

**Head Office Bulletin – January 2008 – Issue 132**

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](http://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](mailto:news@waterways.org.uk) and [pressrelease@waterways.org.uk](mailto: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 Vicky Clark at IWA Head Office.

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About People

We are saddened to record the death of **Eva Goodwin**, widow of former IWA national chairman Ken Goodwin, on 5<sup>th</sup> December. Ken and Eva joined the Association in 1964 and quickly became popular IWA

figures, particularly in the North West. Ken Goodwin held office as North West Region Chairman, national treasurer and finally national chairman from 1982 until ill health forced his retirement in 1989. He remained active until his death on 31<sup>st</sup> January 1994. As well as supporting Ken, Eva ran IWA's Christmas card sales, virtually single-handedly from their home, for many years.

The trustees of the London Canal Museum are hosting a memorial reception in memory of **Mike Stevens** on 4<sup>th</sup> March (time to be advised) at the Museum. All former friends and colleagues of Mike are invited to attend the event, which is to comprise an informal drinks reception and a few short speeches.

British Waterways Deferred Stoppages

In answer to a 'Freedom of Information' question, British Waterways has advised that the following stoppages were deferred this winter, owing to a shortage of funds. This work is unlikely now to commence until at least the next financial year. This list does not include those stoppages that were cancelled altogether, including work on Foxton locks and the Northampton Arm, possibly for reasons other than finance.

Aire & Calder Navigation	Woodlesford Towpath – repair bank protection	£275,000
Ashby Canal	Shenton Embankment – repairs	£30,000
Bridgewater & Taunton	B & T Culvert Inspections	£48,000
Coventry Canal	Hartshill Reservoir - drainage	£30,000
Erewash/Cromford Canals	Butterley Reservoir – design work	£15,000
Gloucester & Sharpness	Patch Bridge - rebuilding	£400,000
Gloucester & Sharpness	Purton Wells	£46,000
Grand Union Canal	Dredging lock 24 Radford to lock 23 Cape	£256,000
Grand Union Canal	Culvert C - renovation	£170,000
Grand Union south	Tringford Pumping Station – pump replacement	£90,000

Grand Union south	Tooveys Bridge - refurbishment	£250,000
G U – Paddington Arm	Brent feeder regeneration – bring back into use	£67,000
Hartford Union Canal	Gunmakers Lane waterway wall – arrest deterioration	£86,000
Kennet & Avon Canal	Kennet & Avon culvert inspections	£12,000
Leeds & Liverpool Canal	Blackburn dredging (usable but not compliant)	£173,000
Leeds & Liverpool Canal	Rodley Swing bridge - replacement	£190,000
Oxford Canal	Oxford – moorings, bank & towpath improvements	£234,000
Regent's Canal	Bonnerhall waterway wall - arrest deterioration	£166,000
Regent's Canal	Bonnerhall horse ramp - arrest deterioration	£68,000
Regent's Canal	Islington Tunnel inspection	£57,000
Rochdale Canal	Sowerby Bridge back pumping – between locks 1 & 3	£121,000
River Severn	Diglis sanitary station – new build	£146,000
Shropshire Union Canal	Ellesmere Port Middle Wall - repairs	£50,000
South Yorkshire Navgn	Kilnhurst Access Road – repair bank protection	£245,000
South Yorkshire Navgn	Holmfair – reinstate failed wall	£150,000
Staffs & Worcs Canal	Coven Heath bridge - repairs	£45,000
Stourbridge Canal	Wordsley Aqueduct - repairs	£25,000
Stratford-on-Avon Canal	Tunnel Lane Swing Bridge - repairs	£10,000
Stratford-on-Avon Canal	Embankment 11 – fix leakage	£40,000
River Trent	Cromwell Weir - inspection	£17,000
River Trent	Trent dredging – design work	£30,000
River Trent	Long Horse Bridge - reconstruction	£20,000
Walsall Canal	James Bridge Aqueduct - repairs	£25,000
River Weaver	Weaver underwater survey	£40,000
River Weaver	Vale Royal small lock - replacement	£1,000,000
River Weaver	Sluice – maintenance work	£40,000
Worcs & B'ham Canal	Canal bank protection repairs	£75,000
various waterways	Culvert inspections	£330,000
various waterways	Bentogrouting	£130,000

This is a total of £5,202,000 worth of repairs deferred, and in addition £1,400,000 reconstruction work on Gilwern Breach on the Brecon & Abergavenny Canal will not start until the next financial year. With three months of the current financial year still to go, it is possible that further works may need to be deferred or that last minute funds may become available to complete some of the above. British Waterways has advised that the deferment of these works has been caused by:

- (a) a slowing down in the progress of commercial ventures, which BW still expects to come good, but on a longer time plan than it had envisaged when the winter's maintenance was planned;
- (b) the very large costs experienced as a result of the flooding in the summer, and rising construction inflation; and

- (c) the breach on the Brecon & Abergavenny Canal, and the very likely eventuality the repair costs will be much in excess of original projections.

