

Head Office Bulletin – July 2008 – Issue 138

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] and [Press Releases] 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 in the Bulletin at the end of each month, updated where appropriate. If you wish to make any changes to the mailings that you receive, please contact Lesley Sanders at IWA Head Office.

Index

1	About People
2	IWA Energy Supplies Review
2	IWA Head Office Telephone Number
2	IWA Membership Survey 2008
3	Risks of Holding Events
4	Ashby Canal
4	River Avon (Warwickshire)
4	Bedford & Milton Keynes Waterway
4	Bow Back Rivers
5	Chelmer & Blackwater Navigation
6	Chesterfield Canal
6	Cotswold Canals
6	Grantham Canal
7	Leeds & Liverpool Canal
8	Montgomery Canal
8	Shrewsbury Canal
8	River Thames
8	Union Canal
9	New Publications
9	Current Consultations
10	Head Office Staff Contact Details

About People

Eric Walker has been appointed an MBE for 'Voluntary Services to the Wey & Arun Canal' in the Queen's Birthday Honours announced on 14th June. This is in recognition of his work as project manager for the building of the Drungewick Aqueduct in 2002/2003, followed by the present work in crossing under the B2133 main road in Loxwood, West Sussex. **Tony Hales**, chairman of British Waterways, was appointed a CBE for services in the defence area – he is also non-executive chairman of NAAFI Ltd.

John Fletcher, IWA national chairman, has announced his engagement to **Kate Nicholls**. Kate is project leader for the Open Lock Project and manages two community boats for Trafford Metropolitan Borough Council including the courses associated with the use of the boats. In her spare time she is active in the Guild of Knot Tyers, the Horseboating Society and she is the Boat Festival Director of the annual Middlewich Folk and Boat Festival, as well as having many other waterway interests. John made his proposal of marriage just over two years after the untimely death of his first wife Margaret.

Tracy Higgin and **David Padfield** join the Association's staff at Head Office on 7th July, to take up the posts of Membership Officer and Campaigns Officer, respectively. Tracy was formerly a senior PA for a local company, and David (who joins on a part-time basis) recently took early-retirement following a civil service career in the Departments for Transport and the Environment. **Andy Noble**, formerly Sales Co-ordinator, left IWA's employment on 17th June to take up a post in information technology in September, after travelling abroad during the summer.

James Froomberg, who has been British Waterways' commercial director for the past five years, is to leave BW, following a review of BW directors' roles. His work is to be covered by **Stuart Mills** (currently head of property, who has been appointed director of property and will take the lead role in BW's property activity, including its joint ventures such as Wood Wharf, Isis Waterside Regeneration and Gloucester Quays), **Vince Moran** (customer operations director, who will be the lead director for BW's interests in the Waterside Pub Partnership and will be responsible for developing BW's involvement in utilities business, such as water sales and telecoms), and **Philip Ridal**, (finance director, who has been appointed chairman of



BW's wholly-owned marina subsidiary, British Waterways Marinas Ltd).

IWA Energy Supplies Review

IWA would like to find two volunteers to assist with a review of the Association's energy supplies and usage, particularly for Essex Waterways Ltd on the Chelmer & Blackwater Navigation. Energy supplies, primarily electricity, on the Navigation, including for moorings, are under arrangements inherited from the original Navigation Company, and IWA believes that an investigation of the electricity supplies market and negotiation with suppliers to find the cheapest tariffs could result in cost savings. A review of available energy suppliers for IWA's new Head Office at Chesham could also be of benefit. This work could largely be done from home after site visits, etc. Essex Waterways would also like to receive advice on possible ways in which its operations on the Chelmer & Blackwater Navigation could reduce energy consumption, and thereby help both the environment and cost savings. It is envisaged that some professional knowledge would be necessary to undertake this work, which might later be extended to cover operations of other parts of the Association. Potential volunteers to help with either task are invited to contact Neil Edwards at IWA Head Office (neil@waterways.org.uk) with details of any relevant experience, etc. Whilst assistance is sought on a voluntary basis, appropriate expenses would be reimbursed.

