

# **Inland Waterways Advisory Council Annual Report 2008-09**



# What is the Inland Waterways Advisory Council (IWAC)?

IWAC is a statutory public body providing independent advice to the UK Government, Scottish Government, navigation authorities and other interested parties on all matters it considers appropriate and relevant to Britain's inland waterways.

IWAC was created in April 2007 by the Natural Environment and Rural Communities Act 2006. Its predecessor organisation was the Inland Waterways Amenity Advisory Council which was created in 1968. IWAC is supported by the Department for Environment, Food and Rural Affairs (Defra) and the Scottish Government.

In England and Wales, IWAC's remit covers all of the inland waterways such as:

- canals (including those managed by British Waterways, canal companies, local authorities and smaller independent bodies);
- rivers (including those which are the responsibility of the Environment Agency, British Waterways and port authorities);
- the Norfolk and Suffolk Broads; and
- the navigable drains of the Fens.

In Scotland, IWAC's remit covers inland waterways that are owned or managed by, or which receive technical advice or assistance from, British Waterways.

## What is IWAC's role?

IWAC's role is to ensure that the inland waterways are sustainably developed to meet the needs of all who use and enjoy them. Once used mainly for freight transport, inland waterways now have a strong recreational and amenity use. They are an effective catalyst for the regeneration of local economies, acting as a distinctive focus to bring economic, social and environmental benefits to cities, towns and rural communities.

IWAC has published reports which include: balancing the needs of navigation and aquatic wildlife; awareness and appreciation of the canal network in Scotland; information and communication technology for the UK's inland waterways plus reducing carbon dioxide emissions by moving more freight onto inland waterways.

## More about IWAC

Please visit our website at [www.iwac.org.uk](http://www.iwac.org.uk) for further information about IWAC and to see copies of its reports.

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# Introduction

This Annual Report describes IWAC's work as a statutory adviser to the UK Government and Scottish Government.

The year has been dominated by the credit crunch and the recession, but so far the inland waterways have been saved from the worst effects. British Waterways received an additional grant from Defra in mid-year, the Environment Agency received the additional capital allocation from Defra to improve its navigation infrastructure, and the Scottish Government provided strong financial support to Scotland's canals. Other good news was that the Liverpool Link was opened, the Broads Authority took direct control of its vital dredging work, the Environment Agency delivered the first stage of the funding strategy, the new Lock serving the Olympic site is close to completion, British Waterways in Scotland is developing a new visitors' attraction and the Broads Authority's Private Bill will soon be on the Statute Book. And, in spite of all the financial pressures, boat registrations across the network have held up surprisingly well.

The biggest threat to the waterways during the year was the possibility that BW might lose the income from the property portfolio that has helped to sustain the waterways for over a decade. In the event a compromise was reached that avoided the worst outcome but IWAC expects further threats to British Waterway's income as public finances tighten. IWAC intervened in the debate at a number of levels and will continue to monitor the situation closely. As the year closed BW responded to the KPMG report on its status and structure by initiating a debate on the possibility of converting itself into a charitable trust. Discussion of this radical proposal is likely to dominate policy discussions in the coming period.

This Annual Report describes a series of major policy and research developments initiated by IWAC. When, in 2007, we reported on the implementation of *Waterways for Tomorrow*, we recommended that the UK Government produce a new and updated policy statement. Defra accepted our proposal and has begun a process, with the close involvement of IWAC and with full consultation with stakeholders, which is designed to produce a new statement of UK Government policy by the end of 2009. IWAC is delighted by this initiative.

A second IWAC recommendation, also proposed by the House of Commons Environment, Food and Rural Affairs Committee, has led to a two stage research project, funded by Defra, to establish the extent and value of the public benefits provided by the waterways. At the end of the year the results of the first stage were close to publication. Once completed, the research study should provide an effective framework for waterway investment decisions at national and local level.

For the past 18 months, the centrepiece of IWAC's work programme has been a determined search for more sustainable funding for the inland waterways. Our programme includes research to fill the gaps in our knowledge of the way British navigation authorities, big and small, are funded and a study of the funding arrangements of a selection of the most important recreational waterways across the world. These two reports were near to completion at the end of the year and we will feed the conclusions from this research into our major report on funding options for the British inland waterways which will be published next year.

We were also delighted that Defra was prepared to commission a special piece of work from us which explores how the inland waterways can contribute to climate change mitigation and how the waterways can help the process of adaptation. IWAC believes that it will be the first time that these issues have been examined in detail anywhere in the world.