British Waterways advises that none of the above works was deferred owing to cuts to its Grant-in-Aid by the Department for Environment, Food and Rural Affairs and that no essential safety work has been deferred, but only work that it would like to have completed had the necessary funds been available and had BW not experienced the dual expense of flooding and the breaching at Gilwern.

#### British Waterways Moorings Prices

British Waterways has announced that it is to increase prices of its own managed moorings by an average of 7.4%, and end of garden moorings by an average of

6.7%, with effect from mooring renewal on or after 1<sup>st</sup> April 2008. Renewal of mooring permits before the expiry date of the existing one will continue to entitle the boat owner to a 10% prompt payment discount. The schedule of prices for all BW mooring sites in England and Wales, showing both 2007 and 2008 rates, is published at [www.waterscape.com/bwmooringprices](http://www.waterscape.com/bwmooringprices)

BW says that its mooring price decisions are based on a range of factors, including supply and demand, occupancy levels, location, mooring type and the level of services and facilities provided compared with other moorings provided by the private sector, and this price increase has not been affected at all by the current moorings sealed-bid trial. BW has 18% of the mooring market in England and Wales.

#### Inland Waterways Enterprises Ltd

Following a review with advice from the Association's auditors, and largely for reasons of administrative efficiency, a number of changes have been made to the structure of IWA's trading subsidiary company Inland Waterways Enterprises Ltd. Previously the company comprised three divisions: IWA Festivals, 'Sales and Promotions' and Waterway Recovery Group. Some parts of Waterway Recovery Group were also run through the Association. Nearly all of WRG's activities are now considered charitable, so the whole of Waterway Recovery Group became part of the Association, with effect from 31<sup>st</sup> December.

Earlier in the year, a new division – [iwashop.com](http://iwashop.com) – was set up within the trading company, which comprises the mail order operation run from IWA's Head Office. The remaining activities within Sales & Promotions division now come under the remit of a new IWA national committee, 'Promotions & Communications', which is responsible to Council, with the trading activities of selling goods at national shows and events still being run through the trading company. The former Sales & Promotions committee has disbanded. The trading company now comprises two divisions: IWA Festivals and [iwashop.com](http://iwashop.com).

Notwithstanding the above changes, the activities of Waterway Recovery Group, running festivals and the retail sales of waterway books and other merchandise continues very much as before, and with largely the same people involved.

#### National Lottery Funding – The People's Millions

On 10<sup>th</sup> December, the Sustrans' Connect2 project was announced the winner (119,348 votes) of a £50 million grant under The Big Lottery Fund's *The People's Millions*, beating the Black Country Urban Park (83,556 votes) into second place. The decision was made by public votes, encouraged by television slots on ITV during the first week of December. The other two projects were an extension to the Eden project in Cornwall (34,559 votes) and an extension to Sherwood Forest (48,822 votes). Further details are available at [www.thepeoples50million.org.uk/home](http://www.thepeoples50million.org.uk/home)

Sustrans Connect2 is a national package of 79 schemes involving new bridges and connections to make local transport safer and easier for walkers and cyclists. Several of these projects are to improve access near to waterways. These include a replacement for Riversdale Swing-bridge on the Weaver; removal of the first blockage to navigation on the Melton Mowbray Navigation; towpath improvements and access points on the Bridgewater Canal; reopening the towpath of the former Shrewsbury Canal in Shrewsbury; Rochdale Canal towpath improvements; a new bridge over the Regent's Canal; a new bridge link over Diglis River Lock on the Severn; a new bridge over the Great Ouse at St Neots, and a new bridge connecting the towpath at Banbury on the Oxford Canal.

The consortium promoting the Black Country Urban Park, which includes Dudley, Sandwell, Walsall and Wolverhampton Councils and the Wildlife Trust for Birmingham and the West Midlands, says that it still intends to pursue the project and hopes to achieve all aspects put forward in the bid, but over a longer timescale.

The above national vote was preceded by a series of regional telephone votes for local projects. From these, The Sobriety Project (a waterway community project near Goole, on the Humber) benefitted from a £62,000 win, and The Waterways Trust won an £80,000 grant for work at Brimscombe Port on the Cotswold Canals.