IWA Head Office Telephone Number

A new IWA Head Office telephone number (0845 450 1146) will begin to appear on a number of printed items shortly, including IWA Christmas cards, calendars, etc. This new number has been introduced in advance of the Head Office move from Rickmansworth to Chesham, which is due to take place at the beginning of August. At present the new 0845 450 1146 number diverts calls to the existing lines (01923 711114), but once Head Office has moved, the 0845 450 1146 number will divert calls to new lines at Chesham (yet to be installed and numbers unknown). The 0845 number will be replaced by new '01' number for the Chesham office in due course, but printing deadlines meant that we could not wait until BT had allocated the new line numbers for the Chesham office.

Unfortunately, once we have vacated the Rickmansworth office, it will not be possible to arrange for calls to the 01923 711114 number to be automatically transferred to Chesham. This is because the old and new Head Office buildings are in different telephone exchange areas. The 0845 450 1146 is a Lo-call number, and for land-line users the cost of calls from most telephones should be little more than to the existing 01923 711114 number. Once the move is made from Rickmansworth, there will be a recorded message on the 01923 711114 advising the new Chesham number, for a short period. Full details of the Head Office move, and new permanent Chesham telephone number, will appear in the August edition of Head Office Bulletin.

IWA Membership Survey 2008

1068 members responded to the membership survey launched at the end of January 2008, and circulated to all members with the February 2008 edition of Waterways magazine. This response represents about 9% of the membership and is considered a good return and a large and sound sample size from which the following conclusions and opinions are drawn:

- 59.7% of members are boat owners
- 40.0% like walking alongside the waterways
- 37.8% are interested in the industrial archaeology
- 29% are interested in wildlife and general recreation
- 24% are interested in waterway restoration

Members indicated a high interest in other charitable organisations with over 47% of members belonging to The National Trust and 50.1% of members belonging to *at least* one waterway restoration society. Although nearly 40% of members stated an interest in walking, less than 11% belonged to a walking organisation indicating an opportunity for IWA branches to provide such activities to engage with members and potential recruits.

33.6% of members spend less than 4 weeks per annum by the waterways, and 28.1% of boat-owners spent less than four weeks boating. Very few are in a position to spend more than 20 weeks by or on the waterways.

83.7% of IWA members are over 55 years old and 43% of members are over 65 yrs. 64.5% of members are retired. Around 14% of members were willing to consider volunteering time or services to the Association (although, disappointingly, not many of these gave their contact details!)

The majority of IWA members have a gross household income of less than £40,000, with 31.6% earning less than £20,000 per year; this is likely to be reflective of the limited or restricted incomes of many retired members.

80% of respondents now have access to either email or broadband. At least 64% have access to broadband at home. 6% of members are boat-owners with access to broadband on board.

Members join IWA for a variety of reasons and these tend to overlap. The principal reason stated is to campaign for the waterways - 67.7%, with a strong indication for information - 48.5%, and to support waterway restoration - 48%. Over half of IWA's members - 52.2%, have been IWA members for over ten years, indicating a strong loyalty to the Association.

Only 20.7% of those members who responded regularly attend branch meetings. The main reasons stated for non-attendance were other commitments - 30.8%, and difficulty in one form or another of attending, either due to distance, work and time constraints or transport availability etc. Several members' comments indicate that social meetings or 'clubby types' don't appeal to members (as they once might have done). This lack of regard for meetings is also validated by the low numbers of members responding positively to 'local social events' as a reason for joining IWA - only 11%.

99.5% of members claimed to have read at least some of IWA's *Waterways* magazine, with 66.1% claiming to read it thoroughly. (Compared with 54% of members who read *Waterways World*, and lower percentages for the other commercial press titles). Head Office Bulletin is read thoroughly by 33.4% of members. 96.5% of members thought that IWA currently sends them sufficient communication concerning its work. 23.9% of members look at IWA's website on at least a monthly basis.

Members were asked to indicate how 'worthwhile' certain activities carried out by IWA were. Using – 'very worthwhile' as an indicator of where the membership place their ultimate priorities for IWA, the results were as follows:

Lobbying national government	92.7
Lobbying navigation authorities	90.7
Lobbying local government	83.8
Waterway Recovery Group	77.9
Canal clean-ups	67.1
Technical restoration support	63.3
Promoting waterways to young people	61.5
Grants to local restoration groups	54.0
Promoting freight on inland waterways	43.9
Promoting IWA at festivals and exhibitions	41.0
Informative IWA website	38.6
National IWA festival	37.9
Local rallies & festivals	36.5
Branch social meetings	21.0
Selling books at festivals & exhibitions	20.3

The Risks of Holding Events

At a time of year when many waterway groups are holding boat rallies and similar events throughout the country, volunteer organisers can be troubled as to whether they are putting themselves at personal risk if anything should go wrong. Good insurance is essential to avoid such risks. As to whether organisers, personal or corporate, can be liable if things do go wrong is ultimately it is a matter of law, so any final ruling would be dependent on the legal view of the judge in the case concerned, should it ever come to that, hence there is a degree of uncertainty.

