



The Derby Canal 2002-2012

Fundraising and Development Feasibility Study



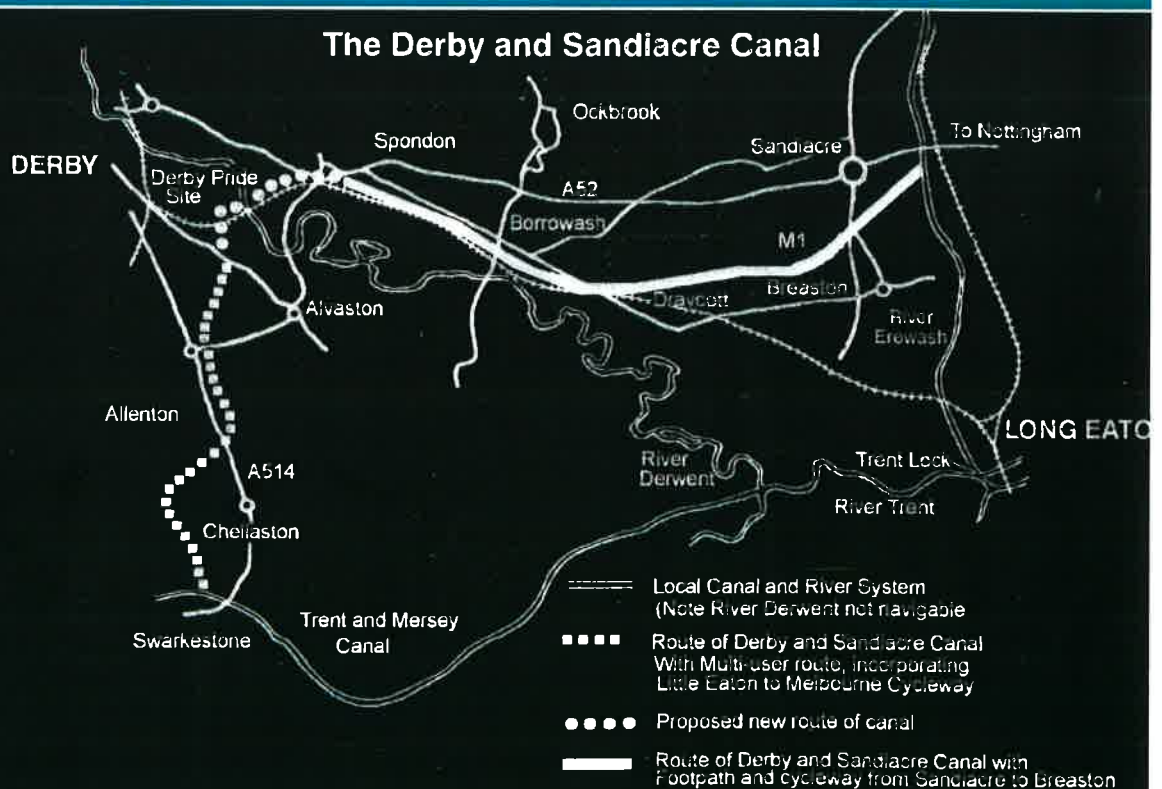
Produced by
The Waterways Trust
Winter 2002/03



The
Waterways
Trust



The Derby and Sandiacre Canal





The Derby Canal 2002-2012

Index

Fundraising and Development Feasibility Study

Executive Summary	Page 3
Introduction and History	Page 5
The National Picture	Page 6
Strategic Importance	Page 7
Fundraising Audit	Page 8
Project Phasing	Page 8
Whole Length Schemes	Page 10
Fundraising Strategy	Page 11
Volunteers and Training	Page 13
Budget and Resources	Page 14
Project Development Structure	Page 15
Role of Partners	Page 15
Milestones	Page 16
Recommendations	Page 16
Conclusion	Page 17
D&SCT Business Plan	Page 18
Annexes	
1 - Extract from IWAAC Report	
2 - D&SCT Aims & Objectives	
3 - Map of Canal Route	
4 - Letter of Support (BW)	
5 - Letter of Support (TWT)	





The Derby Canal 2002-2012

Executive Summary

Fundraising Feasibility and Strategy Report

Introduction

This report is intended for key partners including Local Authorities, the East Midlands Development Agency, British Waterways, potential funders and supporters of the restoration scheme.

It identifies that the tremendous amount of work done to date by the Derby & Sandiacre Canal Trust in establishing the feasibility of restoring the Derby Canal, has developed the project to a state where the large majority of it is deliverable in the near future. The feasibility and design studies may need some further work, but no one is in any doubt that the scheme can be completed with the support of the key partners.

Benefits

The benefits of delivering the scheme will be profound, not only in terms of providing an important new navigable waterway linking up with the rest of the network, but more importantly for the social, environmental and economic benefits that will be associated with it.

It also suggests that consideration should be given to a new and innovative engineering structure to overcome one or more of the obstacles. One suggestion currently being considered is that of a major aqueduct across the Wyvern in central Derby, which would overcome some of the current objections from a local developer and provide a tourist attraction in its own right.

Funding feasibility

The report identifies that the total money required to complete the scheme, some £35m, could be raised over a period of 10 years with the support of key partners and a professional approach to the fundraising activity.

However, unlike the restoration schemes that are being completed at present, there are no sources of funding that are likely to provide over 50% of the total cost of this project in one go and therefore the funding strategy is important in determining the implementation of the whole scheme.

Phasing of the scheme

Although the overall costs have been identified, the project should be broken down into small, stand alone schemes which can identify specific outputs for potential funders. These outputs will include environmental, economic, employment, social and community, education and recreational improvements.

Suggestions are made as to potential phases which, on completion, would provide the impetus to complete the restoration.

The fundraising and development strategy

The report identifies that there are six categories of funding, although many hundreds of different sources. It is a

professional job to ensure that income from these sources is maximised and that research and relationship building is essential in order to do this. Suggestions as to who should do this, the associated costs and how these could be met, are explored.

This section of the report also identifies the importance of:

- the role that volunteers can play both in terms of fundraising and project delivery
- a successful public relations campaign.

The structure of the management groups

Proposals are made to restructure the management of the existing groups along the line of other major restoration schemes.

This would include the establishment of a Steering Group made up of the Local Authorities, British Waterways and other partners, and a Project Management group that would be responsible for actually delivering the scheme.

Other key issues identified in this report

Innovative opportunities for obtaining funding and other strategies should be developed at the same time, including negotiations over major landfill opportunities, funding bids for "whole length" schemes, development of volunteer and training programmes, and identifying opportunities for commercial development. These have the potential to significantly reduce the £35m headline cost.

There are some problems of a long-term phased approach which need to be considered. These include the delay in delivering some of the economic impacts of a fully restored and navigable canal specifically from the increased boat traffic. The costs of maintenance of restored and re-watered sections need to be considered and agreement reached as to who will be responsible for these costs.

Decisions and agreements

A number of key points need to be agreed for the project to develop into the next and most important implementation stage.

These include:

- * The commitment of British Waterways, who are likely to identify the project as a crucial part of its East Midlands Waterway Strategy. Discussions have already taken place with East Midlands Development Agency about the production of this strategy.
- * The agreement to transfer land from the local authorities to the Canal Trust with British Waterways or The Waterways Trust becoming the operator.
- * The structure of the proposed Steering Group, Project Development Group and the responsibilities of the various partners.
- * An agreement as to how the project is to be broken down into smaller and fundable components.

Conclusion

This report concludes by identifying the importance of getting the involvement of British Waterways and the Local Authorities. British Waterways can provide the credibility, security, advice and financial backing. The contribution the Local Authorities make, both financially by the support they provide to the current project officer, and in the facilitation of the project by agreeing to appropriate land transfers, will be crucial in ensuring the success of the restoration.



The Derby Canal 2002-2012

Fundraising Feasibility and Strategy Report

1. Introduction

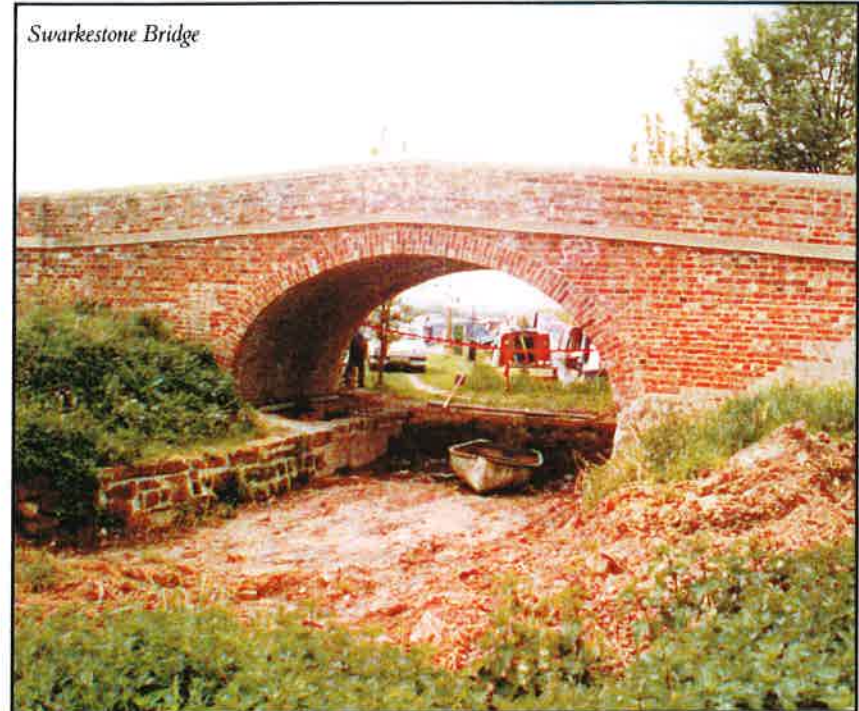
This report has been commissioned by The Derby & Sandiacre Canal Trust. Its purpose is to assess the feasibility of raising the funding necessary to carry out a full restoration of the Derby and Sandiacre Canal. The key audiences for this report are:

- The Derby & Sandiacre Canal Trust
- The relevant Local Authorities
- British Waterways.
- The East Midlands Development Agency
- Potential funders.

It identifies the strategy for delivering the project including potential funding sources and methods of fundraising.

2. History

The Derby Canal Act was passed on May 7th 1793, the canal was built by Benjamin Outram and was opened to navigation June 30th 1796. It ran from the River Trent at Swarkestone to the Erewash Canal at Sandiacre via the Trent and Mersey Canal at Swarkestone Lock and the Derwent at Longbridge Weir, Derby with a branch to a plateway at Little



Eaton. The canal was noted for the fact that it had the world's first cast iron aqueduct.

Surprisingly the canal suffered from vandalism in its early years. It was used for carrying a wide variety of goods

including coal and charcoal.

As with all canals, the competition from road and rail led to a general decline in useage and the canal was closed to commercial traffic in 1945. Despite protests organised by the Inland Waterways Association, a warrant authorising abandonment was issued on 3rd December 1964 and the Canal Company was wound up in 1974 after disposal of all the assets.

Recent History

The Derby & Sandiacre Canal Trust(DSCT) has been developing proposals to reopen the former Derby Canal for nearly ten years. Over 15 separate reports and summaries have been produced looking into, amongst other things, the engineering and operational feasibility that confirm the project is deliverable. Contacts have been made and the project discussed with key partners. Significant amounts of funding have been raised to carry out these feasibility studies, as well as actually to carry out works on parts of the canal.





British Waterways Priorities

Tranche 1 Completed restoration schemes

2002 saw the opening of several major restoration schemes:

- The Anderton Boat Lift at Northwich in Cheshire
- The Ribble Link near Preston
- The Rochdale Canal
- The Millennium Link and Falkirk Wheel in Scotland.

This follows on from other major openings in 2001 for the Huddersfield Narrow and the Kennet and Avon, as well as a host of other smaller, but still significant projects.

Tranche 2 Next generation restoration schemes

The next major phase of the new canal age is already starting with what is known by British Waterways as the Tranche 2 projects.

These projects currently include:

- Droitwich Canals
- Cotswold Canals
- Bedford & Milton Keynes Waterway
- Northern Reaches of the Lancaster Canal
- Manchester Bolton & Bury Canal
- Montgomery Canal
- The Bow Back Rivers
- Leeds and Liverpool Canal Extension to Liverpool
- Foxton Inclined Plane.

These projects have been developed to the stage where the engineering and fundraising feasibility reports have been

3. The National Picture The UK Government

Government support for canal restoration schemes has increased over the last five years as the benefits have become apparent. British Waterways and the Environment Agency have received additional money from Government on the back of delivering key targets for regeneration of urban and rural areas, social inclusion projects, development of brown field sites and support for tourism and associated activities.

John Prescott MP, and Minister responsible for Transport and the Regions, identified waterways as a key component of urban regeneration and wrote to all the Regional Development Agencies identifying that they must include an analysis of how waterways could be used as part of the regional development strategy.

