British Waterways against its online moorings auction trial. Delivering the petition to British Waterways on behalf of IWA, Dr Roger Squires, chairman of IWA's Navigation Committee said: "*The moorings auction trial has been particularly divisive and has threatened the boating community with yet further unnecessary and unwelcome cost price increases.*" IWA is concerned that the imposition of this process by British Waterways is unfair to those already on waiting lists, and is unjust to the less well off and the elderly who it fears will be priced off the waterways by the highest bidder. IWA is concerned that this will lead to an irreversible change to the waterscape and its community to the detriment of all, by creating social exclusion from the waterways for those who are not middle class and affluent.

Challenger Syndicateship Ltd

One of the major shared-boat-ownership companies, Challenger Syndicateship Ltd, ceased trading on 2nd January. The company, which started fifteen years ago, managed 27 boats, each with 12 owners – but these boats continue to be owned by the shared-owners, so should not be put at risk through the closure of the company. In recent years, with a slowing of narrow boat share sales, the company expanded into shared-ownerships schemes for Thames cruisers, French canal boats and, most recently, three Bavaria sailing yachts. The company also operated a fleet of 8 hire boats. The Association of Pleasure Craft Operators has arranged the offer of alternative hire-boat holidays to those with outstanding bookings. The company and its proprietor, Ed Rimmer, had been supportive to IWA over many years, including providing sponsorship at some National Festivals.

Flooding

Heavy rain during January brought flooding and temporary waterway closures to many areas. Most river navigations in Yorkshire were particularly hard hit, and all waterways in the area affected to some extent. The Yorkshire Ouse flooded sufficiently to make the river one mile wide in places, with some British Waterways properties, including those at Naburn, being inundated. The York and Leeds (river Aire) areas saw extensive flooding. The river Calder breached flood defences at Figure of Three Locks between Thornhill and Horbury on 23rd January, with bank-side material washing into navigation. Extensive dredging may be necessary to clear the effects of this. Waterways in northern Lincolnshire were also badly affected, with severe flooding along the river Ancholme.

Many other river navigations elsewhere in the country were also affected, with the Weaver, Severn and Thames becoming unnavigable in places. The short river section on the Oxford Canal was closed for a week, but most other canals in the midlands and south remained open, stoppages permitting. Many river navigations are likely to need spot dredging in the spring to clear shoals and other debris washed into navigation channels.

Funding British Waterways

'How the UK's waterways are funded' features as one of the key topics in IWA's new-style Waterways, magazine, which is due to be sent to members at the beginning of February. In researching material for the article, IWA sought some facts and figures from British Waterways, which included:

- BW receives between £800,000 and £900,000 per annum from angling.
- Water sales, to industry and agriculture, are worth £4.3 million per annum to BW.
- The British Canoe Union pays BW £53,500 for a block licence for its canoeing members.
- There were 2,175 boats declared as continuous cruisers in November 2007.
- At the end of 2006, 7.1% boats were thought to be unlicensed; this was worth over £900,000 of licence income.
- BW recently recovered over £780,000 worth of back-dated licence fee income in a 12-month period.
- In 2006, 134 boat owners had their vessels seized by BW under Section 8 proceedings.

The article in Waterways also considers some of the many suggestions put forward by IWA members as to how BW could improve its income generation.

Inland Waterways 'Parliamentarian of the Year' Awards Dinner

IWA has announced that it is to host the first Inland Waterways 'Parliamentarian of the Year' Awards Dinner at the House of Commons in April. By holding the prestigious occasion, IWA hopes to acknowledge those parliamentarians who have been prominent in their support for the inland waterways over the past year. It will also be a good opportunity for IWA to gather many of its parliamentary supporters together and review progress to date and brief them on where the Association hopes to be in the future. The dinner is to be held in a House of Commons dining room overlooking the Thames on 1st April.

IWA is especially grateful to Bob Laxton, chair of the Parliamentary Waterways Group, who is sponsoring the event within the House on IWA's behalf. IWA is also honoured that the waterways minister Jonathan Shaw MP and Mr Speaker Martin have agreed to attend the evening. Many other prominent MPs have also already committed to attend, along with senior



figures from navigation authorities, the waterways trade and voluntary sector. Although the dinner is being held in the largest House of Commons dining room available for such events, attendance is strictly limited to just over 50 guests.