Whenever and wherever IWA or any other organiser holds a boating event, the organisers might be held liable if it could be shown that we were negligent and as a consequence there was loss and / or injury. The onus is on the claimant to prove negligence. If a claimant were to put a good case, and the judge agreed, then the organisers could be held to be negligent for all sorts of reasons: it could be argued that the very decision to hold the event was negligent in some way, it could be held that the directions to a boater to moor his or her boat somewhere were negligent, or virtually anything the organisers decide or do could be held to be negligent if the claimant can demonstrate to the judge's satisfaction that the organisers really should have known better and done

differently. It is a grey and subjective area. In such a case, the organisers (or rather their insurers) would seek to show that they had done as best as they reasonably could, and that in all the circumstances they had acted reasonably and therefore whatever injury or loss afflicted the claimant was not caused by the organisers' negligence.

However, if it all goes wrong, and the organisers are shown to be negligent, this is when it becomes essential to have good insurance. In the event of some catastrophe where someone suffers loss or injury, the organisers then refer all claims to their insurers and let them deal with it, defend them, and pay out if necessary, either as a result of a court judgement or out-of-court settlement.

All the above is a matter of civil law, so the consequences against the organisers are likely only to be only financial, and thus insurable. If organisers were really very negligent, to the degree of obvious stupidity, they could find themselves subject to a criminal prosecution, which is not insurable. But case law suggests that they would have to be knowingly putting people in danger, and quite obviously reckless for this to be a significant risk.

Ashby Canal

IWA's National Trailboat Festival for 2009 is to be held on the restored length of the Ashby Canal at Moira, which is at the very northern end of the canal in Leicestershire. The festival will be held over the Spring Bank Holiday Weekend 23rd- 25th May 2009. The canal through Moira was restored between 1999 and 2005 following its previous progressive abandonment due to mining subsidence, and which is part of a longer-term scheme to restore the canal from Snarestone to its original terminus at Moira. By featuring the festival at the recently restored section at Moira, IWA Festivals hopes that the event will showcase the work done by the Ashby Canal Trust and raise awareness for the continuing restoration. The festival site includes the includes the only lock (so far) in existence on the Ashby Canal, and is set adjacent to the impressive Moira Furnace, a grade 2 listed building in the heart of the National Forest. The featured restored length of canal is approximately 2000m long and includes two permanent slipways.

River Avon (Warwickshire)

The Lower Avon and Upper Avon Navigation Trusts advise that they are continuing to move steadily towards a complete merger, with both parties agreed and fully committed to becoming one organisation. The legal processes to fully achieve the new status are underway but further time is required for these to run to their conclusion. Rather than any sudden change there will be a number of key steps as the final structure of the new organisation, the 'Avon Navigation Trust', is put in place. Meanwhile, there continues to be close co-operation between the two bodies on matters of engineering, maintenance, staffing and commercial and clerical work.

For the Warwickshire Avon, 2007 was a challenging year with a major flood in July and a consequent dip in revenue. Despite this the Trusts have continued to invest in the future. A new combined office and meeting room has been purchased and set up at the headquarters at Wyre Mill Wharf. The office stands just above the last flood level, but the feasibility of mounting it on flotation tanks is under review. The old office, which suffered badly in the July flood has been renovated and converted to a 'flood tolerant' workshop. The iconic but flood damaged Evesham lock house is the Trust's next priority.

Bedford & Milton Keynes Waterway

The Awards for All National Lottery Fund has offered Bedford and Milton Keynes Waterway Trust a £7,000 grant to provide signposts and interpretation boards along a section of the path from The Forest Centre, Marston Vale to Wootton of the proposed waterway. Two years ago the Trust obtained similar funding for a section of the route in Milton Keynes. Since August 2007, Richard Wood, seconded from the Department of Communities and Local Government, has been working with landowners and councils to create a permissive path along the rest of the route.