Waterways for Tomorrow

This White Paper from the DETR was the culmination of a consultation process and confirmed both the benefits of the restorations that had been carried out to date and the government's commitment to ensure that the momentum for further restoration is maintained. The paper was also the endorsement that led to the establishment of The Waterways Trust in order to enhance the opportunities for additional restoration schemes to be carried out and to assist in identifying and obtaining external funds.

IWAAC report on priorities

The Government funded Inland

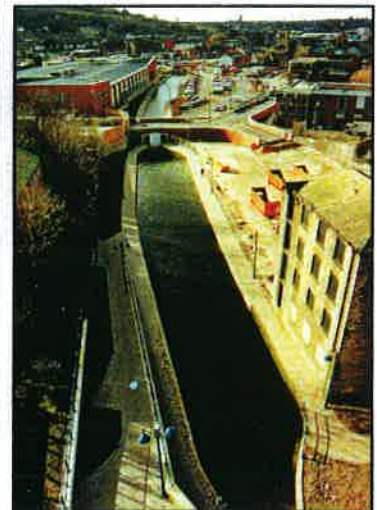
Waterways Amenity and Advisory Council (IWAAC) has just produced its latest report on priorities for restoration.

This report is used as a guide for navigation authorities, government departments, the Heritage Lottery Fund and other organisations to identify the priorities for restoration.

It has identified the Derby & Sandiacre Canal project as a high priority project that is achievable in the medium term and with significant benefits. * *Annex 1 (Extract from IWAAC report)*

British Waterways

British Waterways owns and manages a 2000-mile network of canals and navigable rivers across the country and works with a broad range of public, private and voluntary sector partners to improve the social, economic and environmental benefits of the inland waterways.



carried out and are in various stages of development. It is likely that some of them will start in the next 12-18 months but, depending on the funding available, may well take up to 10 years to be completed.

The Waterways Trust

The Waterways Trust was established in 1999 to promote greater public enjoyment and awareness of the UK's waterways; develop partnerships to secure funding for the conservation and restoration of waterways; and help to realise the social, environmental, educational and economic potential of living waterways.

The Waterways Trust Priorities

The Waterways Trust has its own definition of priorities.

Category 1 Current restoration projects:

- Anderton Boat Lift
- Rochdale Canal
- Ribble Link
- Millennium Link

Category 2 Next generation projects

The Trust's Category 2 projects coincide with the British Waterways Tranche 2 projects with the inclusion of Bugsworth Basin.

Category 3 Projects under development

These are projects such as the Derby & Sandiacre Canal scheme which are currently undergoing feasibility assessments.

The significance of the categories is that the Trust will prioritise its fundraising activity for example on Category 1 and 2 projects. However, this does not mean that the Trust would not support category three projects or provide assistance to them. For example, it has guaranteed a loan on behalf of the Derby & Sandiacre Canal Trust and is working with other Category 3 schemes such as the Lichfield and Hatherton to secure their future.

4. Strategic Importance

This project is of major strategic importance to the waterway network of the East Midlands and the social, economic, environmental and community benefits that will be generated on completion will be profound.

The scheme has the full support of all the local MP's, MEP's, local authorities and political partners.

British Waterways North East region,

after discussions with Bill Kirk, Head of Regeneration, East Midlands Development Agency, are proposing an East Midlands Waterway Strategy which will, amongst other things, identify those waterways which have the highest priority for restoration and the Derby and Sandiacre Canal along with the Grantham Canal are likely to be two of the highest.

The Regional and Local Picture

The Local Authorities

Crucial to the project so far has been the support of the Local Authorities. Large parts of the canal line are owned by them and the councils have all minuted resolutions to transfer the former canal land that they own to the Canal Trust when funding for restoration has been obtained.

Other local issues

The majority of the other lengths are owned by the Canal Trust or its partners. The remaining lengths are in private ownership but relatively few major problems appear to exist in acquiring the necessary land.

Engineering solutions have been devised for all of the major obstructions. This is notably where most of the major costs arise, particularly where bridges and culverts have to be built. One example

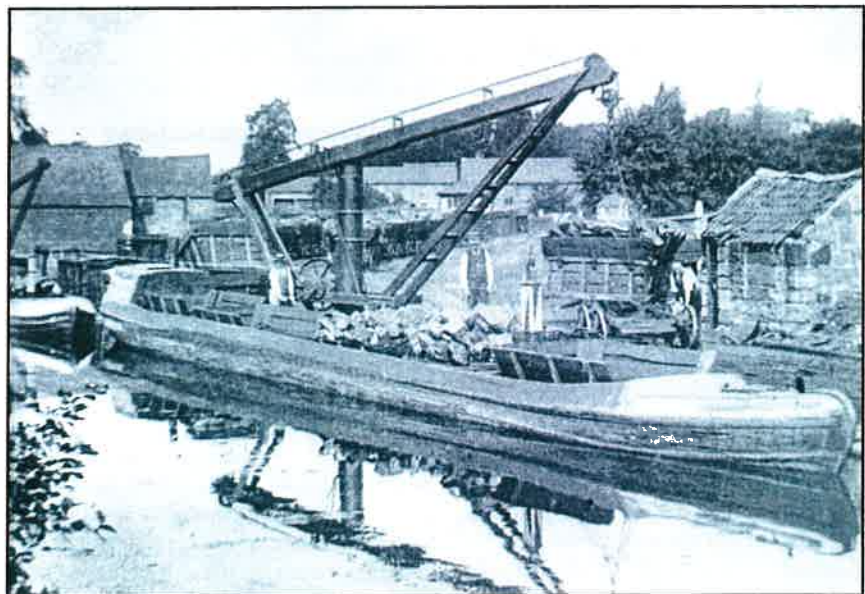
of successful cooperation has been on the new culvert at Wilmorton. Derby City Council, The Derby & Sandiacre Canal Trust and the Waterways Trust have between them enabled a saving of half a million pounds to be achieved by facilitating the building of the culvert during construction of the new road at Pride Park, rather than attempting to go under the road once it had been completed.

The Waterways Trust is not qualified to make a judgement on the engineering aspects of the project, but this report identifies how the components of the project could be funded.

The Derby & Sandiacre Canal Trust (DSCT) and Derby & Sandiacre Canal Society (DSCS)

The DSCT and DSCS have already proved their ability to persuade funders to support them and have had the support of a volunteer fundraiser who has had some success. For the next substantial phase of the restoration project, it will be increasingly important that the appropriate research is carried out, potential funding sources are identified and then approached to maximise the income from every available source.

**Annex 2. D&SCT Aims and Objectives*



5. Fundraising Audit

Funding to date

The following sources of cash funding have been obtained for works and feasibility studies to date:

Source	Amount £
Statutory	
Derby City Council	30,000
Derbyshire County Council	10,000
S Derbyshire District Council	10,000
Erewash Borough Council	12,000
East Midlands Development Agency	10,000
English Partnerships	30,000
Countryside Agency	4,000
S Derbyshire Training and Enterprise Council	2,500
Grants and Trusts	
Awards for All	5,500
Sustrans (Millennium Commission)	50,000
Esmee Fairbairn Charitable Trust	10,000
Corporate/Landfill	
Redrow Homes	15,000
Network Rail	540,000
British Gas	500
Electricity Companies	500
Lafarge Redland (Land Fill)	10,000
Lloyds Bank	600
Crestchic	4000
Nottingham B.S.	1000
Organisations	
Inland Waterways Association	6,000
Derby & Sandiacre Canal Society	5,000 p.a. subs.
The Waterways Environmental body	£5,000
Public	
Various landowners	10,500
£750,000*	

*This figure does not include gifts in kind or the value of officer time and volunteer labour.

The significance of this is that the results of these often relatively small levels of funding have been the production of the reports which show the whole project to be feasible, and actual achievements on the ground. Therefore these funders may well support other stages in the development of the project, once they see the project is underway. It also shows the wide fundraising mix that needs to be further developed to achieve funding for a project of this scale and the opportunities through partnerships with organisations like Sustrans and Railtrack to deliver major funding benefits. However, for the project to advance onto the next stage, various decisions need to be made and actions carried out.

Overview of fundraising sources

WS Atkins in their reports have already identified the difficulties in raising the levels of funding necessary to complete the whole project. They recognised that the only way this project will develop is if phases of the project are completed, until the momentum is so great that the final push can be achieved with the assistance of key major funders.

For the purpose of this report, however, it may be useful to speculate on the potential funding sources that might contribute towards the cost of the overall scheme. This will show that the project does have the capacity to be delivered in total over a reasonable period of time (i.e. less than ten years).

A possible funding package assuming total project cost is in the order of £35m is set out below:

Possible funding sources for complete restoration

East Midland Development Agency	£14m
Landfill (value of infill)	£7m
British Waterways	£2m
European funding	£2m
Highways/Local Authorities	£2m
(in kind support)	
Heritage Lottery Fund	£1m
Other Lottery funds	£1m
Commercial income	£1m
Corporate sector	£1m
Grants and Trusts	£1m
Organisations	£1m
Public Appeal	£2m
TOTAL	£35m

These contributions could be spread over a 10-year period and could be in kind as well as in cash (i.e. officer time/volunteers/training).

Looking at the other major canal restoration schemes that have taken place over the last four years, this scenario is no more speculative than many of those were when they were first proposed. The activity to date has shown the abilities of the Canal Trust, through innovative schemes such as the Railtrack and Sustrans partnerships, where capital works have been carried out for the benefit of drainage schemes and the construction of the National Cycle network which has directly benefitted the canal. This can bring the key partners on board to deliver the project in a shorter time than many of the major projects have taken.

6. Project Phasing

WS Atkins suggested starting the project at two locations and then completing the middle section as the final phase. There are problems and benefits with this approach. However, delivering the project in three big phases will require substantial funding before the scheme can really show significant progress. If this funding was not forthcoming, then the project would be stalled possibly for a long period.

The Waterways Trust believes the best way of delivering the project would be to encourage British Waterways to start the project at Sandiacre, whilst continuing to identify opportunities at the Swarkestone end, and for the DSCT to

raise the necessary funds to develop the length of canal from Sandiacre to Spondon in three or four smaller phases.

There are significant benefits to this approach. These projects are relatively small and could be achieved quite quickly. The Inspector who considered the City of Derby Local Plan was prepared to recommend continued protection of the line of the canal providing that progress was seen to be made.

This report also identifies various other components that will assist in the delivery of the overall project, crucially:

1. The public relations campaign that needs to be developed as an integrated part of the fundraising.
2. The continued development of "whole length schemes" and activities similar to the current Heritage Trail proposal to Heritage Lottery Fund
3. The options for delivering the fundraising activity.

Phasing

It is suggested that the Derby & Sandiacre Canal Trust should concentrate on raising the funds to deliver one important phase of the project at a time. The details below identify relatively small sums of money that could achieve significant benefits.

**Annex 3 Map of Canal Route*

Phase 1 The Navigation Inn, Risley Lane, Breaston to the Derby Road Bridge, Draycott.
Estimated cost £370k

Closely followed, if land ownership issues can be sorted out, by:

Phase 2 Derby Road Bridge, Draycott to Station Road, Borrowwash
Estimated cost £600k

NB: This excludes the cost of the bridge at Hopwell Road dividing these two sections.

Phase 3 Station Road at Borrowwash to the Moon Public House at Spondon
Estimated cost £3.4m

(It may be beneficial to split this in to two stages of £1.6m and £1.8m)

There may also be additional costs of land acquisition to relocate existing land owners.

Railtrack partnership at Draycott

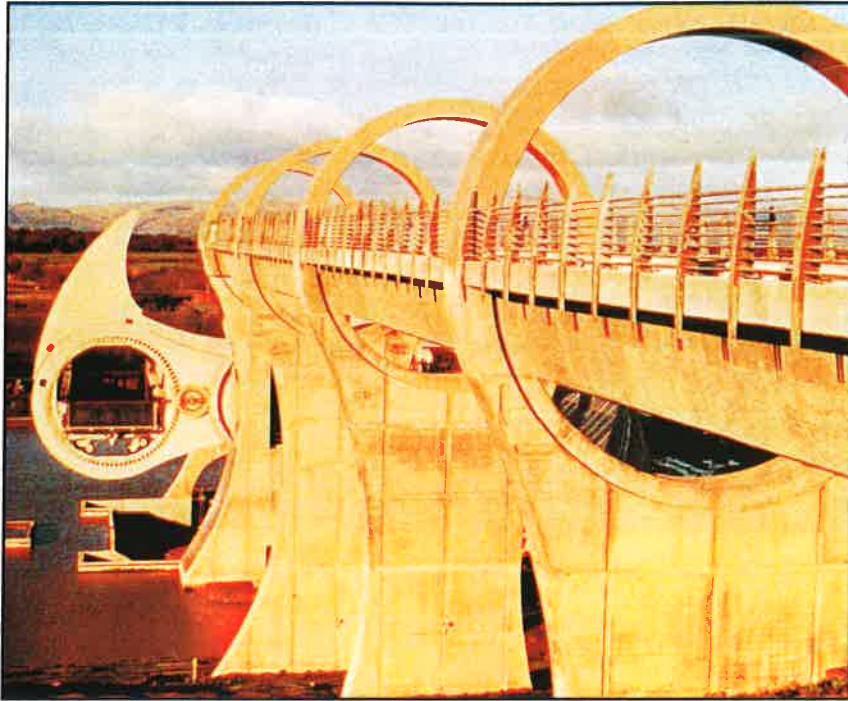


Borrowwash top lock



Winding Hole, Spondon





The Falkirk Wheel

Justification for the phased approach

The crucial psychology of this approach is that Phases 1 and 2 could feasibly be done without **any** significant local authority, European or EMDA capital.