Increasingly IWAC Council meetings are combined with visits or seminars which focus on a particular theme. In the past year we have been to Chesterfield to discuss partnership work involving local authorities and regional bodies, to the Monmouthshire and Brecon Canal to discuss the vulnerability of the network and the possibility of devolution of navigation issues to the Welsh Assembly Government, and to Goole to learn how community boat associations work with disadvantaged people. Usually the visits lead on to other work. IWAC member, Bob Watson, developed the themes discussed in the Goole visit by writing the important and inspiring Report, *Using Inland Waterways to Combat the Effects of Social Exclusion*. IWAC's work on partnership is likely to lead to the publication

next year of a report showing how partnership working can best be developed and sustained. IWAC continues to examine the case for greater devolution of navigation issues and hopes to make recommendations to Defra and the Welsh Assembly Government in the coming year.

Our output of reports last year was extensive. In July 2008 we published our long awaited Report on the effects of boating on aquatic wildlife: *Balancing the Needs of Navigation and Aquatic Wildlife*. The optimistic conclusions of the Report were supported by Natural England, the Environment Agency and a number of environmental Non-Governmental Organisations.

Also in the summer IWAC published *Awareness and Appreciation of the Canal Network in Scotland* which recorded the improvements since the Scottish Executive, as it then was, produced its policy statement on Scotland's canals. The Report was well received by the Scottish Government.

Our third major Report was *Information and Communication Technology for the UK's Inland Waterways* which made recommendations for the extended use of ICT and attracted a good deal of interest in the waterways media.

We have only been able to increase our output of advice and reports because Council has adopted a new method of working based on Project Teams. This approach means that Council members have the satisfaction of taking a project through from inception to publication but the demand on the time and energy of Council Members, and in particular on Project Leaders, has been considerable. IWAC is fortunate to have Council Members who are prepared to take on this extra burden. IWAC is also fortunate to have a Policy Adviser and an Office Manager who have coped efficiently and cheerfully with the increased workload.

As demonstrated throughout our Annual Report, Defra and the Scottish Government have provided IWAC with financial and moral support. We hope that this support can be maintained through the next period when public finances are likely to be under considerable pressure. We are confident that IWAC offers exceptional value for money but we appreciate that, year by year, we must demonstrate our worth by the quality of our advice and by the relevance of our Reports.



**John Edmonds**  
Chair of IWAC

# IWAC's Activities in 2008-09

## Publications

Researching and publishing strategic advice to policy makers and others interested in the inland waterways is a key feature of IWAC's work.

The 2008-09 period of this report saw IWAC issue the following publications, available on our website at [www.iwac.co.uk](http://www.iwac.co.uk):

### 1. Balancing the Needs of Navigation and Aquatic Wildlife

- *This report offers guidance to everyone involved with the non-tidal inland waterways, so that they can be used for sustainable navigation whilst protecting and, where practicable, enhancing biodiversity.*
- *It found that the vast majority of waterways can be appropriately managed to deliver aquatic wildlife benefits compatible with navigation. This often does not incur any significant additional costs so long as waterway management is considered at the planning stage of waterway restoration or maintenance work.*
- *It also found that a small number of waterways, both in use for navigation and with plans for restoration, are of such importance for aquatic wildlife that extra consideration is necessary in their design and management. This includes measures such as limiting boat movements, boat speed or the type of vessels using them.*

### 2. Information and Communication Technology for the UK's Inland Waterways

- *This report reviews existing Information and Communication Technology (ICT) practice within the navigation authorities, identifies lessons learned, highlights benefits that can be shared and makes recommendations for future uses of ICT on inland waterways.*
- *It suggested that an improved use of ICT could help navigation authorities to improve the service they deliver to their customers whilst at the same time potentially reducing their costs.*
- *It recommended that those involved in managing the inland waterways should:*

- *consider the development of a UK-wide 'smart card' for access to, and to charge for, navigational services and waterway facilities;*
- *develop the ability for waterway users to **license and relicense all UK inland craft online**;*
- *appoint a **single wireless internet (WiFi) supplier** to provide services at designated locations across the whole of Britain's inland waterway network;*
- *aim to **collaborate better** about operational information and communication technology (ICT), to improve the services offered to users of the inland waterways.*