## Reservoirs

The Environment Agency, which became the enforcement authority for managing the safety of over 2,000 reservoirs in England and Wales in October 2004, has recommended new safety legislation be introduced to take account of the impacts of climate change and ageing reservoirs. The Agency maintains a register of reservoirs and is responsible for requiring owners, operators and users to have their reservoirs regularly inspected, and repaired when necessary, to reduce the risk of dam failure. The Agency says that when it took over as the enforcement authority from local authorities, 379 reservoirs had no supervising engineer and 202 had inspection reports overdue, but that since then, failure to carry out regular safety inspections has been cut by 80%.

The average age of dams in the UK is 110 years; those providing water supplies to canals are some of the oldest, but there are some dating back to the 12<sup>th</sup> century. About 80% of dams are built of clay and earth. The current legislation governing reservoirs and dams is the 1975 Reservoirs Act. This superseded the 1930 Reservoir (Safety Provisions) Act, which was formulated following two dam failures in 1925, one in Scotland and one in Wales, when 20 people were killed. There have been no dam failures resulting in the loss of life since 1930.

Whilst the majority of dams were built in open countryside, where their failure posed a risk to only rural communities, because of development and increased infrastructure over the years, the impact of a failing dam would now be that much greater. A Channel 4 television programme in December showed the potential magnitude of the disaster to central Birmingham if British Waterways' dam at Rotton Park, which was built in 1826 as part of Telford's new main line and feeds the Birmingham Canal Navigations, were to fail. However, this reservoir is regularly inspected and there is no known reason for any concern about it.

The Environment Agency has proposed the following changes in the law:

- Better enforcement powers for reservoir (emergency) flood plans. Currently there is no legal requirement for an engineer to sign off an emergency flood plan, and the Agency does not have the power to serve notice on a

reservoir owner or operator to prepare a plan or prepare one on their behalf.

- Funded powers to act at reservoirs with no owners. Reservoirs situated on land that is disclaimed following business failures have no legal owners, unless the Crown chooses to take ownership. This does not always happen. Currently there are at least two reservoirs in England that have no legally responsible reservoir undertaker.
- Mandatory post-incident reporting. Currently it is a voluntary system and reservoir owners and operators do not always inform the Agency about emergency incidents at their reservoirs. The Agency says that it would be in the public interest for all emergency incidents to be reported for lessons to be learnt and information to be disseminated.
- Better legal definition of a reservoir that falls within the Agency's remit. Currently the definition is volumetric, based on a minimum capacity of 25,000 cubic metres of water above ground. The Agency would like the definition of reservoirs to take into account the nature of the downstream community and possible consequences of a reservoir failure or dam breach.

The Environment Agency reports to Government at two-yearly intervals on the actions it has taken to get owners and operators to comply with the Reservoirs Act. *Improving safety, protecting lives - the biennial report on reservoir safety* - is available on the Environment Agency's website:

[www.environment-agency.gov.uk/subjects/flood/1217883/1217968/907848/1897007/?version=1&lang=e](http://www.environment-agency.gov.uk/subjects/flood/1217883/1217968/907848/1897007/?version=1&lang=e)

The Environment Agency is currently leading on a new Reservoir Safety Advisory Group to help with research and development. Key roles will include advising on the first 10-year reservoir safety strategy to be developed and overseeing the production of a guide to help reservoir owners prepare emergency plans for their reservoirs.

## Waterway TV Programmes

Screening of a new series of the popular inland waterways TV programme *Locks & Quays* will commence on the Granada region of ITV1 on 3<sup>rd</sup>

keeping our waterways alive



January at 7.30pm for ten weeks, covering a trip from the Humber Estuary to Liverpool via the Leeds & Liverpool Canal. The series is due to be broadcast on Yorkshire region in the future and also to be broadcast nationally on Discovery Real Time in August 2008.

A new series of 10 programmes of the long-running *Waterworld* is also to start at the same time and date on Central region of ITV1. The same programme slot on ITV1 Meridian features a series of river walks in southern England and ITV1 West features 'Marty Jopson's *Severn Stories*' in which the presenter explores England's longest river.

#### Waterways Funding

Following indications of the potential for further government cuts to funding for the major navigation authorities, there has been extensive lobbying of MPs by IWA members around the country. Michael Fabricant, Conservative MP for Lichfield, secured an adjournment debate in Parliament on the future funding of canals in the UK, which took place on 11th December. The debate was answered by Jonathan Shaw MP, the Waterways Minister at the Department for Environment, Food, and Rural Affairs. The debate was well supported and 12 other MPs participated.