It would establish the mechanisms we are proposing below, provide good experience to volunteers and act as a launch pad for the more expensive phase 3 where significant engineering and other costs would be involved.

The East Midlands Development Agency may be persuaded that phase 3 could deliver significant benefits in terms of environmental improvements, job and commercial development opportunities without costs being too large. If they contributed significant sums to link these four schemes together (total cost of around £4.5m including the two bridges not costed in phases 1 and 2 above), then this would have **developed over one third of the whole canal for only one seventh of the total cost.**

The East Midlands Development Agency have specifically identified the Spondon Section as an area that would benefit significantly from the canal restoration by encouraging regeneration of a relatively run down area using the canal as the catalyst.

A central section of the canal from Wilmorton to Holtlands Drive (Berrhill School), close to Derby City, is in the European Regional Development Fund Objective 2 area.

Discussions should take place with the European officer to identify the best methods of submitting a bid to Objective 2 based on Priority 2 Measure 2.3 Investing in sustainable tourism and cultural industries as drivers for economic development. It may be also considered under other priorities and measures where elements of training and capacity building are important.

The project would by then, with the implementation of the proposed PR and marketing plan, have created so much publicity, awareness and interest, that the key funding agencies could be persuaded over the next five years to deliver the other elements to complete the picture.

Visitor attraction

It may also be worth considering creating "future heritage" by using some innovative engineering schemes to overcome some of the major problems for road rail and other obstacles. This has had a dramatic impact on the profile of the Millennium Link Project in Scotland, the success of the Anderton Boat Lift and the proposal to resurrect the Foxton Inclined Plane have been due to the media's interest in these unusual waterway engineering icons.

One suggestion is to run a competition to design such an innovative scheme for the aqueduct to carry the canal across the Wyvern and the bridge over the River Derwent.

The benefits of such a scheme may well be in the publicity and awareness it

creates, rather than in the practicality of the scheme. There are fewer funders of such iconic projects, such as the Falkirk Wheel above, now the Millennium Commission has ceased to exist. Therefore an alternative less expensive solution needs to be designed to ensure the restoration can be completed if funding is not available.

7. Whole Length Schemes

The Waterways Trust would also recommend, however, that whilst the above strategies were being worked on, it would also be beneficial to continue to develop "whole length schemes" similar to that proposed for the Derby Canal Heritage Trail project that is being prepared for submission to the Heritage Lottery Fund.

These schemes could have various themes but would reinforce the perception of the canal route as being "confirmed" and it just being a matter of time before it is completed.

Other suggestions might be:

- Wildlife and nature trails
- Art and sculpture trails
- Education projects
- Sport and recreation facilities:
- The Derby Canal ring is a 25 mile route for walkers, cyclists and horse riders including the Trent and Mersey, River Trent and Erewash Canal. This is a major route linking to the world heritage site in the River Derwent Valley.
- The Sustrans National Cycle Network and multi user trail.
- Access points and specialist disabled facilities.

It is however important to ensure that these schemes do not take on too high a

priority, as funders may well find them more attractive than the canal restoration which will provide the main economic benefits. Proper funding strategies need developing for these themes and integrated into the rest of the programme.

Note:

The Heritage Lottery Fund application process

For applications over £1m, the process is in two stages. Once the phase one bid has been submitted, it will take around 6 months for this to be approved. This bid can request development funding to work up the proposals for the second phase. The usual time frame to work up the second phase is around 6-8 months and once the second phase bid is submitted, it usually takes another 6 months for discussion and approval. The average at present is around 20 months for final approval from the date of submission of the first phase.

8. Fundraising Strategy

Getting the funding in place is not just a matter of identifying potential sources. It is about identifying the right person to ask, for the right amount of money, at the right time, in the right way for the right project.

To be successful in achieving this, the following stages will have to be implemented:

- Detailed project breakdown and feasibility studies
- Outputs and benefits identified
- Writing up of business plan and project proposals
- Research potential sources and key individuals
- Programme of public relations and relationship building
- Making the approaches
- Resources and budgets
- Risk assessment
- Role of The Waterways Trust
- Role of Derby & Sandiacre Canal Society and Trust
- Action plans
- Monitoring
- Conclusion and Exit Strategy

Once the specific fundraising requirements of the project or phases are developed, these elements of the fundraising strategy need to be put together.

Statutory: Statutory agencies	e.g. BW, English Heritage, English Nature, Countryside Agency, Environment Agency.
European funding sources	e.g. Life Environment, Life Nature, SRB, Objective 2 and 3.
Government sources	e.g. DEFRA, Environmental Action Fund.
Local Authorities	e.g. Section 106's, revenue or capital grants.
Regional Development Agency	i.e. East Midlands Development Agency
Grants and Trusts: Lottery distributors	e.g. Sports, Arts, Heritage, Community Fund, New Opportunities Fund.
Charitable Trusts	e.g. Esmee Fairbairn, Garfield Weston Foundation.
Organisations: Waterway enthusiasts	e.g. Derby & Sandiacre Canal Trust, Derby & Sandiacre Canal Society, Waterway Recovery Group, Inland Waterways Association, The Waterways Trust.
Wildlife and environmental charities	e.g. Wildlife Trust, RSPB, WWF, Plant Life, Woodland Trust.
Sport and recreation groups	e.g. Sustrans, Ramblers, British Horse Society, Fishing Clubs, Canoe Clubs.
Local Community and Voluntary Groups	e.g. Groundwork (Erewash Valley), Scouts, Guides, Rotary Clubs, Lions, Soroptimists.
Educational groups	e.g. schools, colleges, universities special needs groups.
Corporate Fundraising:	Landfill Tax Sponsorship Contributions in kind Employee fundraising Volunteers Secondments
Commercial Funds:	Joint ventures with developers housing/commercial, reservoirs, flood protection, marinas, moorings etc. - Water transfer. Power generation. Finance schemes, e.g. capital allowances.
Public Fundraising:	Direct marketing appeals Regular giving schemes Face to face Big gift fundraising Events Volunteers Membership Loan or share schemes Gift Aid

Outputs and benefits identified

Many outputs and potential benefits have been identified by the economic, heritage and environmental assessment reports.

The current outputs are virtually all dependent upon the whole project being completed. It will therefore be necessary to ensure significant benefits can be achieved with the completion of each phase:

1. Economic benefits
2. Heritage benefits
3. Environmental benefits
4. Community benefits
5. Recreational benefits.

Once these assessments have been completed they will need to be constantly updated and amended as the projects progress. Additional resources may have to be found to produce these reports.

Potential sources of funds

There are only six categories of funds that can be obtained for any project: The structure of the project team needs to ensure the fundraisers being used are capable of accessing as many of these as possible.

It will be comparatively easy to raise the funds to do the bank restoration, digging, dredging, wildlife enhancements, public access, education, arts, community development, etc. It will be harder to raise the money for the big engineering projects. Thus showing the project is deliverable and producing real community benefits is fundamental to the success of the whole scheme.

There are no easy funding sources, however, there are sources whose purpose is to give money away, e.g. charitable trusts and lottery sources, and those who have to be persuaded they want to support projects, e.g. companies and the public. The fundraiser(s) will need to identify the best use of their time bearing in mind that usually 80% of the funding will come from just 20% of the donors.

Research

These are just some examples of the potential sources of funding, but individual funds would number many hundreds. This research is very important, however, if the level of funding required is to be achieved. Most of the statutory funders have straightforward grant application procedures. The research should therefore concentrate on identifying potential charitable trusts, corporate sector and private individuals who may be persuaded to contribute to the various appeals.

Public relations and relationship building

The psychology of taking the phased approach as outlined is based on the assumption that, in order to persuade the main funders to put considerable funding into the project to deal with the major engineering costs, they need to see that the project is happening. Pressure will then be put on them by local authorities, local people, councillors, the media and other organisations to complete the scheme.

In order to do this, a professional and concerted public relations and marketing campaign needs to accompany the fundraising programme. This needs to be encompassed within the fundraising and development structure.

Campaigning

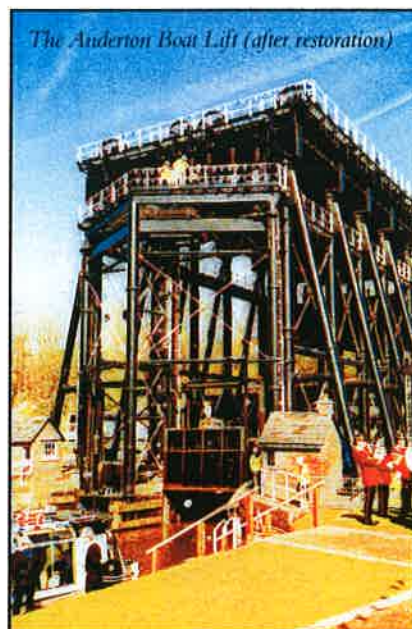
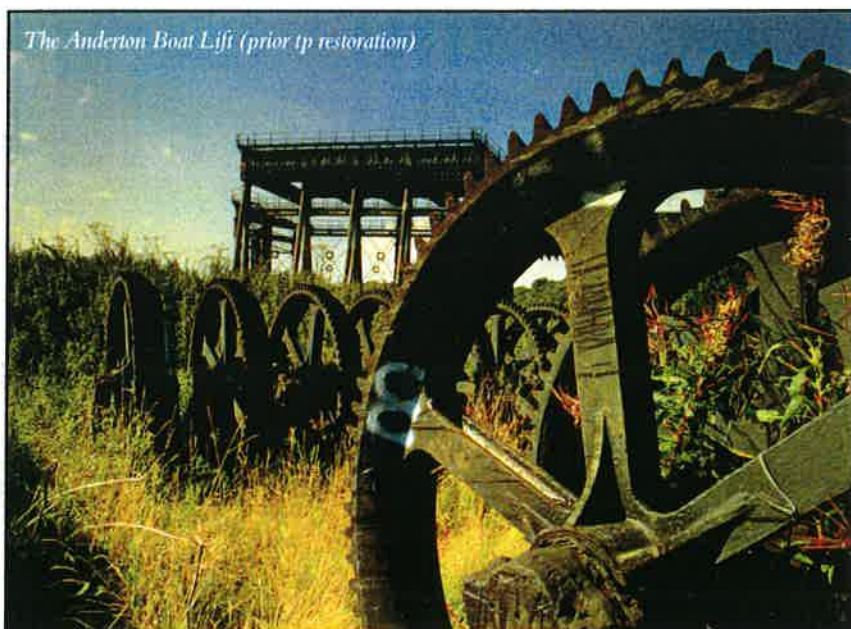
This will involve organising activities and events for public and key organisations, and identifying key individuals who might be persuaded that the project is vital to the area. It will use the concept of encouraging membership of the DSCS as a way of achieving this.

If it is successful, it will recruit large numbers of individuals and corporate members including individuals of influence who might be made Vice Presidents or Patrons.

Making the approaches

The detailed fundraising strategy needs to identify who is going to complete grant application forms, send off the sponsorship proposals, make the face to face asks or persuade someone else to ask. The options are to employ a professional fundraiser, use consultants or volunteers. There are costs and implications associated with these however. On other Tranche 2 restoration schemes, the costs of delivering the development and fundraising strategies are being built into the initial bids to the key funding agencies such as Heritage Lottery Fund and the Regional Development Agencies. It is recommended that a similar approach should be carried out for this project.

To raise money for a project of this scale is going to take a significant amount of



time for a lot of people. DSCT do not have sufficient funding available to recruit a full professional fundraising team, yet raising millions of pounds is a full time professional fundraising job.

The phasing proposed by The Waterways Trust has been designed to minimise the amount of professional fundraising input required in the initial stages, in the hope that during the later, more costly stages, the momentum will be so great that the funds may come from a few large sources.

Consultants

For a capital project of this nature, using a consultant would be one way of providing the expertise required to deliver the funding. However, good consultants will usually cost at least £500 a day and it would probably involve around 100 days of consultancy time over two years to deliver the money for the initial stages.

Even though this return on investment is quite high, it depends upon partners being able to afford this, bearing in mind that the money raised would have to be used to fund the works not the fundraiser, although some costs can be incorporated within project funding bids

It will therefore be necessary to identify ways to cover the fundraising consultant's costs. There are a number of ways of doing this:

- In any funding bid to Heritage Lottery Fund, include some of these development costs as part of the stage one bid.