IWA Members Survey 2008

IWA is conducting a survey of its members in order assist the Association to be better informed of the membership's needs and circumstances. Printed copies of the survey forms are included in the Spring edition of *Waterways*, due to be sent to members at the beginning of February, but members can help speed up the process and keep administration costs down by completing the survey online at www.waterways.org.uk and clicking on the IWA survey section on the right hand side of the home page. The online survey only takes a few minutes, and by completing it online all of the administration and analysis is done automatically by computer.

Waterway TV Programmes

The third series of waterways television programme *Locks & Quays* is being made available on the Internet as each programme is broadcast, which may be of particular interest to those outside the Granada ITV area, at www.itvlocal.com/granada/documentaries/

Scroll along the drop down menu until 'Locks & Quays'. An episode is added each week until the final broadcast in the current series, due on 7th March. The first two series (20 programmes), which were transmitted by Granada in 2006 and 2007, are also available to view. *Locks & Quays* is also due to be shown on ITV in the Yorkshire Television area from 3rd July.

The current series of *Waterworld* is also being made available at www.itvlocal.com/central/documentaries/ Scroll along the drop down menu until 'Waterworld'. Likewise, an episode is added each week until the final broadcast in the current series, due on 7th March, but programmes from the previous series have not, so far, been made available.

West Midlands Freight Initiative

A partnership of British Waterways, Birmingham City Council and the Highways Agency has funded a

project to see if waterside businesses in the West Midlands can be persuaded to take their freight movements from the roads to the canals. About 80 businesses have so far been identified as having the potential for such a switch, mostly along the canals of the Birmingham Canal Navigations, but also along the Coventry Canal. As an example of what is possible elsewhere in the region, Cemex currently uses the river Severn to move aggregates by water, and now carries 275,000 tonnes on the river each year. The company says the process is fuel-efficient, producing low emissions and little noise. The Birmingham Canal Navigations saw substantial movements of freight locally into the 1970s, and the lengthy lock-free pounds provide greater potential for the carriage of freight than most other narrow canals.

Birmingham Canal Navigations

Wolverhampton City Council and Neptune Developments have signed an agreement for up to £200 million to be invested alongside the Birmingham Canal Navigations in the city. Planned developments include a new bus and train station, commercial offices, 76 apartments, public spaces and a canal side cultural quarter. The development agreement outlines each partner's roles and responsibilities in the scheme and further partnerships have been established with other property owners including British Waterways, Virgin Trains, Network Rail and Centro. A planning application is due to be submitted in the spring this year. Subject to planning permission, work is to be carried out in several phases with the first phase, building the new railway station with a 1,200 space car park, planned to begin in spring 2009, with completion scheduled for summer 2010. The overall project completion is due at the end of 2013.

Cromford Canal

Derbyshire County Council has secured a grant of £417,500 from East Midlands Development Agency, as part of a £800,500 package of funds, to improve the 5.5 mile northernmost section of the Cromford Canal that it owns, and thus encourage economic development to the area. Other funding has been agreed with Network Rail and Derwent Valley Line Community Rail Partnership, with the balance coming from Council funds over a three-year period. Work to be financed with the money includes:

- The renovation of the railway footbridge at Whatstandwell.
- Engineering work including the design of new water controls and restoration of structural features.
- Environmental improvements to increase wildlife in the area.
- Improved access to the Canal.
- Improving buildings at High Peak Junction to provide more usable work space.
- Renovating the boiler at Leawood Pump House and creating a video about the historic monument.

Grantham Canal

East Midlands Development Agency has granted £65,000 towards the cost of a Green Infrastructure Study of the canal corridor, including possible diversions, between the river Trent and Cotgrave. This study, promoted by Grantham Canal Partnership, is intended to help to inform planning decisions that will favour restoration of this part of the Grantham Canal. The study is also being funded by Nottinghamshire County Council, Rushcliffe Borough Council and a grant from IWA.