IWA was pleased to be invited to provide Mr Fabricant with a detailed briefing on the current situation on the state of the waterways, funding issues and IWA's concerns. IWA branches briefed other MPs, and a range of contributing arguments was put to the minister during the course of the ninety-minute debate. The quality of debate and pertinence of points raised indicated that MPs had been exceptionally well-briefed, over the past year as well as for this specific debate, and clearly understood the issues at hand.

In answer to the many comments directed at the Department's funding allocations for British Waterways and the Environment Agency, the minister reported that he was actively engaging with delivery partners in the process of setting budgets. The minister also reported that despite allocations not due to be announced until the end of February 2008, he expected the budget for British Waterways would now be broadly around flat cash for a three-year period.

The minister commented on the proposed licence fee increases and indicated sympathy for vulnerable boat

owners, but argued that boat owners only contributed 10% of the total cost of the waterways and the rest was already borne by the taxpayer. This was despite IWA arguments in support of the fact that boaters only constitute 3% of users and provide the intrinsic interest in the waterways scene; including provision of waterside property developments with a significant premium, and creating a major tourist attraction for the UK.

At a meeting later in the day with IWA national chairman John Fletcher, and representatives from other waterway organisations, the minister re-confirmed the position that around flat cash funding for British Waterways looked likely. The minister also gave an update on the British Waterways status review and confirmed his support for arrangements that would enable British Waterways to borrow commercially to assist the good management of its business. The minister's announcements met with widespread approval from those who were present.

The minister also announced that he had set up a joint governmental inland waterways committee comprising senior representatives of the departments for Transport, Business, Enterprise and Regulatory Reform, Health, Communities and Local Government, Culture, Media and Sport, and the Treasury, together with representatives of the main navigation authorities and the Inland Waterways Advisory Council. This committee met for the first time on 17<sup>th</sup> December and is intended to enable a greater understanding of the intrinsic value of the waterways to the UK as a whole within Government and to enable other government departments to become more involved in understanding and subsequently partnering support for the waterways as a consequence.

Concluding the meeting, the minister indicated a willingness to meet waterways representatives on a regular basis in order to improve communication; an initiative that has been widely welcomed. In a note to IWA supporters, national chairman John Fletcher said *"The rapid response of IWA members throughout the country to brief their MPs for the waterways debate has been rewarded with a constructive and well-informed debate in Parliament and a firm commitment from the minister on funding. The strength of the waterways lobby has proved its worth in ensuring better funding for navigation authorities for the next*



*three years than would otherwise likely have been the case."*

### Chelmer & Blackwater Navigation

In order to manage the increasing amounts of maintenance works and improvements on the Chelmer & Blackwater Navigation, Colin Edmond, who currently occupies the dual roles of navigation manager and lockkeeper at Heybridge Sea Lock, plans to relinquish the latter role during the first half of 2008 and will be based at Paper Mill, halfway along the navigation. Essex Waterways Ltd is looking to recruit a new lockkeeper at Heybridge, who will be based in the representative accommodation of the lockkeeper's cottage by Heybridge Sea Lock.

The role of the lockkeeper at Heybridge is principally:

- To open the sea lock as required for boats based at Heybridge and for visitors to the Basin;
- To control all berthing within the Basin, collect fees and keep accurate records;
- To maintain the Basin and surrounding area, including facilities block. A cleaner is also employed.
- To oversee the cleanliness of the shower block and report any defects to the Waterway Manager.
- Craning boats in and out of the water, with the company's own crane.

At Heybridge Basin the river Blackwater dries out completely at low water. The lock is only available 1.5 hours before High Water to 0.5 hours after high water each tide when there is sufficient depth of water for vessels to approach the lock through a channel known as the 'gut'. This channel remains usable because it is cleared by spillage water from the lock. Entrance in and out of the Sea Lock is therefore very much tide dependent, and the lock has to be available for use 365 days per year. A relief lockkeeper is available, so holidays can be taken, but regular weekend working is expected.

The lock consists of four gates. The upper two gates are wooden and point into the canal. The top of the upper gate is at the same height as the lock chamber and the top of the second gate is at the height to which the canal level should be maintained. Both these gates are used to maintain the level of the long pond, which runs on an embankment level to the next set of gates at Beeleigh two miles away, and to hold this water up when the Blackwater is dry. The correct level is

achieved by hand operated sluices, the overflow being used to keep the 'gut' clear. The lock produced by these gates is 100 feet long usually allowing about eight craft to be locked together. The third gate is also wooden but points to the Blackwater. The top of this gate is level with the top of the sea wall some three feet above the top of the lock chamber. This gate is part of the flood defence system installed by the Environment Agency, which uses a set of sensors to decide when this gate should be shut. The fourth gate is an electrically operated caisson which is chain driven across the outer end of the lock chamber. This produces a lock of 150 feet allowing about fifteen craft to be locked at once.