- In any bids to charitable trusts, there should be an element of design and management costs included up to 15% which can fund general running costs.
- Some charitable trusts may fund elements of running costs in their own right.
- East Midlands Development Agency may consider contributing to the overall development costs of the proposal including the fundraising costs and other detailed design studies etc.
- If a successful public appeal was launched for funds, some of this appeal can be used for covering running and administration costs.
- The local authorities' contribution to Derby and Sandiacre Canal Trust may cover some of the fundraising costs if contributions could be maintained or increased slightly.

Professional fundraiser

As the project is so large, the Steering Group may want to consider employing a fundraiser which could cost less than employing consultants, particularly if they were part time. The Waterways Trust are currently managing a fundraiser for another agency at a cost of around £60k p.a. including all expenses and costs.

It would be possible to reduce this if the fundraiser worked part time. A fundraiser working two or three days a week could make significant progress with volunteer or other support.

9. Volunteers and Training

Volunteers have long been associated with successful canal restoration schemes. They are currently used by the DSCS to restore small sections and engineering features, and can be used in a number of other ways to reduce the costs of the work or for raising money.

Opportunities exist to:

- Have a number of Volunteer Fundraising Groups who will each take on different aspects of the programmes
- Have one or more volunteers acting as the professional fundraisers
- Have a number of individuals supporting the consultant/fundraiser
- Use non fundraising volunteers for delivering elements of the construction
- Establish a vocational training scheme for apprentices and volunteers.

Fundraising volunteer groups or individuals

The volunteer groups or individuals would have specific targets and jobs and projects for which they were fundraising.





will provide a continuous and properly supervised full time workforce for restoration work.

The result of this scheme could be to effectively reduce the actual capital funds required by anything up to £5m.

10. Budget and Resources

To deliver this project and the funding will cost a significant amount of money. The role of BW in supporting the project will be crucial. It will be necessary at an early stage to identify any contribution that has to be made to support the BW Project Manager and then identify the costs of managing the fundraising, using either a consultant, a BW fundraiser or appointing a new person.

In order to give a realistic way of calculating the fund-raising costs, The Waterways Trust would suggest that a ratio of 8:1 would be appropriate for the initial phases, i.e. to raise £500k a year it will take an expenditure of at least £60k.

This is only a rough guide and will depend upon the fundraising mix and whether major funding can come from the RDA, lottery or local authority sources.

If DSCT do not intend to use consultants or employ fundraisers and just use volunteers, then the costs would be reduced possibly to a figure more like 20:1. However, it is likely that this will take longer, may not have the long term desired effects and will be a higher risk.

They would need an annual expenditure budget and training.

The suggested tasks would be:

- Establish and manage a Fundraising Advisory Board
- Applying to Charitable Trusts and grant makers
- Corporate Fundraising
- Approaching Organisations
- Organising events
- Public Appeals and Face to Face fundraising
- Public Relations and Campaigning.

Non fundraising volunteers

WS Atkins identified the potential to use volunteer and government training schemes to reduce the costs of the direct labour.

The Derby & Sandiacre Canal Society volunteers have already carried out several restoration projects. The most significant of these is the restoration of Ullikers Bridge, Borrowwash. This was a difficult task since it was a listed structure but never the less condemned as unsafe. Originally costed at £45,000 by W S Atkins it was completed under the guidance of Derbyshire County Council engineers for £9,000 and is now certified for 17 tonne loading.

Such volunteers are invaluable, however

they work on a part time basis and difficulties can arise in scheduling work and maintaining teams. Cost benefit analysis should be carried out to ensure that risks of poor workmanship and delays are eliminated by training and supervision whilst real savings are achieved. It must be stressed that other canal restoration schemes have achieved project cost savings of up to 90%.

The DSCT together with a leading training specialist are currently in discussion with the Construction Industry Training Board, The Learning Skills Council, The Employment Service and a local college based learning provider. It has already shown that the skills employed in restoration correlate with CITB NVQ requirements and that an accredited learning programme can be produced.

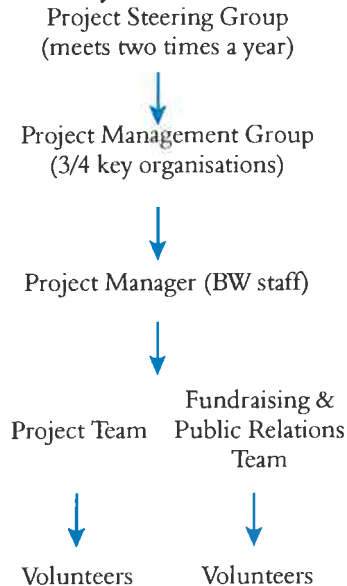
A CITB report to be published later this year will identify a severe skills shortage for the industry in the East Midlands over the next 8 years with little likelihood of the training being met locally by predominantly small firms. The training proposal below will therefore meet important social and economic needs.

A proposal is currently being prepared to set up a work based training organisation that will enable persons identified by the Employment Service to gain recognised qualifications. This

11. Project Development and Structure

The structure below is similar to that for other major restoration schemes, e.g. Lancaster Northern reaches and Cotswolds Canal. It requires British Waterways agreeing to take the lead role in acting as the project managers with the support of other key partners including the local authorities. The fundraising is integrated and managed with this function.

The Derby Canal Partnership



Note:

Steering Group to consist of all key partners, Local Authorities, BW, TWT, DSCT DSCS and other voluntary and community groups.

Project Management Group to include British Waterways, DSCT, DSCS, Jim Saunders (WS Atkins)

12. Role of Partners

British Waterways (BW)

BW are crucial to the delivery of the project as only they have the necessary skill and resources to deliver a project of this size. With their involvement, funders will look on the project in a completely different light than if the project is being run by a voluntary group.

Ideally they would be a member of the steering group, be one of the Management Group members and employ the project manager.

The Waterways Trust (TWT)

TWT is a facilitating organisation that can deliver a number of benefits to major waterway restoration schemes.

These include:

- Taking on navigation and land ownership for new build or restoration schemes, e.g. Rochdale and Ribble.
- Assistance with cash flowing projects through loans or guarantees.
- Small sums of money (up to £5k) can be sought through the Trust's small grants scheme for encouraging community groups to develop activities on waterways and to improve wildlife habitats.
- Providing consultancy services in areas such as fundraising and public relations.
- Through innovative finance schemes such as capital allowances.

Derby & Sandiacre Canal Society (DSCS)

The DSCS probably has an increasingly important but changing role to play in the future. It is likely to be the source of most of the volunteers that will be necessary to deliver the fundraising and PR strategies and it will still need to assist in the project delivery. It is suggested that a proposal should be drawn up as to how the DSCS might develop its own 5 year plan, which would include expansion of membership to a target level of 2000 members. It should devise an event programme based on the likely stretches of canal to be opened first, plus other activities that will increase publicity and profile. It should also launch the "public appeal" for the first phase of the canal through wide distribution of a professionally put together fundraising leaflet, getting committed gifts from members and the general public, e.g. £5 month for 5 years from 1000 people would generate enough income (with gift aid) to complete the first phase!

Derby & Sandiacre Canal Trust (DSCT)

**Annex 2 mission and objectives*

The DSCT will continue to play the key role in the delivery of the project. It will act as the main secretariat to the Project Steering Group, facilitate meetings with current or potential partners keep lobbying for support, act as the fundraising arm of the project and deliver benefits through the establishment of the new Training Company.

Depending on the degree of financial support for the development phase, additional support for the Trust could be provided by a Project Manager employed by British Waterways and a Fundraiser managed by the Waterways Trust.

Partner- Action Plans

1. **Partners** to agree basic approach outlined above
2. **Partners** agree project development structure
3. **British Waterways** to agree to proposals and identify Project Manager
4. **Partners** identify contribution to fund Project Development,
5. **British Waterways** prepare detailed costings for different phases of the programme and identify outputs and benefits
6. **British Waterways/DSCT** draw up fundraising strategy
7. **British Waterways/DSCT** draw up public relations strategy and agree implementation with Derby and Sandiacre Canal Society
8. **British Waterways/DSCT** appoint fundraiser(s) working with Project Manager
9. **DSCT and DSCS** identify role in fundraising activities
10. **DSCT** progress proposals for formation of vocational training programme
11. **Partners** launch voluntary sector fundraising appeal.

13. Milestones

The business plan currently being completed by DSCT will show a breakdown of the whole project into a number of project teams which will identify their own specific objectives and time frames.

However an example of a schedule for the initial phase of a fundraising appeal is outlined below.

Fundraising Milestones

Description	MONTHS												
	1	2	3	4	5	6	7	8	9	10	11	12	
1 Establishment of Project Board	●												
2 Appointment of Project manager		●											
3 Appointment of Fundraiser/s			●										
4 Recruitment of volunteer groups/members				●	●								
5 Training of groups					●	●							
6 Research potential advisory board members						●	●						
7 Establish advisory board							●	●					
8 Research potential funders				●	●	●	●	●	●	●	●		
9 Plan PR and events campaign						●	●	●					
10 Launch/run public appeal								●	●	●	●	●	
11 Make funding applications								●	●	●	●	●	
12 Deliver event programme								●	●	●	●	●	

14. Recommendations

In order to advance the project the following action points should be prioritised.

- The role of British Waterways is going to be fundamental to the success of the project being delivered. A commitment from Ian White (Regional Director) has been received stating that British Waterways would be prepared to become the project manager. Details of what this commitment will mean to the project need confirming.
- Discussions should take place with the East Midlands Development Agency,

Heritage Lottery Fund and British Waterways to see if they may be prepared to fund some of the development costs, e.g. contributing to the Project Management and fundraiser’s salary. It is estimated that these costs could be in the order of £100k p.a.

- As this report sets out below, the proposal is to identify one or two relatively cheap sections of the canal on which to concentrate restoration before trying to get the funding package together to deliver the whole scheme. The specific sections need to be agreed by the Steering Group. The fact that British Waterways have recently agreed

to carry out the restoration of the very significant Sandiacre section from the junction with the Erewash Canal to the M1 motorway will prove hugely beneficial in giving confidence to all the partners that the project is underway.

- At the same time, as this section is being restored, the DSCT and DSCS should be concentrating their fundraising efforts to restore the section starting on the other side of the motorway. Thus there would be a very real likelihood of having major stretches of the project in water with one large obstruction between them.



- Detailed design plans need to be drawn up for the stretches which are to be delivered first, broken down into costed elements for funding applications. It would be beneficial if Derbyshire County Council transferred the land to DSCT to enable British Waterways to commence the initial Sandiacre to M1 stretch and for the Local Authorities to approve the transfer of land for the other phases.
- Discussions with Heritage Lottery Fund have suggested that they will strongly support the concept of the Heritage Trail and the application for this should be submitted as soon as possible. This will have to follow a two stage application process and currently the time scale for submission and approval of both phases is 18-20 months.
- The project is dependent upon Derby City Council and Derbyshire County

Council Highways Departments, and their support and co-operation needs to be confirmed as soon as possible. Early dialogue is essential to determine whether road closures and lift bridges are acceptable solutions to some of the road crossings.

- Several mentions have been made about the use of volunteers and the establishment of training schemes to contribute to the overall funding package by reducing contractor costs. These opportunities and others should continue to be explored.

15. Conclusion

Ian White, the Regional Director for British Waterways NE Region, stated at a public meeting: "It isn't a matter of **if** the Derby and Sandiacre Canal gets restored, it's a matter of **when**". For this promise to be delivered, there needs to be a commitment from a number of key

individuals and organisations. Foremost in all of these is Ian White and British Waterways who have now committed to take on the role of project management, start the restoration at the Sandiacre section and resource the production of an East Midlands Waterway Strategy. This commitment needs to be followed closely by the East Midlands Development Agency and particularly the continuing financial support from the local councils for the Canal Trust and the project as a whole. With this support and a professional approach to the fundraising there is no reason why the Derby Canal cannot be restored over the next 10 years.

Note:

This report should be read in conjunction with the Derby and Sandiacre Canal Trust Business Plan 2002 which follows.

DERBY CANAL 2012

A unique ten year scheme to deliver major economic and environmental benefits to the East Midlands

BUSINESS PLAN – 2003

Contents:

1. Introduction
2. Restoration Policy
3. Management Structure
4. Projects
5. SWOT analysis
6. PEST analysis
7. Conclusion
8. Letters of support from The Waterways Trust and British Waterways

DERBY & SANDIACRE CANAL TRUST

2002 was a very successful year for the inland waterways of the UK. The Huddersfield Narrow, Rochdale, Kennet & Avon and Forth & Clyde/Union Canals were reopened, and a new route, the Ribble Link, was opened. Two internationally acclaimed engineering “wonders” were completed; the Anderton Lift restored and the new Falkirk Wheel connected two Scottish Canals.

Canal restoration is now gathering impetus and moving very rapidly as the Government and the People have now recognised the huge economic and environmental benefits generated.

The Derby Canal scheme has already been identified by the IWAAC as being ready for major funding and British Waterways have listed the project in Tranche 3 for completion by 2020.

The Directors of the Derby & Sandiacre Canal Trust believe that this project is so important to the East Midlands that the waterway should be completed sooner.

We therefore set out below our vision to deliver the full restoration of the Derby Canal within 10 years, working with British Waterways, The Waterways Trust, local authorities, EMDA and other partners.