Bow Back Rivers

On 2nd June one of the largest World War II bombs to be found in the UK in recent years was unearthed at the Prescott Lock and Water Control Structure construction site at Three Mills Island, Bow, during excavation works. An operation to neutralise the fuse, and carry out a controlled explosion was undertaken

by the Army, and the final all-clear was given in the evening of 6th June. The construction site, local businesses and boaters from nearby residential moorings were evacuated as soon as the bomb was discovered. The Lee Navigation from Bow Locks to Old Ford Locks was closed for five days, and at various times throughout the week-long period underground rail services on the District and Hammersmith & City lines, along with C2C train services and flights from London City Airport were severely disrupted. A joint emergency service response was mobilised, with the full support of the Metropolitan Police Authority, the Ministry of Defence and London Borough of Newham.

Aggregate Industries UK Ltd has won the contract to move aggregates to the Olympic Park – including 25% by water (equating to some 250,000 tonnes). The company will be the sole provider of sand, gravel, crushed stone and the recycled concrete needed for the construction of the venues and infrastructure for the Olympic Park. According to the Olympic Delivery Authority, by using water and rail, Aggregate Industries is able to commit to transporting 99% of aggregate materials via sustainable transport surpassing the ODA's target of 50%. The supplier is also confident that it can provide 70% of the materials needed as recycled aggregates, exceeding the Authority's aim for 25%. Aggregate Industries (via its subsidiary Allen C Bennett & Sons Ltd) plans to use two 100-tonne barges (Lee Class) and three 350-tonne barges to provide a typical daily delivery by water of between 500-1000 tonnes.

Chelmer & Blackwater Navigation

In addition to the usual maintenance duties, during the first six months of 2008, Essex Waterways Ltd employees and contractors have undertaken the following work on the Chelmer & Blackwater Navigation:

- Dredged the back stream at the north bank moorings at Paper Mill, strengthened the bank, improved the access track and trailer park and replaced landing stages;
- Reduced the height of the willows on Treasure Island, at Paper Mill, to reduce the risk of the trees being blow over and causing bank damage;
- Replaced the towpath bridge below the lock at Paper Mill (funding assistance from Essex County Council and British Airports Authority)

- Installed a new pump-out system at Springfield Basin;
- Installed visitors shore-power at Springfield Basin;
- Carried out the annual willow planting;
- Undertaken major refurbishment of Springfield Lock including new bottom cills, lower chamber floor and safety ladder. Work here was much more complex than anticipated and took longer than programmed. The leakage has however been sealed (funding assistance from Essex County Council).

Work planned for the next few months includes:

- New water points and shore-power to the lower moorings at Hoe Mill;
- New moorings at Sandford;
- Shore-power to some Sandford moorings;
- New sewage treatment plant at Hoe Mill;
- First phase of shore-power replacement at Heybridge Basin;
- Major refurbishment of Stonhams Lock to include two sets of gates, cills, safety ladder, and landing stages. Closure planned at the beginning of September 2008;
- Dredging in the Little Baddow area.

On 13th June, in conjunction with Chelmer Canal Trust, Essex Waterways Ltd launched a new specialist work-boat to assist with maintenance operations, including the control of Floating Pennywort, on the Chelmer and Blackwater Navigation. The new boat, called 'Buddy Buster' was launched in the presence of visiting dignitaries, from Chelmsford and Maldon District, and Essex County councils together with Trustees from Chelmer Canal Trust and IWA, and 30 volunteers from Essex & Suffolk Water who were undertaking voluntary work on the navigation that day.

The work boat, is a key part of an ongoing weed and navigational management project involving The Chelmer Canal Trust and Essex Waterways Ltd. Not many years ago, some parts of the Navigation were almost impassable due to growth of the weed. The Chelmer Canal Trust has for many years been at the forefront of the removal of the invasive Floating Pennywort from the Navigation, and it is as a result of their volunteers' hard work that the weed has largely been eradicated.

The multi-purpose aluminium work boat was built by Liverpool Water Witch. The un-laden boat is able to

operate in as little as 150mm (6") water depth, and provides a stable cargo and work platform, a front ramp has been fitted to allow it to be able to ferry portable plant and equipment. Funding for the boat, which cost just over £28,000, was provided by IWA, Chelmer Canal Trust, The National Lottery Awards for All Fund, and Essex County Council Community Initiatives Fund.