The correct operation of the two upper locks is crucial in maintaining a navigable long pond, hence user operation is not allowed. If too much water is allowed to escape then the level of water in the long pond will drop. If the paddles on the gates are left open as the tide falls the long pond will drain. On the other hand if the level were allowed to rise above that of the second gate then the towpath and certain properties would begin to flood. On some occasions, the tide in the Blackwater rises above the level of the long pond; the pressure on the two upper mitre gates is from the river and these simply swing open. When the tide recedes, unless the situation is properly controlled, the gates would slam shut and probably unhinge, thus emptying the long pond. Most of the boats at Heybridge Basin are seagoing vessels. Seafarers expect, and rightly so, that in times of difficulty, stress of weather or other extenuating circumstances, as with all ports, a safe harbour may be found at any time tide permitting day or night.

Having a residential lockkeeper on site keeps vandalism in check, and boat owners know that there is someone to care for their boats, take immediate and effective action to secure any boat found in danger and then inform the owner. There are currently 110 boats at the basin worth in excess of £4 million.

The post of lockkeeper requires someone with an extensive knowledge of all types of boats and the types of people who sail them, practical abilities to 'do everything that needs doing' without supervision, good administrative abilities, and will ideally have an offshore boating qualification. A strong commitment to the inland waterways, a friendly outgoing personality and enthusiasm for IWA and its work through Essex

Waterways Ltd on the Chelmer & Blackwater Navigation will also be essential. An information pack for prospective applicants for the post will be available from Matt Duncan at Head Office from mid January. The closing date for applicants will be in early March.

#### Grand Union Canal – Daventry Arm

Daventry District Council has appointed Hyder Consulting by to draw up plans for the proposed £13.5 million canal arm into the town centre and to consult local people. The consultancy is at the early stages of preparing designs for the project, so is only asking people to register an expression of interest at the moment; (e-mail:

[UKDaventry.Waterspace@hyderconsulting.com](mailto:UKDaventry.Waterspace@hyderconsulting.com), or write to Hyder Consulting (UK), Aston Cross Business Village, 50 Rocky Lane, Aston, Birmingham, B6 5RQ).

Early ideas for a boat lift to form a centrepiece to the project appear to have been replaced by a series of six broad locks to raise boats as they approach the town. If built, the canal would pass along the southern edge of the reservoir in Daventry Country Park, and then alongside Eastern Way, terminating near Brook Street. The council's Masterplan for Daventry shows the Eastern Way playing fields being transformed into a waterfront development – known as 'the WaterSpace' – with marinas surrounded by bars, restaurants, cinema and other leisure facilities.

#### Grantham Canal

Hickling Parish Council, working with Grantham Canal Partnership, has received approval for a £390,000 scheme to convert the listed warehouse at Hickling Basin into a café, waterway discovery centre, regeneration manager's office and a basin slipway. The development is likely to open up opportunities for extending restoration of the Canal from Hickling eastwards.

#### Montgomery Canal

IWA's 2008 National Campaign Rally is being hosted by Montgomery Waterway Restoration Trust, supported by IWA's Shropshire & Border Counties Branch, Shropshire Union Canal Society and a wide-range of community and other waterway groups along the Canal. The Campaign Rally is being held as a series of events, each organised by many of the

organisations that promote the restoration and use of the Montgomery Canal. The objectives of the Rally are to:

- raise and maintain the profile of the Montgomery Canal, publicly and politically;
- keep the Montgomery Canal on the National Agenda;
- ensure that boats continue to use the Welshpool section of the canal; and
- highlight the restoration work at Crickheath, and keep the impetus going until the whole canal is open to navigation.

Apart from the two main events, other activities, including a sponsored walk along the entire length of the canal, are to be announced in the in the press and on this event's website (see below) nearer the time.

One of the main features is the Welshpool Rally, from 30th and 31st August 2008, which is to open with trail boaters launched from Welshpool Town Wharf slipway and activities including boat trips, craft stalls, demonstrations, hands-on activities, WOW activities for children, music, exhibitions and displays for the more serious minded visitor, model boats, canoeing and fishing held adjacent to the canal on the Maesydre Recreation Ground, goes into full swing. The Welshpool Rally is supported by the Steam Boat Association of Great Britain, the Electric Boat Association and the Wilderness Boat Owners' Club.