Llangollen Canal

The UK Government formally made the nomination of the Pontcysyllte Aqueduct and eleven miles of adjacent canal for World Heritage Site status in January. If successful, the 200-year-old aqueduct and part of the Llangollen Canal would join the other 27 UK World Heritage Sites including Stonehenge, Maritime Greenwich, and Ironbridge Gorge. UNESCO, the United Nations cultural organisation that is responsible for the scheme, is due to consider the nomination and make a decision in 2009.

The Nominated Site's boundaries have been drawn to include all those areas or attributes that are a "*direct and tangible expression of its Outstanding Universal Value: the canal and its engineering features together with remains associated with its construction and historical operation*". It consists of 11 miles (18 kilometres) of continuous waterway, from Horseshoe Falls near Llangollen to Gledrid Bridge near Rhoswiel. The boundary encompasses the full extent of the construction works of the canal and all its major engineering features together with areas of land

relating to important views of and from the key structures.

Macclesfield Canal

A short arm, known as Vaudrey's Wharf, on an embankment off the main line of the Macclesfield Canal near Congleton, currently leaks. Unlike the rest of the canal, the arm is owned by Congleton Borough Council. Macclesfield Canal Society has encouraged the Council to repair the leak and transfer ownership of the arm to British Waterways. Almost two years of discussion and negotiation between the Council and BW has failed to find a solution that is acceptable to BW for it take on the structure. The funding currently offered from English Heritage (£20,000) and from the Council (£20,000) is only available until the end of March (commitments must be made by then, the work can take up to two years), so unless a satisfactory resolution is found by then there is a risk that the wharf would have to be stanked off, to protect the rest of the canal from water loss and risk of potential breach. The full story is available at:

www.macclesfieldcanal.org.uk/vaudreyswharf.htm.

River Nene

The Environment Agency has installed new 48-hour moorings at Wellingborough Embankment, the Middle Nene Sailing Club at Islip and at Rushden & Diamonds at Irthlingborough. The three moorings cost £360,000 to construct, with £90,000 donated by the river Nene Regional Park towards the mooring at Wellingborough. All three are built on steel piling and covered with non-slip GRP-grates and recycled plastic capping. They provide a total of 160 metres of new mooring space for boaters on the Nene. The Agency also has plans to install rubbish disposal, pump out and elsan facilities at Wellingborough. In addition, two downstream landing stages, at Woodford and Woolaston, have been re-decked, replacing the old timber decking with a non slip covering, and a new mooring near Nene Valley Railway at Wansford, is planned for later this winter, bringing the total number of free 48-hour moorings on the river to 10.

River Thames (Docklands)

British Waterways began work on 14th January to refurbish Masthouse Terrace Pier, used by Thames Clippers' river bus services. Transport for London

provided grant funding of £400,000 for the pier improvement works, which will cost £500,000 in total, with the balance provided by British Waterways. The steel structure of the pier is being upgraded, and security improved with the installation of CCTV cameras and a new passenger shelter. Other improvements include repainting of the pier, refurbishing the handrails, installing new access ramps and passenger information boards. The project is due to take ten weeks and has required the closure of the pier throughout, as it has been towed by river to a dry dock at Gravesend for the work to take place. Masthouse Terrace Pier was built in 1987 by London Docklands Development Corporation and been used as a riverbus stop by Thames Clippers since 2002.

Thames & Severn Canal

Ownership of the Thames & Severn Canal between Wallbridge and Brimscombe was transferred from Gloucestershire County Council to British Waterways in December. British Waterways and Stroud District Council Planners are currently discussing the possibility of submitting a single planning application for restoration of the 'Phase 1a' restoration of the Canal. This would exclude the County Council's proposed road works at Merrywalks (A46), which is due to start in autumn 2008, and work at Brimscombe Port, which is being undertaken by Stroud District Council as a separate project. The consultation for the Area Action Plan for Brimscombe Port is due to continue throughout 2008, with the intention of starting construction there in late 2009.

Wey & Arun Canal

The Wey & Arun Canal Trust has started the third and final phase of its project to restore the canal crossing under the main road through Loxwood. In the first phase, in 2005, Trust volunteers built a new lock next to the road. In 2006, the section of canal next to the Onslow Arms pub was lowered to provide headroom for boats to travel under a new bridge, without altering the level of the road. The latest work finishes the work by connecting the new lock to the lowered section of canal. On 8th January, civil engineering contractors began placing 142 piles, each up to 12 m long, to form the sides of the new bridge. The contractors then closed one side of the road, allowing them to build the roof of the bridge. They will then reinstate the road and build the bridge roof on the other side. Finally,

they will tunnel under the bridge, to make space for the new canal route and a pedestrian walkway. When the walls between the new lock and the new bridge are complete, boats will be able to pass under the bridge and into the lock. The complete project will cost about £1.5 million, all raised by the Wey & Arun Canal Trust including grants from IWA.