A newsletter, circulated to all mooring holders on the Navigation in June, is available at www.waterways.org.uk/EssexWaterwaysLtd/VisitorInformation

Chesterfield Canal

IWA's National Campaign Festival for 2009 is to be held at Kiveton Park, near Rotherham, on the summit level of the Chesterfield Canal. The Festival will be held over the Spring Bank Holiday Weekend 23rd - 25th May 2009. IWA wants to build support for the work of the Chesterfield Canal Partnership in its plans to replace the collapsed Norwood Tunnel with a surface route and thereby reconnect Kiveton Park to those parts of the canal that are already restored, and the parts of the canal that are currently under restoration in Derbyshire. IWA also hopes to spur on the Partnership's plans for a new navigable link between the Chesterfield Canal and the Sheffield & South Yorkshire Navigation in Rotherham. The Festival organisers also hope to encourage visiting boaters to use the Chesterfield Canal and other lesser frequented waterways of the lower Trent.

The Festival location is at the limit of British Waterways' ownership of the Canal, and within a few yards of Norwood Tunnel the collapse of which caused the closure of the Canal beyond this point in 1908. The Festival is being jointly organised by IWA together with the Chesterfield Canal Trust, The Chesterfield Canal Partnership, and the Retford & Worksop Boat Club. The Chesterfield Canal is one of the county's earliest canals, and was the last to be designed by James Brindley. Within its 46 miles it traverses widely different urban and rural landscapes and has a wide range of heritage features, many unique to the Chesterfield Canal.

Cotswold Canals

On 5th June, Stroud District Council voted to step into the breach left by British Waterways' withdrawal from restoration work on the Cotswold Canals. Councillors decided to apply as lead partner to the Heritage Lottery Fund for the original £12m allocated to the restoration for the canal from Saul Junction to Brimscombe Port in Stroud. This allocation was put on hold when British Waterways unexpectedly withdrew as lead partner in February 2008. 33 Councillors voted in favour of taking the lead in the project; 3 voted against and 3 abstained. At a public meeting held in Gloucester on 14th June, Robin Evans, Chief Executive of British Waterways, confirmed that should the application be successful then BW would transfer its lease on the Stroudwater Navigation to Stroud District Council.

Grantham Canal

In the late summer of last year Woolsthorpe Top Lock on the Grantham Canal started to show signs of cracking on the off-side wall. Consequently, British Waterways immediately installed heavy steel props between the walls of the chamber to prevent the off-side wall collapsing completely into the lock. After a short while, BW decided that, owing to financial constraints and the Grantham Canal was a Remainder Waterway, its cheapest option was to fill in the lock with aggregate or stone until it had sufficient money to carry out a full repair. The Grantham Canal Partnership and Grantham Canal Society had meetings with BW to discuss alternatives to infilling, but neither organisation could afford to meet BW's requirements. BW would only pay for the propping until the end of the financial year and then fill in the lock.

Fortunately, IWA has been advised of a potential legacy, which although restricted in its purpose could be spent on restoration work on the Grantham Canal. Early in 2008, John Baylis, IWA's representative on the Grantham Canal Partnership and East Midlands Region Chairman, met the executors of the legacy and discussed options for spending the money and both agreed that it should be spent on major project rather than on routine maintenance. An approach was made to BW at Newark discuss the spending of the bequest. BW expressed interested but needed more details as to how the work might be done and what the estimated cost would be. IWA suggested that it would be better



to demolish the wall to remove the props and start partial repairs, with a view to raising more money complete the rebuilding. BW was, however, adamant it wanted to see sufficient money available to complete the work, but agreed to leave the props in until after the deadline of 31st March provided that the volunteers could pay for them. That money is now coming from a private donation by a member of the Grantham Canal Society.

Woolsthorpe Top Lock had been partially repaired in 1992 when the top three locks were re-gated and fortunately Roy Sutton, one of IWA's honorary consultant engineers, had carried out a full survey of profiles of the off-side wall at that time. A new survey showed almost unchanged profiles. With the co-operation of BW engineers, contractors prepared the lock for a more detailed survey of the walls below low water level and of the brick invert. That survey, although brief, revealed that the whole wall just above the invert had slid several inches sideways and water was leaking through the crack and washing sediment into the base of the lock. Roy Sutton then prepared a method for demolishing the wall down to its original foundations and rebuilding in mass concrete with a brick face.