During the week 31st August to 7th September 2008, the visitor centre will be open each evening with trips aboard its narrow boat *George Buck* from Llanymynech Wharf. The Shropshire and Powys Montgomery Federations of the Women's Institute are joining forces to organise the Monty 08 sponsored walk. Groups of walkers are to leave Frankton and Newtown at each end of the Canal at the same time and each day throughout the festival week plan to walk a section. On the Friday morning they are due to leave Crickheath and Four Crosses to meet on the national border at Llanymynech for a celebratory picnic. The towpath has been greatly improved here, so it will be possible for wheelchair users to join in for part of the last stage.

The event culminates with the Maesbury Rally from 5th to 7th September 2008, which aims to celebrate the continuing restoration of the Montgomery Canal especially the work achieved by Shropshire Union Canal Society and Waterway Recovery Group at



Crickheath, and the extended nature reserve at Aston. Activities are to be held in the orchard adjacent to Maesbury Post Office.

There are full details of the events and activities on the Montgomery Canal at [www.monty08.com](http://www.monty08.com).

#### Norfolk & Suffolk Broads

The Broads Authority has been allocated grant-in-aid of £4.30 million in 2008/09; £4.32 million for 2009/10 and £4.44 million in 2010/11. This includes an extra £500,000 in the first year and £400,000 in each of the following two years. The announcement of the grant, from the Department for Environment, Food & Rural Affairs, is a considerable relief to the Authority because, although it has, in effect, only got a small increase compared to the current financial year, it had expected a much worse outcome.

The grant announcement brings a certain amount of stability for the Authority. For the first time it has a three-year settlement, which means it can plan expenditure over that timescale, and it also gives the resources to invest in its new waterways maintenance and dredging facility at Griffin Lane dockyard, which it recently took on from contractors May Gurney. Although the Department has specified that its extra funding should be used to restore the Broads' fragile ecosystems, there are multiple benefits from dredging and the Department has conceded that it would be appropriate for National Park Grant to be used to support a proportion of the dredging undertaken by the Authority. It is likely therefore, that £250,000 of the extra National Park Grant will be used for dredging the Broads on the basis that it contributes to the maintenance of the overall ecosystem.

#### River Tees

The Tees Barrage, managed by British Waterways, has been blamed for deteriorating stocks of salmon in the river. The fish pass on the Barrage is believed to be too difficult for most salmon and trout to pass through and many of the fish are also falling prey to seals in the river, which kill fish long after they have eaten all they can. The Environment Agency says that in the year ending October 2007 only 134 salmon and 51 sea trout were caught in the Tees, compared to 3,795 and 1,636 respectively on the nearby Tyne. Comparison figures for the river Wear were 823 and

1,298 and on the smaller north east rivers, the Coquet (Northumberland) the catches were 780 and 325 and on the Esk (North Yorkshire) 197 and 552. British Waterways is being lobbied to build a new fish pass, but this would mean diverting funds from the maintenance of waterways elsewhere in the UK. The existing fish pass was given provisional approval in 1994, but final approval has yet to be given; it is unlikely it would receive any approval at all if applied for today.

#### River Thames

The Port of London Authority has cancelled plans to reduce manning at Richmond Lock on the tidal Thames. The Authority had planned to reduce manning so that the lock would only have been available for navigation twelve hours each day, but after reviewing security implications and costs of the plan, which was intended primarily just to reduce costs, the Authority found there would not have been any savings.

A fire in early hours of 5<sup>th</sup> December devastated two boats and damaged part of one of the weirs at Shepperton, on the Thames in Surrey. The boats caught fire and drifted onto the weir, blocking it and rendering it inoperable until repairs could be put in place. As substantial volumes of water were flowing down the river, the inoperability of this weir could have caused properties upstream of the weirs to flood, but fortunately refurbishments of another weir at Shepperton had just been completed, and four of the new radial gates on this weir were operated to control water levels. The fire is under investigation by Surrey police.

The Environment Agency is currently offering a special two-day licence for £10.00, available from Teddington Lock, to encourage new visitors from the tidal Thames. The licence is available until 29<sup>th</sup> February 2008 and is for passage through Teddington Lock only. Boaters wishing to continue their journey through Molesey Lock will have the £10 deducted from the price of the normal licence for their boat. The offer applies to all boats except passenger boats, tugs or visiting houseboats. Licences can be purchased at Teddington Lock and boaters can call ahead for tide times ☎ 020 8940 8723.

## **Recent Publications**

### **British Waterways Customer Service Standards**

British Waterways has published the 79 new standards to set out what it expects the corporation and its staff to provide as minimum standards. Performance is to be assessed against the standards and the results published. BW has set its 'BW people' and 'BW performance' targets at 100% by March 2009. It expects to achieve 100% for most of its safety targets by April 2008, and the remainder by March 2009.