### 3. Awareness and Appreciation of the Canal Network in Scotland

- *This report tests perceptions of progress on the awareness and appreciation of Scotland's canals since publication in 2002 of the Scottish Government's policy document on waterways, "Scotland's Canals: an asset for the future". It also stimulates ideas for future development with key stakeholders and partners through in-depth interviews and an online survey.*
- *Finding significant progress in delivering the Scottish Government's canal policy framework and praise for British Waterways Scotland's focus towards regenerating Scotland's canals, it made the following four key recommendations:*
  - a) Demonstrate the positive impact of canals, through a network wide economic and social impact study.*
  - b) Unlock the canals' potential through the planning process, by establishing them as a national priority covered by supplementary planning guidance to help ensure local authorities embed canal development strategies in their Local Plans.*
  - c) Maximise public and private sector engagement.*
  - d) Mount a national canal awareness campaign, to raise the profile and increase appreciation of the multiple benefits of maintaining and developing the Scottish canal network.*

## Meetings and Visits

IWAC holds regular meetings with its key partners. An important aspect of IWAC's work, they help ensure the inland waterways are on people's agenda and enable IWAC to develop its agenda, equipping it to provide high quality advice to inland waterway policy makers in England, Scotland and Wales.



### Meetings with Ministers

- Inter-Departmental Working Group on the Inland Waterways of England and Wales (IDG), June and November 2008.

*The IDG is chaired by the Waterways Minister Huw Irranca-Davies MP and meets regularly, seeking to improve the co-ordination of UK Government policy towards the inland waterways. It consists of waterway stakeholders such as IWAC and senior officials from UK Government departments whose briefs also cover the inland waterways, such as freight transport (Department for Transport), planning and development (Department for Communities and Local Government), health (Department for Health) and heritage matters (Department for Culture, Media and Sport).*

- Jim Fitzpatrick MP, Parliamentary Under Secretary of State, Department for Transport, March 2009.

### Meetings with Inland Waterway Organisations

Undertaken by IWAC's Chair, Members and Policy Adviser, these help to promote the work of IWAC and explore areas of inland waterway policy interest with key stakeholders.

Over the past year, meetings which have taken place include those with the following organisations:

- Inland Waterways Association
- Inland Waterways Freight Forum
- National Association of Boat Owners
- Town and Country Planning Association
- Royal Yachting Association
- Sea and Water (*now called Freight by Water*)
- Waterways Ombudsman

IWAC regularly attended the following scheduled meetings throughout the year:

- All-Parties Waterways Group Wales,
- UK Parliamentary Waterways Group.

IWAC, as an observer, has been part of the British Waterways Advisory Forum and the Environment Agency's National Navigation Users' Forum throughout 2008-09.

### IWAC Meetings

IWAC held four meetings in 2008-09 at which its Members, Advisers and Observers gathered to discuss IWAC's work programme and other topical inland waterway matters.

Three of the four meetings were two-day events, incorporating either a fact finding visit or presentations on day one followed by a full meeting on day two. The purpose of the visits and presentations is to increase and further develop IWAC's knowledge and awareness of inland waterway matters.

# IWAC's Activities in 2008-09

## ***Chesterfield, June 2008***



### *Visit*

IWAC visited the Chesterfield Canal Partnership in Derbyshire, to look at an example of how a partnership successfully manages an inland waterway and promotes its use and restoration for the benefit of the local community. IWAC visited Thorpe Low Treble Lock (restored in 2003), Kiveton Waters (an award-winning community amenity) and the Tpton Lock Visitor Centre.

The Chesterfield Canal Partnership's clear aims and objectives have enabled the canal to progress to its present 33 navigable miles, from a low point of 25 navigable miles in the 1960s. The Partnership has advanced plans for the restoration of another nine-mile section of the canal.

Formalised in 1995, the Chesterfield Canal Partnership consists of 15 organisations including British Waterways, the Chesterfield Canal Trust and Derbyshire County Council (for more information see <http://www.chesterfield-canal-trust.org.uk/ccp.shtml>).

IWAC was impressed by the Partnership's promotion of the sustainable economic and social regeneration of the Chesterfield Canal corridor in order to improve the quality of life in the surrounding communities. IWAC believes that the Partnership offers a successful model for others to copy throughout the country.

### *Meeting*

IWAC's meeting the following day discussed its ongoing work programme and activities. In addition, it discussed:

- British Waterways' proposed bidding process for its moorings;
- the likely publication date of British Waterways' status review, undertaken by consultants KPMG;
- the Environment Agency's proposed sale of lock keepers' cottages;
- IWAC's role in the Broads Authority arbitration agreement;
- the Olympic Delivery Authority decision to allow a proposed power generator in the Olympic Park to receive its wood chipping fuel by road, rather than by river.