The main problem with doing such a major work as demolishing a lock wall is to ensure that there is sufficient weight left in the wall to prevent the invert slipping from the weight of the remaining wall and causing a total collapse. When the locks were built, the wall foundations were kept apart by an inverted brick arch so that the pressure from the growing walls was transmitted to the ground underneath the inverted arch. As both sides were built together the weight was distributed evenly, but in total each side wall probably weighs 300 to 400 tons. Removing one side could allow the weight of the other side to slide or push the invert into where the demolished wall was standing. Roy Sutton has devised a method of piling and partial demolition of the off-side wall to allow for sufficient weight and thrust to prevent the invert from moving. This method is believed to be the most economical and safest. There is no opportunity for work by volunteers, and BW insists on contractors doing the work.

Unfortunately all this extra work will cost money and, despite some promised contributions from BW, there is still a shortfall of the total cost of re-building of about £50,000. If the funds cannot be raised within the next

six weeks the lock will be filled in. IWA's view is that it would be extremely unfortunate to allow BW to fill in the lock, as it will cost much more to remove the infill and then rebuild at a later date. It could put the restoration of the Grantham Canal back by ten or twenty years and could nullify much of the work funded by the East Midlands Development Agency's grant of £350,000 spent on dredging and tree cutting on the top pound in 2006-7, partly in preparing for the National Trailboat Festival held then. IWA is trying to acquire grants for doing the work, but the granting timescale is months and there is a need to get the work done before the bad weather this coming winter. IWA has had promises of approaching £20,000 but is still well short of the target. If you feel you can help raise the money or suggest other sources, please let John Baylis (Tel: 07889 444190) know as soon as possible.

Leeds & Liverpool Canal

Wigan Metropolitan Borough Council has approved the construction of a 40-berth marina on part of the site of the former Bickershaw Colliery, near Plank Lane Bridge, as part of a major redevelopment of the 237-acre area, which will include a regional park with a visitor centre, community facilities including an 18-hole golf course and outside activity area, as well as the marina, which is to be cut into the former mine's storage yard. Funding is being provided through the National Coalfields Programme and more than £36 million being provided by the Government. Plank Lane itself is to be realigned as part of the scheme, but highways engineers decided to keep the existing moveable bridge, rather than build a high-level structure over the canal. There are also proposals for a mixed-use development of 650 residential units and commercial units as part of the development, but these have yet to be approved by the Council's planning committee. The site has been empty since the colliery closed in 1992.

--- 000 ---

British Waterways has written to hire-boat operators on the Leeds & Liverpool Canal advising them that the reservoirs on the waterway are below their long term average together with a forecast water resource position until the end of October. The rainfall in the region since the beginning of May has been the second lowest over the last 80 years with less than 30% of long term average rainfall. BW believes that

despite an extremely dry period, there is a 70% chance that restrictions to navigation can be avoided over the course of this summer. BW's operations teams are continuing to ensure that feeds to the canal are kept to a minimum to maximise the water resources available. In addition, BW has implemented its 'Thrifty' policy with water conservation notices posted at sanitary stations, marinas and on lock balance beams.

Montgomery Canal

Friends of the Montgomery Canal, which is part of the Montgomery Waterway Restoration Trust, has set up a new canoe-hire operation on the canal, between Berriew and Burgedin, to encourage people to venture out on to the waterway. The Friends have been given six canoes by Welshpool Town Council and has acquired a new trailer to transport them. The intention is to encourage small groups to use the waterway and raise its profile, rather than as a fundraising activity. Members of the Friends are undertaking canoe instruction training so that canoe users can be appropriately supported. The canal between Berriew and Burgedin has been earmarked under the Powys Canal Tourism project to promote safe canoeing and the activity is being promoted as part of British Waterways Powys Canal Tourism Project, a partnership that aims to increase economic and leisure benefits of the waterway while conserving its natural environment and heritage. Funding for the works has come from the Welsh Assembly and Welsh European Funding Office.