1. INTRODUCTION

The Derby and Sandiacre Canal Trust recognise that the issues relating to the business plan have already been defined and evaluated within The Waterways Trust ‘Fundraising Feasibility and Strategy Report’ (*the report*). As a consequence, rather than reiterate those issues, it is incumbent upon us to define our business plan in the form of our

response to *the report* together with the plans that we have subsequently adopted.

The Derby and Sandiacre Canal Trust accept The Waterways Trust report in full, and gratefully acknowledge the wealth of experience brought to bear on its contents. In addition, we have carried out our own analysis (see Section 6) and concluded that outcomes of both are overwhelmingly positive and in favour of the entire restoration scheme. We also accept that various points have been raised which we have addressed as follows:

2. RESTORATION POLICY

As stated in *the report*, it is highly unlikely that the whole scheme will be funded from a single proposal. We have, therefore, adopted the policy of dividing the route into sections which may be considered as projects, together with their estimated headline costs and timeframes (see 'projects' section). These projects add flexibility to the scheme since they may be achieved in either stand-alone form or grouped as associated projects.

Such flexibility allows the Canal Trust to quickly take advantage of funding opportunities as they arise, to match projects to the funding available and to respond to local initiatives. In addition it will allow the project planning, project management and fundraising tasks to remain focused upon specific rather than general objectives.

The Canal Trust recognises however that such flexibility is in practice, limited. It is not desirable to carry out projects in a haphazard fashion, each must be considered for local impact, cohesion within the total scheme and likelihood of completion of adjoining projects etc. It is therefore concluded that the Canal Trust management structure should somewhat separate the overall strategic functions and the operational functions while maintaining a coherent whole (see 'management structure' section).

The Canal Trust is entirely aware of the necessity to provide value for money and to ensure that costs are minimised whilst maintaining quality. We will adopt strategies accordingly including:

- Fully planning projects and actively seeking partnerships accordingly.

- Ensuring projects are properly programmed and managed.
- Ensuring sound financial management of each project.
- Implementing the training scheme in conjunction with the Learning and Skills Council and Job Centre Plus in the first project and thereafter wherever it is practical to do so.

We accept that it is necessary to employ paid full time staff particularly in the operational functions. However, the Canal Trust does not currently have such funds available. In order to address this, we are carefully planning the first round of projects identified with immediate timeframes to include sufficient funds to provide a progression from our current entirely voluntary situation to the staffing levels required. We will present this plan together with a funding application to the East Midlands Development Agency in March 2003. Once established, the operation will continue to be self funded from within the project costings.

3. MANAGEMENT STRUCTURE

In keeping with *the report*, the Canal Trust will modify its management structure by March 2003 as follows:

- **The Executive**

Will adopt a strategic role within the current constitution, to act as the top-level management of the canal scheme and to maintain the current points of contact with government agencies, local authorities, regulatory bodies, major funding bodies, British Waterways and the Waterways Trust. They will also manage 'whole scheme' functions such as spoil disposition, water supply and major sponsorship etc. The Executive will also be responsible for vetting and authorising projects recommended by the Operational Management.

The Executive will be elected from current members of the Canal Trust and meet according to a specific agenda. The Chairman of the Executive will also be the Chairman of the Canal Trust.

- **Operational Management**

Small groups (2-4 persons) will have responsibility for the management of specific functions such as obtaining funding or managing specific restoration projects within the overall strategy agreed by the Executive. The groups will co-opt specialists and others as necessary and be fully responsible for planning and carrying out their functions. They will report their recommendations and progress on authorised projects to the Executive.

For each authorised project the Operational Management groups will work together as necessary to achieve their objectives, particularly ensuring that fundraising matches project plans and to ensure the current and future continuity of projects.

- **The Canal Trust**

The Trust will comprise of the Executive, the Operational Management, representatives from the Local Authorities and other 'interested parties' (In accordance with the constitution). It will continue to meet on a regular basis and monitor progress as a whole.

4. PROJECTS

The following is the list of projects comprising the whole scheme. For clarity, it is sequenced from Sandiacre Junction to Swarkestone Junction and is not intended to imply either priority or order of completion.

Section	Exclusions	Estimated Time before start	Headline costs £ ,000
			£
Sandiacre Junction to M1 motorway	Springfield Road bridge Bostocks Lane bridge M1 bore	Immediate	2,510
Springfield crossing		1+ years	139
Bostocks Lane bridge		1+ years	189
M1 thrust bore		6+ years	1,259
M1 motorway to Risley Lane	Risley Lane bridge	Immediate	1,585
Risley Lane bridge		1+ years	589
Risley Lane to Hopwell Rd	Hopwell Road bridge	Immediate	1,462
Hopwell Rd bridge		1+ years	650
Hopwell Rd to Derby Rd (Draycott)	Derby Road bridge (completed)	Immediate	808.5
Derby Rd to the Ockbrook	The Ockbrook culvert	2+ years	975.4
The Ockbrook culvert		Immediate	16.2
The Ockbrook to Station Rd, B'wash	Station Road bridge	Immediate	422.7
Station Road bridge		2+ years	577.5
Station Road, B'wash to Lees Brook	Lees Brook culvert	Immediate	582.7
Lees Brook culvert		Immediate	7.3
Lees Brook to Megaloughton Lane	Anglers Lane bridge Megaloughton Lane bridge	Immediate	x
Anglers Lane bridge		Immediate	26
Megaloughton Lane bridge		6+ years	26
Megaloughton Lane to River Derwent	Aqueduct over river	6+ years	x
Aqueduct		6+ years	1,228.2
River Derwent to railway at Wilmorton	Railway tunnel	6+ years	x
Railway tunnel		6+ years	1,063
Railway to Harvey Road	Harvey Road bridge	2+ years	x
Harvey Road bridge		2+ years	1,212.8
Harvey Road to Shelton Lock	Brackens Lane bridge Boulton Lane bridge	Immediate	x
Brackens Road bridge		2+ years	160.4
Boulton Lane bridge		2+ years	295.7
Shelton Lock to Sinfin Moor Lane	Baltimore Bridge	Immediate	546.5
Baltimore bridge (Sinfin Moor Lane)		Immediate	26
Sinfin Moor Lane to A50	A50 tunnel	6+ years	718
A50 tunnel		6+ years	924
A50 to Swarkestone Junction (original route)		Immediate	112.9
A50 to Swarkestone Junction (diverted route)		6+ years	272.3
			£18,385.1

Notes:

(1) The headline costs have been estimated by W. S. Atkins, assuming reasonable progression of projects.

(2) Each 'project' is inclusive of final design, planning, funding and construction stages, the estimated start times therefore refer to commencement of final design.

(3) Detailed costing for the five sections of the Canal marked "x" above have deliberately been excluded as a number of design options have yet to be resolved. However, there is a high degree of confidence that the canal can be restored within the W S Atkins' most recent costing of £35.4m. The cost-savings identified later in this report have the potential to reduce the overall cost by up to £12m.

5. SWOT ANALYSIS

- **Strengths**

The scheme enjoys proven public support and enthusiasm.

After a gap of 60 years, re-connects City of Derby to national canal network.

All local authorities affected support the concept and objectives of the scheme, recognise the benefits to be derived and are represented on the Trust by both elected members and officers.

We incorporate a Canal Society with a large and committed membership. The Society volunteers carry out restoration work and provide funding for the Trust.

Together with the existing Trent & Mersey and Erewash Canals, the scheme will re-establish the historic 25-mile canal ring, with particular emphasise on the provision of a linear aquatic park. Such circular routes carry considerably more benefits than single arm canals.

The scheme provides for all year round connection to the national network for the Erewash Canal and eventually the Cromford & Nutbrook Canals.

The Derwent Valley has recently been declared a World Heritage site, Derby has featured in the development of the transport system. Canal transport was first, followed by train and planes. All of these can be interpreted as part of the canal scheme, along with its own heritage of original plateways (early railways), the world's first cast-iron aqueduct, the first containerisation system and the development of industries in Derby and the surrounding area.

Active support of British Waterways, The Waterways Trust and Sustrans

Government advisory body re-affirms high rating for regional significance and readiness for capital funding - IWAAC (Inland Waterways Amenity Advisory Council) reports.

The local authorities have guaranteed protection of canal route via the published Local Plans.

The scheme is not constrained by time factors. Other canals are still in full use after more than 250 years.

Awareness of all planning and engineering challenges.

The studies, reports and basic design studies have already been carried out and opportunities for "Icon sites" identified, i.e. Derwent Aqueduct.

Major savings on the headline cost can be achieved by:

- a) The creation of a training scheme to train unemployed in "Construction Industry NVQ" in conjunction with Derbyshire LSC.
- b) The creation of partnerships with commercial organisation offering mutual benefits.

Sourcing partners offers major cost-savings, i.e. Lafarge Redland, Railtrack, BW.

The scheme further extends the traffic-free route in the region for all users.

The design criteria meets the requirements of BW, enabling them to become full participants in conjunction with the Waterways Trust and to manage and maintain the canal upon completion.

- **Weaknesses**

Local authorities' shortage of available funds to financially support the Trust and to provide development funding; three of these, however, have committed support funding for three years.

Headline cost of £35.4m is perceived as a large sum to achieve. (Headline cost can, however, be significantly reduced by volunteer effort; the planned training company and partners.

Because of their intangible nature, it is difficult to quantify the economic benefits; there is also a suspicion that those benefits have been over-stated by BW and Atkins notwithstanding both parties' proven experience in this field.

The scheme is recognised nationally as "high profile", within only the boating world.

We have not yet appointed a professionally led project-team.

Trust is currently too reliant on a few individuals.

We have not yet achieved the first canal section, which would then attract local business involvement, further funding, wider political support and maximise opportunities for economic and job-creation benefits. (Start the "domino effect").

We have insufficient committed financial backing.

Purchase of remaining canal sections not yet completed.

- **Opportunities**

The recreation of a major regional waterway, wildlife corridor and multi-user trail offering free access for all.

A catalyst for city, urban and rural regeneration, offering major economic and job creation benefits, both short and long term.

Provides easy access to the countryside and opportunities for much needed rural diversification.

Training opportunities for local population providing qualifications and gateway for work.

Increased opportunities for the current local underdeveloped tourism industry.

Excess excavated material will be used to re-instate gravel workings (East Midlands Airport safety scheme/rebalancing natural environment).

- **Threats**

Perceptions that capital funding is out of reach of the Trust.

Future allocation of funding by local authorities, both for the Trust and studies etc, is not guaranteed.

Lack of co-operation from Railtrack and Severn Trent Water in resolving design issues.

The Wyvern - guarantee of the canal line on the Local Plan is conditional upon “reasonable” progress being achieved.

6. PEST ANALYSIS

- **Political**

The scheme falls within the national environmental, leisure and local regeneration blueprints

The scheme is popular within the local populations

The public will have unrestricted access to the restored canal facilities

There are no opponents to the canal scheme

The public and all potential user groups are given opportunities to contribute to the project

There is no profit motive to the scheme. It is a regional scheme for the benefit of the region.

- **Economic**

The restored canal will attract boaters, horse-riders, the disabled, walkers, cyclists and fishermen from both within and outside the region. It will also be used by casual strollers, as a route to and from work, as a route to and from local amenities.

All of the above require further facilities to meet their needs. These may include marinas, boat services, cycle hire, equipment suppliers, café's, pubs, restaurants, many of which will be new facilities to the area. The scheme, therefore, offers an economic opportunity for all local communities.

- **Social**

Canal corridor is socially inclusive – free access, with only water users paying

Improved facilities and total access for the disabled

Connects World Heritage Site, rebuilding Derby's history and providing opportunity to create "Future Heritage"

Improves recreational usage, including walking, cycling, horse riding, fishing and nature conservation.

Provides for the reduction of road usage by upgrading footpaths into cycle routes and bridleways (3 kms already completed).

Much of the canal will be built, using volunteers and trainees, creating social/community involvement and job training.

- **Technological**

Canal construction is technically simple, based on techniques used for over 250 years. There are no technical reasons for the scheme to fail.

Water supply guaranteed by use of established back pumping techniques, water supply agreed by BW.

Future maintenance is not reliant on any technical solutions, being the same as the construction techniques.

7. CONCLUSION

The restoration of the Derby Canal, incorporating a 13-mile public linear park re-connecting the City of Derby to the UK's waterways network, will create immense regional benefits.

The Derby Canal Restoration Scheme now requires increased financial commitment and active involvement from the local authorities, Government agencies and other partners in order to access major revenue and project funding to complete the restoration within ten years.