## ***Newport, September 2008***



### *Visit*

IWAC visited the Monmouthshire and Brecon Canal ("Mon and Brec") breach site and repair works at Gilwern, to look at the results of an unexpected breach event and the importance of ongoing waterway maintenance work, followed by the Cefn Flight 14 Locks Visitor Centre to look at an example of a planned heritage restoration.

Popular with holidaymakers, the Mon and Brec winds through 35 lightly-locked miles of pretty countryside from Brecon south to Cwmbran. The 2007 breach in its banks at Gilwern was a blow to the local economy of South Wales.

IWAC Members observed the repair works at the dewatered area around the breach at Gilwern; it took over a month to abstract and remove 110 million gallons of water from the 16-mile stretch. Repairs to the towpath banks used traditional puddle clay with a protective geomembrane to prevent the clay being washed away, and a layer of stone held in place by a cellular geotextile forming a series of pockets which enable the material to be retained on steep gradients.

The derelict flight of Cefn Flight 14 locks is currently the focus of attempts to restore the unnavigable Crumlin Arm of the Mon and Brec. This flight of narrow and very deep locks is a significant engineering feat and features a unique and complex series of interdependent pounds. The top lock has recently been restored; further restoration plans for the canal involve disinterring the waterway from its shallow grave in Cwmbran, involving the construction of a new aqueduct at Green Meadow Way and also the creation of Crindau Marina – a waterside housing, retail and leisure development near Malpas in Newport.

IWAC was pleased that the ongoing Mon and Brec repair works were on schedule and noted the importance of maintenance works to help prevent such incidents recurring. At the Cefn Flight, IWAC could also see how the planned restorations would both preserve canal heritage and act as a focus for economic development in the local area.

#### *Meeting*

IWAC's meeting in Newport the following day discussed its ongoing work programme and activities. In addition, it:

- discussed the revision of British Waterway's fees for 2008, following its consultation in 2007;
- agreed its participation in the Broads Authority Arbitration Agreement, subject to confirmation from the Royal Yachting Association;

- agreed to collect views from key stakeholders regarding devolving inland waterway matters to the Welsh Assembly Government;
- reviewed its communications with the Olympics Delivery Authority regarding the Waterspace Masterplan;
- noted the Defra-led review of the UK Government's inland waterway policy.

#### ***London, December 2008***



IWAC's one-day meeting in Euston saw the Waterways Minister Huw Irranca Davies attend. In addition to discussing its ongoing work programme and activities, the meeting:

- agreed to approach the Freight Minister in the Department for Transport on the difficulties of waterborne freight transport;
- discussed the October 2008 waterway stakeholder meeting in Reading, as part of the update in UK Government policy on inland waterways;
- agreed to produce a short report on using inland waterways to combat social exclusion;
- saw the Minister confirm that there would always be a role for Government funding of inland waterways;
- received a presentation on The Waterways Trust review of its strategy from its chief executive, Roger Hanbury.

# IWAC's Activities in 2008-09

## Goole, March 2009



### Presentations

IWAC visited the Sobriety Project's Yorkshire Waterways Museum in Goole to hear six presentations on the theme of using inland waterways to combat social exclusion.

The Sobriety Project is named after a 1910 Humber barge given to Goole Grammar School in 1973 to make 'a bridge between school and work' and to give opportunities for residential expeditions to children and young people with special problems. In 1989 the Project moved into a new home on the side of the Aire and Calder canal in Goole and adapted the building to become the award-winning Yorkshire Waterways Museum.

Sobriety has an annual turnover of about £500,000 from public and private contracts. Its 15 staff educate children, encourage healthy living and independence, work with offenders, train for employment, make best use of the natural environment, conserve and interpret the industrial heritage of Yorkshire's waterways and encourage enjoyment of the arts. Sobriety aims to inspire volunteers and beneficiaries to embrace the common purpose of making the Yorkshire Waterways Museum a better place for visitors. By working together to look after customers they will be getting the skills they need to manage their own futures.

During the last ten years the Sobriety model has been successfully exported to tackle social exclusion in Hull, Rotherham, Thorne and Selby; in York the ISARA Community Boat Project's steering group is trying to raise funds to appoint a part-time worker.