Recent Publications

British Waterways Tidal Locks Availability

The fully updated, 20-page leaflet lists tide times for the River Thames, hours of availability for tidal locks at Limehouse, West India Dock Entrance Lock, Thames and Bow Locks as well as general information for boaters planning to navigate the River Thames. Copies are available for collection at various points across the London region including Limehouse Basin, Brentford Lock, Teddington Lock and BW's information boat, *Jena* at Paddington.

www.waterscape.com

Charity Commission Charity Commission News – January 2008

The latest updates on charity regulations, etc.

www.charitycommission.gov.uk/tcc/newslist.asp

Environment Agency State of the Environment 2007

The seventh *State of the Environment Report* for the South East. It shows how the health of the environment has changed since 2000 and is a measure of the impact we are all having on our region.

www.environment-agency.gov.uk

Historic Scotland Scotland's Historic Environment Audit

The first step towards Scotland's Historic Environment Audit, the equivalent of England's *Heritage Counts* was published as *A review of existing information for Scotland's Historic Environment Audit*. This survey is designed to inform future decisions on what baseline data to use for the future audit process. It sets out for the first time an analysis of a range of easily accessible, existing information to inform understanding of Scotland's historic environment; presents a series of possible headline indicators on a range of aspects of the historic environment that might be considered for the audit process; and highlights gaps in the knowledge base. The longer-term aim of

the audit is to provide a comprehensive set of statistical information about the state of Scotland's historic environment, including the extent and condition of the assets, the threats they face and the contribution they make to the country's economy and quality of life. www.heritageaudit.org.uk/findings

**House of Commons Environment Food & Rural Affairs Committee
Inquiry into British Waterways – supplementary report**

The Environment, Food and Rural Affairs Committee, as part of its scrutiny of the work of British Waterways, asked the National Audit Office to examine BW's finances between 2002 and 2012. The Committee received a letter from Sir John Bourne KCB, Comptroller and Auditor General, on 6th December 2007. The memorandum can be found on the Committee's British Waterways inquiry webpage at: www.parliament.uk/parliamentary_committees/environment_food_and_rural_affairs/efra_british_waterways.cfm

**Inland Waterways Advisory Council
Decreasing Our Carbon Footprint – Moving More Freight onto the Inland Waterways of England and Wales**

The report recommends that increasing waterborne freight transport could make a useful contribution towards meeting the UK Government's commitment to reduce carbon emissions by 60% by 2050. It says that research suggests that transporting freight by water instead of road has the potential to reduce by three quarters the amount of carbon emitted. Successful examples in the UK and elsewhere in Europe demonstrate that inland waterways can provide a viable and environmentally friendly means of transporting freight. IWAC's paper sets out the current situation regarding freight on the inland waterway network in England and Wales. Two of the key recommendations from the report are:

1. Better promotion of waterborne freight by the water freight industry and navigation authorities, with *Sea and Water* (a government advisory body) playing a major role.
2. The UK and Welsh Assembly Governments undertaking a comprehensive study of the opportunities for, and barriers to, increasing freight transport by water, aiming to produce recommendations that can be adopted as a useful contribution to reducing the UK's carbon footprint."

www.iwac.org.uk/reports

Current Consultations

**Broads Authority
Local Development Framework – Preferred Options for Development Control Policies and Draft Supplementary Planning Document on Development and Flood Risk**

The Broads Authority is the Local Planning Authority for the area within the Broads executive boundary. The Broads is a member of the national park family and in planning terms has status equivalent to a National Park. The Authority is reviewing the Broads Local Plan and preparing a Local Development Framework. Under this review the Authority recently adopted the Core Strategy Development Plan Document. The Development Control Policies DPD and the Development and Flood Risk SPD are the next elements of the LDF to be produced. The documents set out the preferred options for planning policies and draft supplementary policy on Development and Flood Risk to be used in the determination of planning applications.