Annex 1

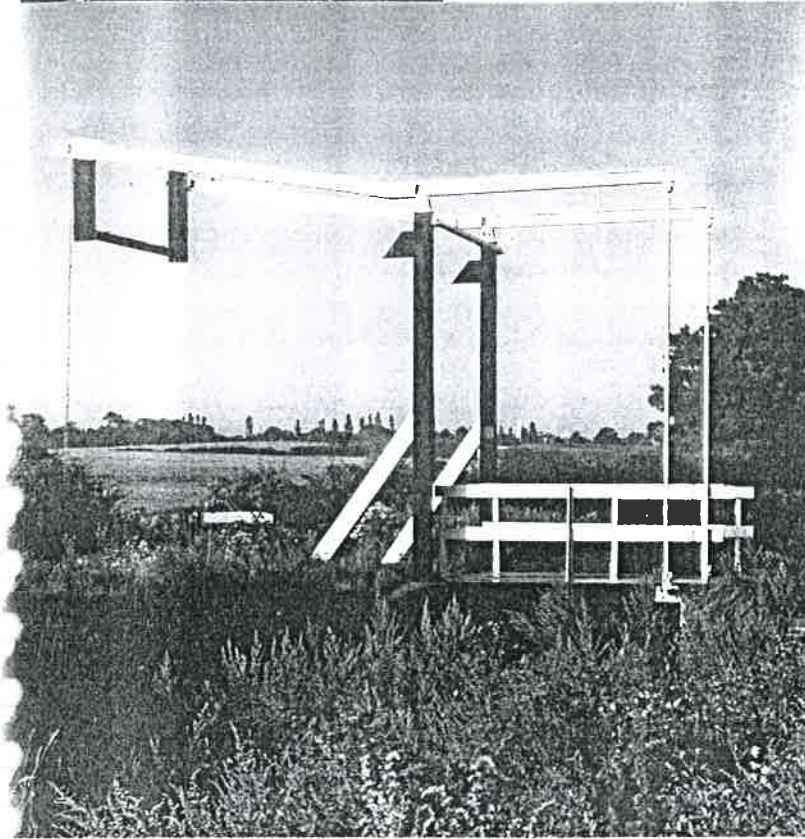


iwaac
impact

A Second Waterway Age

Review of waterway restoration
and development priorities

Report June 2001



Foreword by IWAAC Chairman

This review takes stock of progress on waterway restoration and development since our 1998 Report *Waterway Restoration Priorities*. A dynamic across-the-board look at the restoration scene, it is a snapshot of progress showing a wealth of information. It has been a complex and demanding task to draw the data together, and inevitably the picture will be out of date already in some respects, but I believe it will be invaluable for the broad-ranging perspective it offers the reader.

We record spectacular recent progress, building on years of sustained voluntary effort, on the four Millennium Lottery projects. The Millennium Link (Scottish Lowland Canals) and the Huddersfield Narrow Canal are substantially open again to navigation; the Rochdale Canal and the Ribble Link are both likely to open in 2002/3. There has also been progress on key projects such as the Anderton Boat Lift, but limited or no apparent progress on a long list of other projects.

From our research we have drawn a number of lessons as a basis for recommendations and advice on the restoration process. We highlight, among a variety of factors:

- the importance of taking an overall professional view of the restoration process, particularly by involving the major navigation authorities able to tackle large-scale engineering work;
- the importance of broad-based partnerships reflecting multiple benefits to underpin any restoration scheme;
- the value of obtaining local authority support from the outset;
- the practical merit in progressing via discrete stages in line with realistic funding possibilities, and
- the need to maximise the appeal of restoration projects to potential funding partners by promoting other benefits, in particular urban and rural regeneration, community access and social inclusion, environmental enhancements, and where appropriate water transfer possibilities, over and above the recreational gains from extensions to the navigable system.

We also underline, much more than we did in 1998, the crucial importance of including nature conservation opportunities and taking account of water supply factors to achieve sustainable restorations.

Waterway restoration continues to bring significant regeneration and recreational benefits throughout the country. *Waterways for Tomorrow* (June 2000) confirmed Government support for the partnerships that will make

further progress a reality. The promised guidance to prevent road building schemes severing restoration projects is now in place.

British Waterways has a strategic remit to pursue waterway restoration nationwide, and it is already pushing ahead with assessments of further major projects beyond its current commitments.

The newly formed Waterways Trust has already shown its value in facilitating completion of the restoration of the Rochdale Canal and Anderton Boat Lift and construction of the Ribble Link, and now has a schedule of future projects where it could play an enabling role. It could offer a funding source dedicated to waterway-based regeneration that has long been needed. There is ample scope for the Trust to develop a positive role in assisting promoters, especially in supporting the work of the voluntary sector.

The challenge, for all of us, is now to ensure that the increasingly professional approach to restoration activity at the end of the twentieth century is maintained into the twenty-first. I believe that the recommendations and advice in this review will help us all to achieve that goal.

Finally, I wish to thank everyone, and particularly those in the voluntary sector who responded to our questionnaire and requests for information and advice, members of the Council Working Group who have given unstintingly of their time and knowledge, and the Heritage Lottery Fund for their generous grant towards our research and publication costs.



The Viscountess Knollys DL
Chairman

Executive summary

New report

This report reviews the state of play on just over 100 projects to restore disused inland waterways or waterway structures and to develop new waterways. The total estimated capital costs involved are approximately £700 million, a large figure but one that could in return generate benefits to economies and communities across the country for decades ahead. The report also reviews (Section 2) major developments, national and local, which have had an impact on the restoration process since 1998 and changes affecting the main sources of funding.

Findings

The Council's assessment of the progress of all the projects for which responses were made to the May 2000 questionnaire is summarised in Table 1, and in set out detail in the Main Schedule (Annex A). Further progress up to June 2001 is also recorded where such information has been forthcoming. A comprehensive updating questionnaire was simply not feasible, but it should be borne in mind that further progress would have also been made in a number of other cases in the period. Section 3 provides a further commentary. The project locations are shown on the Map.

This year and next sees the culmination of a dramatic burst of waterway restoration and development largely facilitated by the availability of National Lottery funding, with a number of key projects reaching completion and lengths of waterway re-opened to navigation after decades of disuse and neglect. Such progress is seen, rightly, as evidence of a "second waterway age".

The new assessments

This report assesses those projects that will follow on beyond these completed or near-complete restorations. It departs from the 1998 *Waterway Restoration Priorities* Report in that it looks not at the estimated time-scale for main funding but at the funding stage that each project has reached. There are four categories – **Advanced**, **Substantial progress**, **Intermediate** and **Early stage**. Each project has also been assessed, as in 1998, for its existing heritage and wildlife importance, and in terms of factors such as the contribution to extending or linking the national system and potential for urban and rural regeneration. These assessments of **National/Regional/Local** importance are applied uniformly across projects whether in England, Wales or Scotland. The majority of the 1998 assessments are unaltered but there are a few changes noted in the commentary. Some projects – notably the Chesterfield Canal, the Lichfield and

Hatherton Canals (jointly), the Neath, Tennant and Swansea Canals (collectively), the South Forty Foot (or Black Sluice) Drain and the Wilts & Berks Canal – have been upgraded from Regional to National status.

Interim funding

Where promoters have supplied details of the next stage(s) of work needed to progress their project, these are included. These stages are all candidates for short-term funding regardless of the funding stage of the project overall.

Keys to success and further progress

After years of committed effort by the voluntary sector, the key to the successful completion of the current major projects and to maintaining this scale of progress is the work of British Waterways, in partnership with The Waterways Trust and other voluntary sector and public organisations, to plan, manage and secure funding for projects and make provision for longer-term management and maintenance.

These projects include the Scottish Lowland Canals, the Huddersfield Narrow Canal, the Anderton Boat Lift, the Rochdale Canal and the Ribble Link, as well as the Kennet & Avon Canal post-restoration work of British Waterways (which is outside the scope of this review, as it was of the 1998 Report).

The Council expects, therefore, to see the most rapid progress in the next few years on those projects in which British Waterways and its partners are already actively involved. In particular, the Bedford-Grand Union Link, the Cotswold Canals, the Droitwich Canals, the Foxton Inclined Plane, the Grantham Canal, the Lancaster Canal Northern Reaches, the Monmouthshire Canal, the Montgomery Canal and the Pocklington Canal.

Local authority support should also make possible the completion of the Ashby, Burslem Port, Chelmer and Derby projects and substantial progress on the Lichfield, Hatherton and the canal projects in the Vale of Neath and Swansea Valley. There is a developing role, too, for the Environment Agency, for example building on earlier initiatives for the Anglian waterways and the subsequent Fens Tourism Project, whereby navigation developments are part of a wider strategy to bring benefits to areas some distance from the waterways.

Beyond these much will depend on the longer-term strategies of British Waterways and The Waterways Trust, acting in partnership or independently, as well as national and regional development agencies and local authorities,

to assist the on-going efforts of local voluntary restoration societies. The review offers a wide choice of projects, especially but not exclusively those assessed as of National and Regional significance from which they will be able to choose whether to help and what form that help could take.

New recommendations

The Council fully acknowledges the commitment and dedicated efforts of the voluntary sector but remains concerned at the significant number of projects that appear to have made little or no progress since 1998. The recommendations in Section 4 are offered in the hope that they will help the promoters of these projects in particular, by identifying what they need to do and where advice and support can be obtained. There are also recommendations on a number of other issues identified as relevant to the main players since the 1998 Report.

Ref
no

Waterway or structure

Projects completed or with
funding for completion (in alphabetical order)

- 1 Anderton Boat Lift
- 2 Basingstoke Canal - backpumping to locks 1-6 (Woodham Locks)
- 3 Great Ouse Relief Channel (see also Nar - Great Ouse Link ref no 64)
- 4 Forth & Clyde and Union Canals - "Millennium Link"
- 5 Huddersfield Narrow Canal
- 6 Ribble Link
- 7 Rochdale Canal

Other projects (in alphabetical order)