IWAC heard presentations from two Sobriety volunteers, Ilona Graudins (an ex-offender) and Des Foot (with health difficulties); both volunteers described how the Project had helped them by giving them new skills to help adapt to their new situations and circumstances.

Presentations were also given by the:

- East Riding Youth Offending Team's Prevention Manager (William Vodden), describing how young people identified as being most at risk of offending were referred to the Sobriety Project, with its proven track record of working with young people and the waterway's ready accessibility;
- National Community Boats Association's Vice Chair (Trevor Roberts), describing the work of the organisation and its diverse membership;
- East Riding of Yorkshire Council's Rural Regeneration Manager (Dee Mitchell) and External Funding and Policy Manager (Claire Watts), speaking on how developing the East Riding's inland waterways acts as a means to social and economic improvement in rural areas;
- Yorkshire Forward's Assistant Director (Sarah Pearson), describing the regional development agency's priorities on bringing economic benefits to the region by targeting projects providing skills development and how they could overlap with helping inland waterway development and corresponding community projects.

IWAC was impressed by how community boat organisations such as the Sobriety Project had a diversity of users and activities which help them deliver desirable social benefits in the wider community for 'secular' partners with no inland waterway connections. The key selling point for inland waterway activities is that 80% of people in Britain live within five miles of a canal or river: this means that inland waterways are ideally placed to be used to combat social exclusion within people's own local communities.

### Meeting

IWAC's meeting in Goole the following day discussed its ongoing work programme and activities. In addition, it:

- discussed HM Treasury's Operational Efficiency Programme and its relation to British Waterways' property assets;
- heard a presentation from the British Canoe Union on tackling social exclusion and increasing waterway use through canoeing activities;
- discussed better access to inland waterways in England;
- discussed the lack of waterborne freight movement at the Olympics site in Stratford, along with the transfer of Olympics legacy matters from the Olympic Delivery Authority to the London Development Agency.

### Consultation Advice

IWAC targets its advice to have the greatest impact on those matters it considers as most important for inland waterways.

We receive consultations on a wide range of topics from bodies such as navigation authorities, national waterway organisations and the UK Government, Scottish Government and Welsh Assembly Government. IWAC is also a statutory consultee under the Transport & Works Act 1992 and Transport & Works (Scotland) Act 2007, receiving consultations from local planning authorities on infrastructure projects affecting a British Waterways canal.

IWAC has responded to the following consultations between April 2008 and March 2009 (date of response in brackets):

- British Waterways – Directly Managed Moorings: Pricing and Vacancy Allocation (August 2008)
- British Waterways – Response to British Waterways Advisory Forum Report on Boat Licensing (November 2008)

- British Waterways East Midlands Navigations – Strategy for River Soar and Grand Union Canal (January 2009)
- Natural England – Consultation on Natural England's draft Enforcement Policy (October 2008)
- Natural England – Informal Consultation on Natural England's draft recreation policy in the natural environment (July 2008)
- Olympic Delivery Authority – Olympic Park Waterspace Masterplan (May 2008)
- Scottish Government – Climate Change: consultation on proposals for a Scottish Climate Change Bill (April 2008)
- Slough Borough Council – Site Allocations Development Plan Document – Site 51 – new waterways link between the Slough Arm of the Grand Union Canal and the River Thames (December 2008)
- South East Wales Transport Alliance (SEWTA) – Draft Regional Transport Plan for South East Wales (September 2008)
- University of Brighton on behalf of Environment Agency – Draft Strategic Plan for Water Related Recreation in the East of England (October 2008)
- University of Brighton on behalf of Environment Agency – Draft Strategic Plan for Water Related Recreation in South West England (June 2008)
- Welsh Assembly Government – Wales Spatial Plan Update 2008: People, Places, Futures (April 2008)
- West Midlands Regional Spatial Strategy – Phase Two Revision Preferred Option Consultation (December 2008)

A full list of consultations sent to IWAC between April 2008 and March 2009 is given in the Appendix.

# IWAC's activities in 2008-09

## London Olympics and Paralympics

The waterways at the London Olympics site in Stratford are an opportunity to act as a template for the rest of the country. Of particular interest is the delivery of construction materials by water, aided by the substantial British Waterways-led investment at Three Mills Lock, along with the longer term social legacy of providing local people with a focus for community activities.

Over the year IWAC voiced its concerns to the Olympic Delivery Authority, during the consultation on the Waterspace Masterplan, about the lack of imaginative plans for future community use of the site's waterways once the 2012 Olympics are finished.