Shrewsbury Canal

At a meeting on 16th June, Telford and Wrekin Borough Council's ruling cabinet agreed to recommend to the full Council that substantial funding be provided to buy a stretch of the canal, warehouse buildings and the basin at Wappenshall, near Newport. The decision is due to be ratified at a meeting of the full Council on 26th June, but if approved it will pave the way for Shrewsbury and Newport Canal Trust and the Council to work in partnership to redevelop the site, bring it back into use and create a new visitor attraction. These buildings have long been held to be of significant historic interest. The exact amount of funding and cost of purchase has not yet been disclosed by the Council as a matter of commercial confidence.

River Thames

The Environment Agency has announced that, following representations from its Thames lockkeepers, their trade union, MPs, IWA and other waterway user groups, and consequent to a meeting with the Department for Environment, Food & Rural Affairs Minister Phil Woolas and MPs Martin Salter and Theresa May, the Agency has put on hold any changes proposed by the lock house review (i.e. any new sales and leases) until it has completed a full review of its waterways-staff roles and responsibilities, and terms and conditions. The Agency has agreed that no action will be taken to sell or rent lock houses until these negotiations on the full review are completed. It anticipates that this will take about six months but has agreed not to sell or lease any lock houses until all negotiations are completed or 1st January, 2009, whichever is latest. The Agency will then review the position on lock houses with lockkeepers and their representatives and with the MPs group.

Prior to this announcement, which was made on 20th June, the Agency had, on 17th June, conceded that, despite lobbying, it still intend to sell six houses. Four of these were not on the lock site and the other two were the second house on the site. It then considered that it would rent out the further 16 properties, that it does not need for its operations, when they become vacant, and was confident that this can be done while still maintaining a good level of service on the river.

Union Canal

Plans promoted by British Waterways Scotland and developer CALA Homes for a £50 million development alongside the Union Canal at Ratho were submitted to Edinburgh City Council at the beginning of June. The development would include a new canal basin for 30 boats, and 118 homes with three to five bedrooms each and a new 60-bed private care home, all on former greenbelt land around Freeland Road. The plans are likely to face opposition from some local residents, however, who have already warned that development of the site will ruin its rural setting. In 2007, a decision to remove the site from the greenbelt was met with local upset, as it paved the way for the only significant development north of the canal.

Recent Publications

Department for Communities and Local Government

Planning Policy Statement 12 (PPS12)

This document explains what local spatial planning is, and how it benefits communities. It also sets out what the key ingredients of local spatial plans are and the key government policies on how they should be prepared. It replaces Planning Policy Statement 12: Local Development Frameworks, published in September 2004, and Creating Local Development Frameworks: A Companion guide to PPS12, published in November 2004.

www.info4local.gov.uk/documents/publications/833885

Department for Communities and Local Government

Planning Policy Statement 25: Development and Flood Risk - Practice Guide

This practice guide is complementary to *Planning Policy Statement 25: Development and Flood Risk* (PPS25) and provides guidelines on how to implement development and flood risk policies by the land use planning system. The guide also includes working examples through case studies.

www.communities.gov.uk/publications/planningandbuilding/pps25practiceguide

English Nature

State of the Natural Environment

Natural England has called for a new approach to managing the natural environment to adapt to climate change and the modern pressures of development. The report brings together evidence on the current state of our natural environment. It shows the natural environment in England is much less rich than 50 years ago and remains under pressure from a significant range of threats: more intense use of the land and sea; continuing economic development and climate change.

www.naturalengland.org.uk/son/default.htm

Current Consultations

British Waterways

BW long term moorings: Allocating vacancies and setting prices

This is the long-promised consultation from BW following its Mooring Tenders trial, to cover how it

allocate vacancies for the moorings that it manages and sets prices for those moorings.

www.britishwaterways.co.uk/mooringconsultation08

Closing date for comments: 20th August 2008

British Waterways

Gloucester & Sharpness Canal & River Severn - Winter Operations

Operational arrangements for bridges and locks on the canal during winter

www.britishwaterways.co.uk/images/GS_Lock_Operations_Consultation_April_2008.pdf

Closing date for comments: 11th July 2008

British Waterways

Kennet & Avon Canal Lock Operations

Proposed revised arrangements to deter licence evasion on the canal – see article above

www.britishwaterways.co.uk/images/KA_Lock_Operations_Consultation_April_2008.pdf

Closing date for comments: 21st July 2008

Department for Communities and Local Government. Protection of World Heritage Sites

Seeks views on proposed measures designed to enhance the protection of World Heritage Sites in England. The Government gave a commitment to introduce two of these measures in its white paper *Heritage Protection for the 21st Century*, published by the Department for Culture, Media and Sport in March 2007.