England

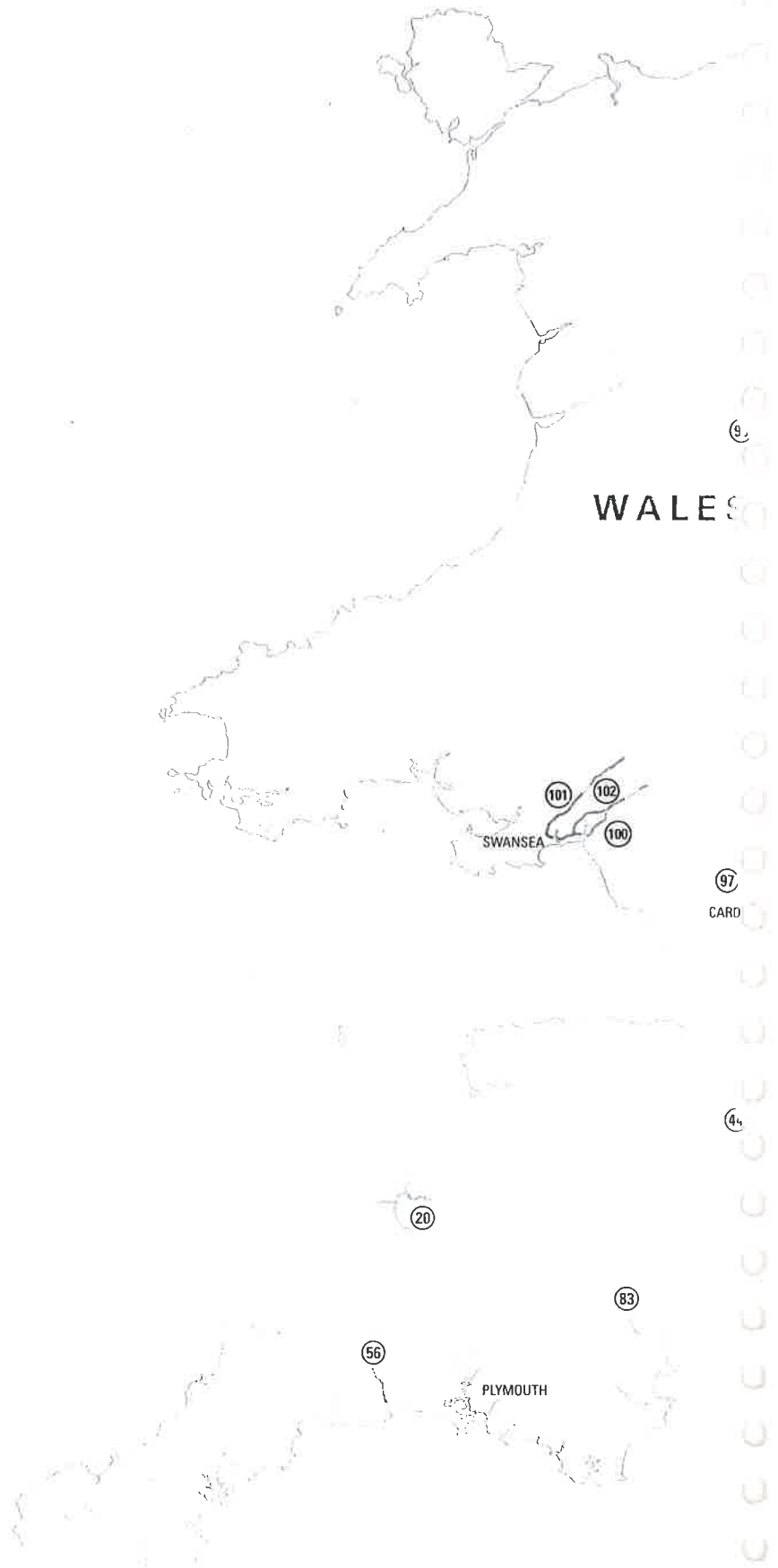
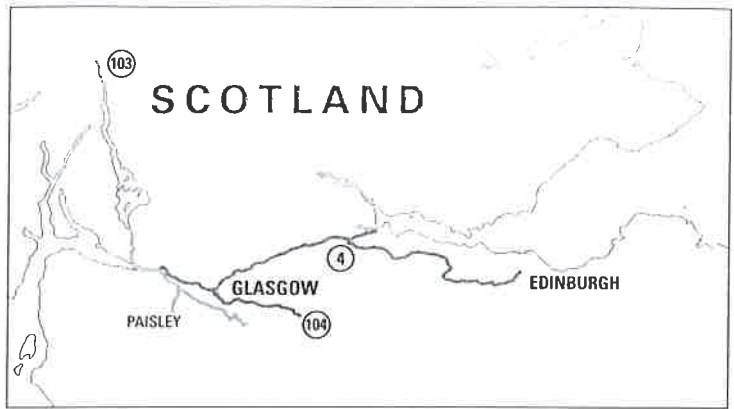
- 8 Ancholme Rase Link
- 9 Ancholme-Witham Link
- 10 Ashby Canal
- 11 River Avon (Warwickshire) - Upper Avon Extension
- 12 Aylsham Navigation
- 13 Barnsley and Dearne & Dove Canals and branches
- 14 Basingstoke Canal - Western End
- 15 Bedford-Grand Union Canal Link
- 16 Blyth Navigation
- 17 Bottisham Lode
- 18 Bourne Eau
- 19 Bow Back Rivers
- 20 Bude Canal : Barge and Tub Boat sections
- 21 Caldon Canal - Foxley Arm (Robert Heath's Canal)
- 22 Caldon Canal - Norton Green Arm (Sparrow & Hales Canal)
- 23 Caldon Canal - Leek Branch Extension
- 24 Caldon Canal - Froghall Tunnel water levels
- 25 Chelmer Navigation
- 26 Chesterfield Canal - completion and Rother Link
- 27 Chichester Ship Canal
- 28 Cotswold Canals - Stroudwater Navigation
- 29 Cotswold Canals - Thames & Severn Canal
- 30 Cromford Canal - Northern Section
- 31 Cromford Canal - Southern section
- 32 Derby Canal
- 33 Dorset & Somerset Canal - Frome Branch
- 34 Driffild Navigation
- 35 Droitwich Canals
- 36 Dudley No 2 or Lapal Canal
- 37 Earith to Ramsey Link
- 39 Foxtan Inclined Plane
- 41 Grand Union Canal -Buckingham Arm
- 42 Grand Union Canal - Slough Arm link to River Thames at Elton
- 43 Grand Union Canal - Wendover Arm
- 44 Grand Western Canal - Tub Boat Section
- 45 Grantham Canal
- 46 Hatherton Canal
- 47 Herefordshire & Gloucestershire Canal
- 48 Horncastle Navigation
- 49 Ipswich & Stowmarket Navigation (River Gipping)
- 50 Ivel Navigation
- 51 Lancaster Canal - Northern Reaches
- 52 Lark Navigation
- 53 Leeds and Liverpool Canal Extension - Liverpool Link
- 54 Leven Canal
- 55 Lichfield Canal
- 56 Liskeard & Looe Canal
- 57 Little Ouse Navigation
- 58 Llangollen Canal - Whitchurch Arm
- 59 Louth Navigation
- 60 Macclesfield Canal to Caldon Canal Link
- 61 Manchester, Bolton & Bury Canal
- 62 Melton Mowbray Navigation and Oakham Canal
- 63 Montgomery Canal (also Wales)
- 64 Nar - Great Ouse navigation link
- 65 North Walsham & Dilham Canal
- 66 River Ouse (Sussex)
- 67 Pocklington Canal
- 68 Portsmouth & Arundel Canal
- 71 Sankey Canal
- 72 Sankey Canal to Leeds & Liverpool link
- 73 Shrewsbury & Newport Canals
- 74 Sleaford Navigation
- 75 Sleaford Navigation - Grantham Canal link
- 76 Soham Lode
- 77 Somersetshire Coal Canal
- 78 South Forty Foot Drain (Part Witham - Nene link) (See also Welland Nene link, ref no 90)
- 80 Stamford Canal (Welland 'System')
- 81 Stour Navigation
- 82 Stourbridge Canal - Fens Branch
- 83 Stover Canal
- 84 Swaffham Bulbeck Lode
- 85 Thames & Medway Canal
- 86 Trent & Mersey Canal - Burslem Arm "Burslem Port Project"
- 87 Uttoxeter Canal - first lock and basin
- 88 Waveney Navigation
- 89 Weaver Navigation - Frodsham Cut
- 90 Welland - Nene Link (see also South Forty Foot Drain ref no 78)
- 91 Wey & Arun Canal
- 92 Wilts & Berks Canal and North Wilts Canal
- 93 River Wissey
- 94 Witham Navigable Drains - East Fen Lock
- 95 Worsley Delph & Underground Canals

Wales

- 97 Glamorganshire Canal - Nantgarw Pottery Museum
- 98 Monmouthshire Canal (incl Crumlin Arm)
- 99 Montgomery Canal (also England)
- 100 Vale of Neath and Swansea Valley Canals - Neath Canal
- 101 Vale of Neath and Swansea Valley Canals - Swansea Canal
- 102 Vale of Neath and Swansea Valley Canals - Tennant Canal

Scotland

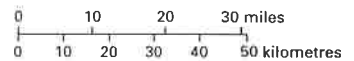
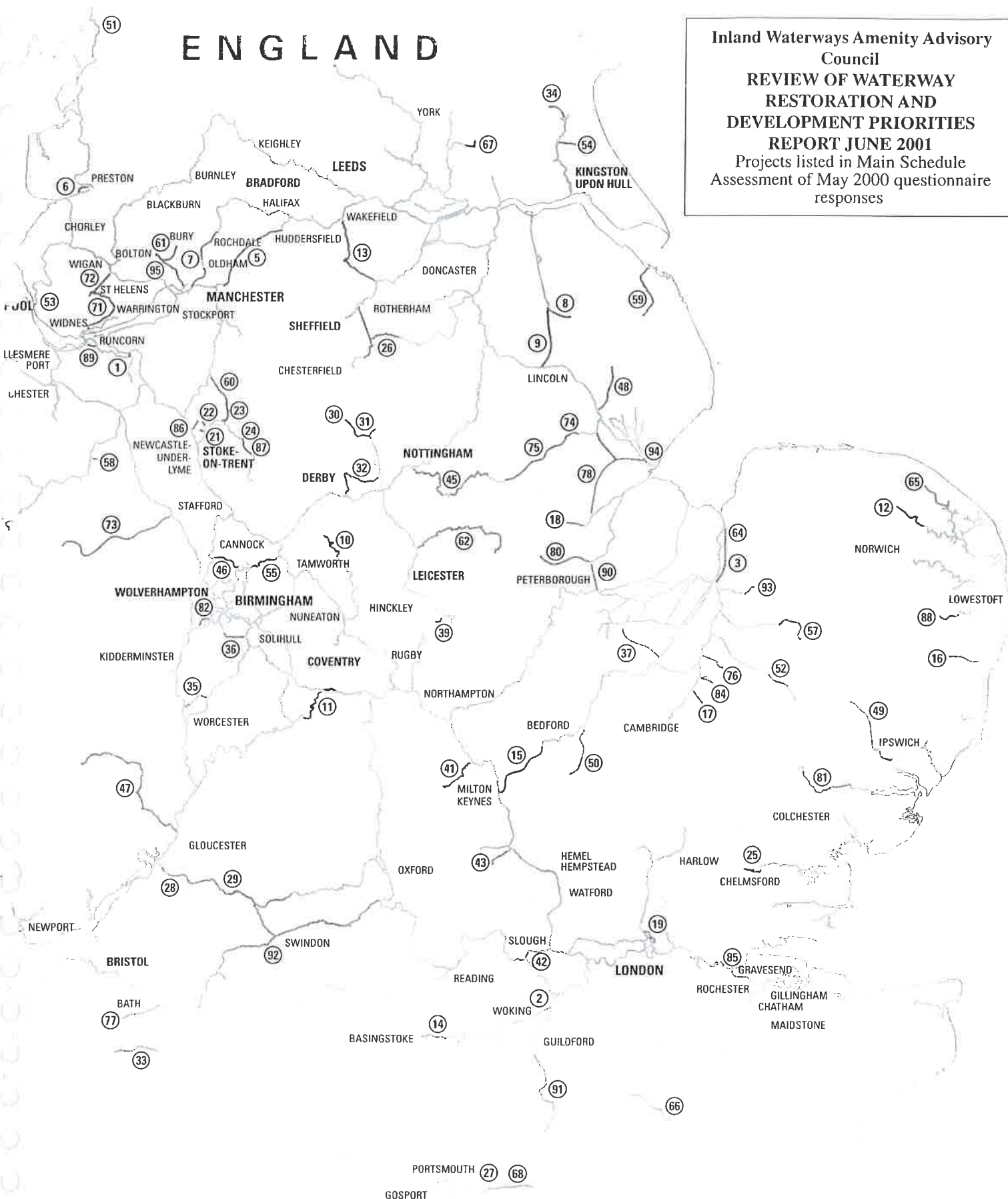
- 103 Ardlui to Inverarnan Canal
- 104 Monkland Canal



Footnote - Projects not assessed: Ref nos 38, 40, 69, 70, 79 and 96 in Main Schedule have not been assessed for reasons set out there and are not shown on Map.

ENGLAND

Inland Waterways Amenity Advisory Council
REVIEW OF WATERWAY RESTORATION AND DEVELOPMENT PRIORITIES
REPORT JUNE 2001
 Projects listed in Main Schedule Assessment of May 2000 questionnaire responses



This map has been prepared to assist readers of the report to identify the approximate location of the waterway or structure, restoration project or proposed new waterway. The only projects shown are those responding to the IWAAC questionnaire. Some projects are shown out of scale for ease of identification and the alignment of some proposed link canals is provisional. Projects listed in the IWAAC report are identified by a red line (—) in order to differentiate them from the main navigable system which is shown in blue (—).

Table 1 Summary - Progress of Projects

Source: responses to May 2000 questionnaire

Ref no As Annex A	Waterway or structure An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk	English region Wales or Scotland	Strategic significance For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A)	Commentary
----------------------	---	-------------------------------------	---	------------

Projects completed or with funding for completion (listed alphabetically)

1	Anderton Boat Lift	North West	N	Due to open Spring 2002 with funding from EH, HLF and voluntary sector
2	Basingstoke Canal - backpumping locks 1-6 (Woodham Locks)	South East	L	HLF funded post-restoration work. Further back pumping required for remaining 25 locks
3	Great Ouse Relief Channel (see also Nar - Great Ouse Link no 64)	Eastern	L	Opening July 2001. Progress needed now on Nar - Great Ouse Relief Channel link
4	Forth & Clyde and Union Canals - "Millennium Link"	Scotland	N	Following funding package including Millennium Lottery grant, Forth & Clyde opened May 2001 and Union Canal substantially open. Formal opening of Falkirk Wheel link scheduled for May 2002
5	Huddersfield Narrow Canal	North West Yorks & Humber	N	Reopened to through navigation May 2001 with Millennium, EP, RDA and LA funding
6	Ribble Link	North West	N with Lancaster Canal Northern Reaches	Millennium and LA funded strategic link begun April 2001 will open in 2002. Enhances need for progress on Lancaster Canal Northern Reaches (no 51)
7	Rochdale Canal	North West Yorks & Humber	N	Due to reopen to through navigation in 2002 with Millennium, EP and LA funding

Assessment of other projects by funding stage reached (listed alphabetically)

Advanced (1) - where all preliminary work has been done

10	Ashby Canal	East Midlands	L	Snarestone to Measham ready for funding on approval of draft Transport & Works Act 1992 Order. Northernmost section to Moira partially complete
25	Chelmer Navigation	Eastern	L	Welcome LA- led initiative to extend existing navigation into town centre
32	Derby Canal*	East Midlands	R	Positive support shown by LAs welcome. Momentum needs to be maintained to progress project
35	Droitwich Canals	West Midlands	N	Real progress being made at last for achievable scheme with welcome strong support from LAs. £2m funding now committed from LAs with further support expected from RDA and HLF All interests involved should treat this project as a priority for completion
39	Foxton Inclined Plane	East Midlands	N	Council is pleased to see comprehensive progress made with feasibility work since the 1998 Report. Vital that restoration and construction work respects integrity of important former structures

Regional projects

- 3.15 The Category 1 Regional projects – the **Derby, Grantham and Monmouthshire Canals** – are all distinguished by strong local authority support for restoration and should be able to complete the remaining work within a few years once additional funding is secured. Their strategic status remains unchanged since 1998.
- 3.16 In Category 3, projects include two new East Anglian waterways – the **Earith to Ramsey** and the **Welland-Nene Links** – which the Fens Tourism Strategy is promoting and which merit the fuller feasibility studies that are being led by the Environment Agency in partnership with local authorities, and a third new length, the **Liverpool Link**, extending the Leeds & Liverpool Canal through the docks to enliven the City waterfront. Other projects are the **Somersetshire Coal Canal**, another historically important waterway where funding has been secured for further restoration work and the **Sleaford Navigation** where, in contrast, progress towards completion has been limited.
- 3.17 There are eight Regional projects in Category 4, all of which require basic technical and economic feasibility studies before their prospects can be properly assessed. One of the most ambitious is the **Barnsley and Dearne & Dove Canals** project where more co-ordinated local authority support is vital if restoration is ever to be achieved. The **Bow Back Rivers** project in East London could prove a strategic regeneration focus for this part of London. The **Dudley No 2** or **Lapal Canal** has been upgraded from Local status in 1998. The **Macclesfield Canal - Caldon Canal Link** is a new project and potentially important. The **Manchester, Bolton & Bury Canal** is of high historic importance and the renewed interest in a comprehensive restoration by British Waterways, local authorities and the voluntary sector is very welcome. The **Portsmouth & Arundel Canal** is a long term aspiration and will need to be considered in relation to the Chichester Ship and Wey & Arun projects. The **Sankey Canal** is also of great historical importance and an investigation into its restoration potential will assist in assessing the potential value of a **Sankey Canal/Leeds & Liverpool Link**. A **Sleaford Navigation-Grantham Canal Link** is similarly dependent on progress on the restoration of the waterways it is designed to connect.