[www.britishwaterways.co.uk/images/Customer\\_Service\\_Standards\\_2008\\_2009.pdf](http://www.britishwaterways.co.uk/images/Customer_Service_Standards_2008_2009.pdf)

The National Association of Boat Owners is undertaking an online survey to seek views on BW's current performance at the moment:

[www.nabo.org.uk/css-survey.html](http://www.nabo.org.uk/css-survey.html)

### **British Waterways Towpath Mowing Guidelines**

British Waterways has published updated guidelines to illustrate a series of mowing regimes that might be employed on a towpath to ensure a more consistent expectation and implementation of towpath vegetation management. Three different mowing regimes are proposed: (1) heavily used, typically urban towpath; (2) frequently used towpath, typically in urban/rural fringe; and (3) lightly used towpath, typically in rural locations.

[www.britishwaterways.co.uk/images/Towpath\\_Mowing\\_Guidelines.pdf](http://www.britishwaterways.co.uk/images/Towpath_Mowing_Guidelines.pdf)

### **Broads Authority Former Pegasus and Hamptons Boatyards Site at Oulton Broad, Suffolk Development Brief**

Document to inform potential developers of land use planning and transportation opportunities and constraints on the site. The guidance highlights the relevant policy considerations and statutory requirements and introduces design principles which must be addressed in the submission of a planning application for proposed development. The document provides a framework for the physical and spatial regeneration of the former Pegasus and Hamptons boatyards site at Oulton Broad, to assist the appropriate redevelopment of the site.

[www.broads-authority.gov.uk/broads/live/authority/publications/planning-publishing/Pegasus.pdf](http://www.broads-authority.gov.uk/broads/live/authority/publications/planning-publishing/Pegasus.pdf)

### **Department for Communities and Local Government**

#### **Planning White Paper Consultation - Government response to consultation replies**

Results of the consultation on the White Paper setting out the Government's response to the main points made.

[www.communities.gov.uk/documents/planningandbuilding/pdf/governmentresponse](http://www.communities.gov.uk/documents/planningandbuilding/pdf/governmentresponse)

### **Department for Culture Media and Sport Heritage White Paper - Analysis of responses**

Analysis published by the Department, of responses to the White Paper that set out proposals for reforming the heritage protection system.

[www.culture.gov.uk/Reference\\_library/Publications/archive\\_2007/hp21century\\_consresponsesnov07.htm](http://www.culture.gov.uk/Reference_library/Publications/archive_2007/hp21century_consresponsesnov07.htm)

### **Department for Environment Food and Rural Affairs**

#### **Summary of Responses to the Consultation on Proposals to Improve Access to the English coast**

The document summarises all the views expressed in response to the consultation and the accompanying partial Regulatory Impact Assessment. From analysis of the consultation responses the Government concluded that the overall weight of the responses supported Natural England's recommendation that new legislation was the best way forward for improving access to the coast. It has therefore been announced that the Government intends to legislate so that the public will have the right to walk around the English coast for the first time. The Department is now developing the detail of the legislation and will be seeking to identify an appropriate opportunity to introduce coastal access legislation. Further work is being undertaken to look at some of the main areas of concern that came out of the consultation. These included issues of liability, costs, compensation, estuaries and higher rights.

[www.defra.gov.uk/corporate/consult/coast-access/index.htm](http://www.defra.gov.uk/corporate/consult/coast-access/index.htm)

### **Environment Agency Cotswolds Catchment Abstraction Management Strategy**

The current water resource availability and the Agency's strategy for managing water resources in the area.

[www.environment-agency.gov.uk/cams](http://www.environment-agency.gov.uk/cams)



## H M Treasury

### Consultation on Gift Aid: a summary of responses

This document summarises the responses to a consultation on how the Gift Aid system and processes might be improved to increase the benefit to charities, while minimising the administrative burdens and costs on charities, donors and H M Revenue & Customs.

[www.hm-treasury.gov.uk/media/1/E/giftaid\\_responses131207.pdf](http://www.hm-treasury.gov.uk/media/1/E/giftaid_responses131207.pdf)

## National Council for Voluntary Organisations Top Tips for Campaigners

A new report published on 21<sup>st</sup> November identifies patterns that have characterised winning charity campaigns over the past decade to come up with the ten key elements to success. The 10 key elements to successful campaigns, according to the report are: selecting the issue that's right for you and your mission; compiling strong and compelling evidence; understanding targets and audiences and tracking what's going on; using a range of tactics according to the situation; involving beneficiaries; finding and working with useful allies - joint working can be the key to success; communicating well and persistently; staying with the issue through to resolution; and promote a campaigning culture in your whole organisation.