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

Closing dates for comments: 22nd August 2008

Department for Environment, Food and Rural Affairs

Transposition of Article 6 of Groundwater Directive (2006/118/EC)

In December 2006 a new Groundwater Directive (2006/118/EC) was adopted and came into force on 16 January 2007. The new Directive requires that member states of the European Union bring into force the laws, regulations and administrative provisions necessary to transpose its requirements. This directive is related to the Water Framework Directive, and implementation is likely to be by amendments to existing legislation related to this latter Directive.

www.defra.gov.uk/corporate/consult/wfdgroundwater-transpose-article6/

Closing date for comments: 20th August 2008.



**Department for Transport
Port Security Regulations 2008**

These draft regulations and associated consultation papers represent the UK Governments approach to transposing the European Community Directive 65/2005 on enhancing port security. The approach takes into account present arrangements at UK ports, and seeks to meet the requirements of the Directive by developing current structures.

www.dft.gov.uk/consultations/open/portsecurityregulation/

Closing date for comments: 11th July 2008

**Department for Transport
Guidance on the Preparation of Port Master Plans**

This consultation seeks views on draft guidance on the development of master plans for UK sea ports. These master plans will cover strategic planning and inform port users, employees and local communities about forthcoming port development.

www.dft.gov.uk/consultations/open/portmasterplans/

Closing date for comments: 22nd July 2008

**Department for Transport
Draft Marine Navigation Bill**

The UK Government proposes to legislate to reinforce the Port Marine Safety Code, to improve the management of the General Lighthouse Fund and the powers of the General Lighthouse Authorities and to enable the ratification of the International Convention on the Removal of Wrecks 2007.

www.dft.gov.uk/consultations/open/marinenavbill/

Closing date for comments: 25th July 2008

**Port of London Authority
Review of Port of London – River Thames 1978
Byelaws (as amended)**

This is an informal public consultation, as the first stage of a consultation process, to enable port and river users and other interested parties to raise concerns or issues prior to the next, formal consultation stage. The feedback from this informal consultation will inform the byelaws that the Authority submits to the Department for Transport, who will undertake a statutory, formal consultation about them. Copies available from cn@pola.co.uk

Closing date for comments: 25th July 2008

Head Office Staff Contact Details:

Neil Edwards	Chief Executive	extn 21	neil@waterways.org.uk
Helen Elliott-Adams	Finance Manager	extn 27	helen.elliott-adams@waterways.org.uk
Jo Gilbertson	Campaign & Communications Manager	extn 31	jo.gilbertson@waterways.org.uk
Jenny Black	Volunteers Co-ordinator (WRG)	extn 23	jenny.black@waterways.org.uk
Tracy Higgin	Membership Officer	extn 29	tracy.higgins@waterways.org.uk
David Padfield	Campaigns Officer (p/t)	extn 31	david.padfield@waterways.org.uk
Lesley Sanders	Membership Assistant (p/t)	extn 30	lesley.sanders@waterways.org.uk
Janet Carter	Mail Order Sales Assistant & DBA (p/t)	extn 28	janet.carter@waterways.org.uk
Linda Mowle	Mail Order Sales Assistant (p/t)	extn 28	linda.mowle@waterways.org.uk
Paula Smith	Finance Assistant (p/t)	extn 25	paula.smith@waterways.org.uk
Christine Walsh	Finance Assistant – Essex (p/t)	extn 24	christine.walsh@waterways.org.uk
Jeanette Chalk (p/t = part time)	Finance Assistant (p/t)	extn 24	jeanette.chalk@waterways.org.uk

Essex Waterways Ltd Staff Contact Details

Colin Edmond	Navigation Manager	Paper Mill	colin.edmond@waterways.org.uk
Hugh Turner	Moorings Manager (p/t)	Paper Mill	hugh.turner@waterways.org.uk
Martin Maudsley	Lockkeeper	Heybridge	martin.maudsley@waterways.org.uk