Local projects

- 3.18 These occur, inevitably, in all categories and comprise a very heterogeneous group of projects. The distinguishing feature of those in Category 1, such as the **Ashby Canal**, the **Chelmer Navigation**, the **Wendover Arm**, and the **Burslem Port Project**, is the pro-active support of the responsible local authority/navigation authority. In contrast, the **Chichester Ship Canal**, in Category 3, has not moved forward since 1998 and needs more sustained local authority support for what should be a relatively straightforward project.
- 3.19 In the remaining categories are a number of new entrants to the assessment for example, the various **Caldon-Uttoxeter Canals** projects, the **Ardlui to Inverarnan Canal** in Scotland, the **River Ouse** in Sussex and the **River Wissey** project. At least two of the Caldon projects already have local authority support.
- 3.20 The bulk, however, were rated medium and longer-term projects in 1998 and many appear to have made little or no progress since then despite the evident recreational and other community benefits they would appear to offer to their local communities. There is clearly an urgent task in promoting these restorations to win local political support.
- 3.21 A distinct group, as was noted in the 1998 Report, is in East Anglia and the Fens. They include the **Ancholme-Rase Link**, the **Ancholme-Witham Link**, the **Aylsham Navigation**, the **Blyth Navigation**, **Bottisham Lode**, **Bourne Eau**, **Horncastle Navigation**, **Ivel Navigation**, **Lark Navigation**, **Little Ouse Navigation**, **North Walsham & Dilham Canal** (regraded to Local from Regional), **Soham Lode**, **Stamford Canal (Welland 'System')**, **Swaffham Bulbeck Lode**, **Waveney Navigation**, **River Wissey**, **Witham Navigable Drains - East Fen Lock**. Some, e.g. the Aylsham Navigation and the North Walsham & Dilham Canal, may have difficult nature conservation issues to resolve but the majority do not appear to present any very great difficulties in the way of restoration/development and should be looked at as a priority by the relevant authorities. Construction of the Bedford-Grand Union Canal Link may well stimulate greater interest in expanding the navigable system to the east but it is to be hoped that in the interim the outcome of the Fens Tourism study will encourage a more pro-active approach by the responsible authorities.
- 3.22 A few local projects are showing what can be achieved – the assessment notes the success of the

Annex A:

Review of waterway restoration & development priorities report 2001 Main Schedule

WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW

FACTUAL INFORMATION

Ref no	Waterway or structure	Project length (km)	Location/extent	English region, Wales, Scotland	Local authority area(s)	Current waterway manager or owner (if any)	Link with other navigation authority (if any)	Project promoter(s)	Project description/objective (summary based on questionnaire response)	Est cost £m (exc VAT)
1	2	3	4	5	6	7	8	9	10	11
30	Cromford Canal - Northern Section	8	Cromford and Ambergate	East Midlands	Derbyshire, Amber Valley Borough, Derbyshire Dales District			Derbyshire CC	Restoration of canal fabric to agreed management plan	Not known
31	Cromford Canal - Southern Section	6.4	Erewash Canal at Langley Mill to Butterley Tunnel	East Midlands	Derbyshire, Amber Valley Borough	Part BW Remainder	BW	Groundwork Trust/Erewash Canal Preservation & Development Association	Restoration to reach Butterley Tunnel and make contact with small gauge railway of Midland Railway Trust to promote regeneration of area	6
32	Derby Canal	18.5	Trent & Mersey Canal to Derby then to Erewash Canal	East Midlands	Derbyshire, South Derbyshire District, Erewash Borough, City of Derby		BW	Derby & Sandiacre Canal Trust	Restoration of through navigation as close as possible to original route, creating new 40km cruising ring and re-connecting Derby to national system, maximising sustainable employment, tourism, heritage, nature, leisure and educational benefits to area	35
33	Dorset & Somerset Canal - Frome Branch	17.7	Frome to Nettlebridge	South West	Somerset, Mendip District			Dorset & Somerset Canal Study Group	Conservation of line of canal and surviving structures and interpreting them to public in area without canals. Also construction of the 78.85 km main line	Not yet costed
34	Driffield Navigation	22	Great Driffield to Aike Beck on River Hull	Yorks & Humber	East Riding of Yorkshire	Driffield Navigation Trust	Hull City	Driffield Navigation Trust	Completion of through navigation on remaining 50% of length to Driffield; promoting tourism development and an educational resource	0.75

Next phase(s) (if applicable)/ Cost £m/k (if known)	ASSESSMENT																FINDINGS		COMMENTARY
	Existing importance		Key criteria														Funding stage reached: Advanced (1) Substantial progress (2) Intermediate (3) Early (4)	Strategic significance National (N) Regional (R) Local (L)	
			Preliminary work: Completed (C) Progressing (P) Outstanding (O)																
	Heritage merit H/M/L	Nature conservation H/M/L/U	Feasibility					Benefits/disbenefits					Sustainability						
Engineering			Water resources	Environmental impact assessment	Land ownership & legal powers	Other relevant work	Historic/built heritage	Waterway recreation	Environmental	Economic	Social (inc. access)	Business plan	Conservation management plan	Exit strategy					
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
	H	H	O	O	P	O	P	O	O	O	O	O	O	P	O	4	N	Northern Cromford Canal and associated Arkwright's Mill included in World Heritage Site nomination for Derwent Valley. Restoration of Northern Section of Canal to agreed management plan is strong heritage funding candidate in this context	
	L	M	O	O	O	O	O	O	O	O	O	O	O	O	O	4	L	Condition of Butterley Tunnel requires restoration of Cromford Canal to be carried out in two parts. Council suggests that BW and LAs now review Southern Section project to assess costs and benefits of project	
Borrowash Top and Bottom Locks Sandiacre Top and Bottom Lock rebuild, excavate and rebuild. Work-stone to Derby. Surveys etc (£25k). Environmental Report (£9k). Purchase of privately owned land (£600k). Sandiacre London Multi User Trail	L	L	P Updating	O	P	O	O	C	C	P Updating	C	C	P	P	P	1	R	Positive support shown by LAs welcome. Momentum needs to be maintained to progress project	
	M	H	O	O	O	O	O	O	O	O	O	O	O	O	O	4	L	The original scheme not completed and never opened. Archaeological preservation of Canal's remains is first priority	
	M	L,I	O	O	O	O	O	O	O	O	O	O	O	O	O	4	L	Council is disappointed at relatively modest progress made on ostensibly straightforward restoration. Greater support needed from LAs and other agencies to ensure project completion in more timely manner	



Annex 2

Mission Statement of The Derby and Sandiacre Canal Trust

The Derby & Sandiacre Canal Trust seeks to

- *restore the former Derby Canal as a navigable through waterway, from the Erewash Canal at Sandiacre, to the Trent & Mersey Canal at Swarkestone via Central Derby as close as possible to the original route, thereby creating a cruising ring and reconnecting the city of Derby to the national canal network.*
- *maximise the sustainable economic, job creation, environmental, tourism, quality of life, nature conservancy, leisure, heritage and educational benefits to the City of Derby, the Borough of Erewash and surrounding areas.*

The Canal Trust's Directors together with the management committee and advisors have also sought to

- *preserve the line of the canal to ensure that the full route can be restored to create a full cruising ring with the Trent and Mersey and Erewash Canals, and to negotiate as many alternative lines as possible where the original route is blocked.*
- *gather as much support for the scheme as possible from as many diverse interest groups as possible, including landowners, developers, and sporting/leisure/environmental groups for the mutual benefit of all parties.*
- *obtain the active support and co-operation of the four local authorities and major statutory bodies and undertakings for the public benefit.*
- *promote the canal society, thereby opening the restoration scheme to as many people as possible.*
- *publicise and promote the restoration scheme and to undertake dialogue with the public generally and those living close to the line of the canal in particular, increasing awareness and addressing concerns.*



Annex 3

Derby and Sandiacre Canal



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2000. Unauthorised reproduction is a criminal offence under the Copyright, Designs and Patents Act 1988 and may also constitute a criminal offence under the Copyright, Designs and Patents Act 1988. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, without the prior written permission of the Controller of Her Majesty's Stationery Office.

Produced using ESRI (UK)'s MapExplorer 2.0 - <http://www.esriuk.com>



Annex 4



Ian White
Regional Director

Our Ref: RD/W/16/IAW
6th November 2002

Mr P Horton-Turner
Derby & Sandiacre Canal Trust
Ryehill Farm
Mill Lane
Breaston
Derbys DE72 3AX

Dear Paul

I refer to the proposed 10 year strategy report for the restoration of the Derby Canal, and the involvement of British Waterways in such a proposal.

As you will be aware from our recent exercise in launching "Tranche 2", there is a great deal of support within British Waterways for viable restoration projects.

I certainly believe that the restoration of the Derby Canal is a viable proposition, and as such British Waterways would be willing to continue its significant involvement in the project to such an extent that provided it can be demonstrated that the project was financially sustainable into the future, BW would be prepared to assist in delivery of the project, and take over responsibility for maintaining and operating the canal in the future.

I believe there is already a strong commitment between British Waterways and the Canal Trust with regard to the works, especially on issues of providing the Trust with accommodation, taking forward the various works at Sandiacre and Swarkestone, working with EMDA and HLF to look at an East Midlands Waterway Strategy and to develop the opportunities associated with a training company along the canal, which could well provide a source of suitably trained staff for British Waterways.

There are two key issues as far as I am concerned, and these are firstly with regard to the project itself, and the availability of grant/capital to take the works forward, and secondly, to provide an exit strategy for the Trust, by virtue of BW taking over responsibility for the operation and maintenance of the canal, either with the freehold being transferred to BW, or being retained by the Trust.

Cont'd...



May I take the opportunity of wishing you well with the strategy, and rest assured British Waterways would be more than willing to work with you on the project.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ian White', with a stylized flourish at the end.

Ian White
Regional Director (North East)

Email: ian.white@britishwaterways.co.uk



Annex 5



The
Waterways
Trust

The Trust House
Church Road Watford WD17 4QA
Telephone 01923 201494
Facsimile 01923 201493
www.thewaterwaystrust.co.uk

Patron: HRH The Prince of Wales

23 December 2002

Mr. P. Horton-Turner
Derby & Sandiacre Canal Trust
Ryehill Farm
Mill Lane
Breaston
Derbys DE72 3AX

Dear Paul

You will know from our work with you that we are enthusiastic supporters of the Derby and Sandiacre Canal restoration. We are happy to offer our support, recognising its regional significance which has been confirmed by IWAAC in their recent report on restoration priorities.

We have been pleased to work with you to develop the fundraising strategy, now complete as part of your 10 year strategy. We also acknowledge the studies already completed with costings for the restoration works. These are key steps in proving the feasibility of the restoration.

I can also explain that our approach setting priorities for restoration is based on a range of practical considerations that determine their eligibility for inclusion in our next generation or tranche 2 projects including

- a realistic prospect of starting in 5 years
- well developed technically feasible projects
- well developed funding strategy
- social economic and environmental appraisals in place to the satisfaction of partners.
- project founded on a broad based partnership

The Derby and Sandiacre meets many of these criteria but we would like to see the Trust build on the work already done on the social economic and environmental assessments. Fuller understanding of these issues will not only assist in proving the financial sustainability of the project post completion, but also broaden the support for the project to a wider range of environmental and business organisations.

We will do all we can to support the development of the next stage of the project and wish you every success.

Yours sincerely

Roger Hanbury
Chief Executive