[www.ncvo-vol.org.uk/ce](http://www.ncvo-vol.org.uk/ce)

## Turn Your Organisation Into A Volunteer Magnet

Leaders in the field of volunteer management share what they have learned about making an organisation attractive to volunteers with top tips and compelling case studies on topics ranging from recruitment and retention, to diversity and creative programme management.

[www.lulu.com/content/1197018](http://www.lulu.com/content/1197018)

## Current Consultations

### All Party Parliamentary Water Group Inquiry into the future of the UK water sector

The inquiry invites submissions concerning (a) the environmental challenges to the sector, including water resource management, increased water efficiency, adaptation to climate change and mitigation of the impact of climate change, flooding, diffuse pollution, sewerage (innovations, transfer of private sewers, urban drainage), Water Framework Directive, planning for future water and waste water infrastructure; (b)

Consumer and social challenges including support for vulnerable customers/increasing affordability, (smart) metering; and (c) economic challenges including increasing competition, Price Review 2009, the future regulatory framework, Ofwat's performance.

[waterinquiry@connectpa.co.uk](mailto:waterinquiry@connectpa.co.uk)

Closing date for comments: 25<sup>th</sup> January 2008

## British Waterways

### Boat Licence Fee Consultation

British Waterways has concluded that it is necessary for boat licence holders to increase their contribution to its costs. British Waterways expects part of this increased contribution to come from modest growth in boat numbers and improvements in collection of fees; but the remainder must be generated by price increases of approximately 9% per year in real terms over the next three years. There are eight proposals that together are designed to generate an increase in licence income and on which British Waterways would like to receive comment. Within the proposals there is one which asks whether part of the revenue should be raised by lowering the discount for prompt payment. Alternative proposals are also welcome providing they are clearly substantiated and recognise that licence fees have to be raised to generate the required increase in real income.

[www.britishwaterways.co.uk](http://www.britishwaterways.co.uk)

Closing date for comments: 7<sup>th</sup> January 2008

## Broads Authority

### Local Development Framework – Preferred Options for Development Control Policies Development Plan Document 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. These documents are the next elements of the Framework 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](http://www.broads-authority.gov.uk)

Closing date for comments: 11<sup>th</sup> 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](http://www.cabinetoffice.gov.uk/third_sector/news/news_stories/071121_DCLG_Consultations.aspx)

Closing date for comments: 12<sup>th</sup> 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 system: the introduction of a standard form for all applications to fell or prune trees which are protected by an Order; a more streamlined method for processing appeals, where decisions are based chiefly on material gathered at the application stage; the transfer of 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 Tree Preservation Orders.

[www.communities.gov.uk/publications/planningandbuilding/tposconsultation](http://www.communities.gov.uk/publications/planningandbuilding/tposconsultation)

Closing date for comments: 19<sup>th</sup> February 2008

**Department for Environment Food and Rural Affairs**

**Consultation on the review of schedule 9 to the Wildlife and Countryside Act 1981 and a ban on the sale of certain non-native species**

The Department and the Welsh Assembly seek comments on proposals to review schedule 9 to the Wildlife and Countryside Act 1981. The schedule lists non-native species that are already established in the

wild, but which continue to pose a conservation threat to native biodiversity and habitats, such that further releases should be regulated. The consultation also includes proposals to ban the sale of certain non-native species.

[www.defra.gov.uk/corporate/consult/wca-schedule9/index.htm](http://www.defra.gov.uk/corporate/consult/wca-schedule9/index.htm)

Closing date for comments: 31st January 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](http://www.defra.gov.uk/corporate/consult/thirdsector-strategy/index.htm)

Closing date for comments: 22<sup>nd</sup> February 2008

**Department for Transport**

**Green Paper: Towards a new culture for urban mobility**

The consultation aims to pull together a considered UK position on the European Union urban transport Green paper and the potential impact it will have for UK urban transport policy.

[www.dft.gov.uk/consultations/open/](http://www.dft.gov.uk/consultations/open/)

Closing date for comments: 28<sup>th</sup> January 2008

**Environment Agency**

**Summary of significant water management issues**

Consultation on the best ways to tackle significant water management issues, such as diffuse pollution and river flows and abstraction, in an effort to further protect and improve rivers, lakes and groundwater.

[www.environment-agency.gov.uk/wfd](http://www.environment-agency.gov.uk/wfd)

Closing date for comments: 24<sup>th</sup> January 2008

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