www.broads-authority.gov.uk

Closing date for comments: 11th February 2008

**Department for Communities and Local Government
Principles of representation and Creating Strong and Prosperous Communities**

The documents set out the ways in which third sector organisations are able to get involved in setting and delivering local priorities. Three main pieces of guidance have been published to explain the process. *Creating Strong & Prosperous Communities* provides an introduction to the new settlement between central government, local government and their partners, including the third sector. It specifically covers the Local Strategic Partnerships that bring together organisations from public, private, community and voluntary sector in a local authority area.

www.cabinetoffice.gov.uk/third_sector/news/news_stories/071121_DCLG_Consultations.aspx

Closing date for comments: 12th February 2008

**Department for Communities and Local Government
Tree Preservation Orders: Improving Procedures**
This consultation paper seeks views on four proposals to improve the tree preservation order (TPO) system:

keeping our waterways *alive*



the introduction of a standard form for all applications to fell or prune trees which are protected by a TPO; a more streamlined method for processing TPO appeals, where decisions are based chiefly on material gathered at the application stage; the transfer of TPO appeal administration from the nine Government Offices for the Regions to the Planning Inspectorate; and revised requirements on local planning authorities regarding the circulation of newly made TPOs.

www.communities.gov.uk/publications/planningandbuilding/tposconsultation

Closing date for comments: 19th February 2008

Department for Communities and Local Government
PPS12 - Streamlining Local Development Frameworks

The Government published a Planning White Paper on 21st May 2007, which made a number of general proposals to streamline plan production. This consultation paper includes a draft amendment to the Local Development Regulations and a draft replacement for Planning Policy Statement 12. The main areas of proposed change relate to regulations concerning consultation arrangements, revisions to the procedure of plan making, final representations on the plan before it is submitted to the independent Inspector; and changing the way Supplementary Planning Documents are produced. Changes to PPS12 include emphasising the key role the Core Strategy plays; emphasising the need for making progress with LDFs; giving Local Authorities more flexibility to produce only the plans that are needed; and repackaging the tests of soundness to give greater clarity whilst not altering the basis for examination of plans.

www.communities.gov.uk/publications/planningandbuilding/streamliningldfs

Closing date for comments: 19th February 2008

Department for Communities and Local Government
PPS4 Planning for Sustainable Economic Development

The new Planning Policy Statement aims to build on the objectives for the planning system set out in *PPS1: Delivering Sustainable Development* and provide the tools for regional planning bodies and local planning authorities to plan effectively and proactively for economic growth. The policy sets out how Government expects planning bodies to deliver a

robust evidence base to underpin their decisions. In the list of evidence regional and local planning bodies should use, there is a statement on ensuring that the strategy takes into account the nature of the regional or local character. Under the use of land, local authorities will be required to make efficient and effective use of land and buildings, especially vacant or derelict buildings (including historic buildings).

www.communities.gov.uk

Closing date for comments: 17th March 2008

Department for Environment Food and Rural Affairs

Towards a Defra Third Sector Strategy – A consultation on emerging issues and options

The consultation invites views and suggestions about the way in which the Department can improve the way it engages with the third sector. The results of this consultation will help it prepare its Third Sector Strategy which it aims to publish in spring 2008. The document covers a range of issues. It asks about ways in which the third sector can make an even bigger difference in tackling climate change, protecting the environment and supporting strong rural communities. It also asks about the way in which the Department can create a level playing field for third sector organisations in the way it does business.

www.defra.gov.uk/corporate/consult/thirdsector-strategy/index.htm

Closing date for comments: 22nd February 2008

Environment Agency

Thames Estuary 2100 – Planning for future flood risk

The consultation seeks views on the policies along the Thames Estuary, as well as the range of options which could deliver this.

www.environment-agency.gov.uk/te2100

Closing date for comments: 17th March 2008

Office of the Third Sector
Red tape for charities

The proposals in this consultation published jointly by the Office of the Third Sector and the Charity Commission aim to reduce administrative burdens on charities while maintaining an effective regulatory framework.

www.cabinetoffice.gov.uk

Closing date for comments: 31st March 2008

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IWA Internal Items