IWAC was also pivotal in getting an Olympics Legacy meeting held in January 2009. Chaired by Defra, colleagues from British Waterways, Environment Agency, Natural England and IWAC discussed the legacy from the Olympics. The participants noted that investment was improving waterborne accessibility for construction and waste materials to be delivered to and removed from the Olympic site, as well as achieving an improvement in water quality. It also noted that inadequate engagement with local communities was still hampering site regeneration plans beyond 2012. Participants at the meeting agreed to monitor the site proposals and work together to maximise calls for improvements to the Olympic Legacy Masterplan regarding the use of the site's waterways by nearby communities.

# Financial report

IWAC receives its income from Defra and the Scottish Government.

In 2008-09 Defra provided just over £201,000 towards IWAC's expenditure, with the Scottish Government providing £33,000.

Our expenditure breakdown was as follows:

<b>IWAC's Expenditure 2008-09</b>	
<b>Staff</b>	
	<b>£</b>
Chair's Fees and Expenses	*18,537
Salaries of Policy Adviser and Office Manager	79,000
<b>Reports</b>	
Consultants	**77,805
Printing and publication	3,827
<b>Meetings</b>	
Accommodation, subsistence, travel and venues	20,660
<b>Office</b>	
General office costs including business rates, IT, photocopier, rent, stationery and telephones	34,429
<b>Total</b>	<b>234,258</b>

\*Includes underpayment of fees from previous years

\*\*This figure includes a £24,863 special research grant from Defra for IWAC's Climate Change Report

# Plans for 2009-10

IWAC drafted its work programme early in 2009, taking into account its discussions with ministers and officials from the UK Government and Scottish Government, along with other key inland waterway bodies and current topical matters.

IWAC's work programme for 2009-10 includes the following three main strands:

## 1. A continuing programme of research into the benefits of the inland waterways (in partnership with Defra).

- Initiated from April 2008, this joint IWAC/Defra programme is Defra-funded and planned to last for around two more years.
- The programme seeks to identify what the potential benefits of investing in the inland waterways are, who the main beneficiaries are and how the benefits can be realised.
- The first report, An Analysis of Benefits of Inland Waterways, is due for publication later in 2009. Its aim is to evaluate the generic benefits of inland waterways and derive a value for such benefits, to begin establishing a benefits transfer based valuation framework. This is being done through evaluating existing literature to establish the generic social, environmental and economic benefits and their associated range of potential transferable benefit values for the different direct and indirect beneficiaries and receptors of the navigable tidal and non-tidal inland waterways of England and Wales.

## 2. Publishing reports on:

- Using Inland Waterways to Combat Social Exclusion  
*This report will describe how a small number of local authorities and community groups, the British Canoe Union and the National Community Boats Association have co-operated to deliver a range of important social benefits, including:*
  - young people at risk of offending gaining transferable skills to help them find work;
  - older people in care and people with disabilities becoming more independent after attending waterway residential courses;

- offenders on community service orders carrying out environmental improvements in the community;
- young people from different ethnic backgrounds learning to live and work together on a canal boat, promoting teamwork and social cohesion in the wider community.

### • Climate Change Mitigation and Adaptation

*This report will produce evidence of how inland waterways in England and Wales can assist in mitigating and adapting to the effects of climate change.*

*Highlighting the 'most likely' impacts of climate change and the potential consequences for inland waterways in England and Wales, it will identify and assess a range of potentially appropriate climate change mitigation and adaptation measures.*

### • Funding and Income Sources for the British Inland Waterways

*This report will provide evidence of the existing types and amounts of funding and income of members of the Association of Inland Navigation Authorities and organisations whose activities are dedicated to the public use of navigable inland waterways (i.e. inland waterway museums and community boat organisations).*

*Having identified the relevant organisations and obtained the required data, the report will analyse the organisations' revenue types along with their sources and consider the future outlook for their funding and income.*

### • Funding and Income Sources for a Selection of Overseas Inland Waterways

*This report will provide evidence of the existing funding and income arrangements for a selection of inland waterways in Belgium, Canada, France, Germany, Ireland, the Netherlands, Sweden and the United States. For each inland waterway, the report will provide:*

- a brief description of the waterway and its history;
- key physical and management data, including governance structures and current costs;
- a look at future management challenges, plans or proposals in respect of the waterway;

– *revenue sources and their application to the waterway, including the proportion of each type of funding and income source within the total revenue for the waterway or (where unavailable) its navigation authority.*

- Future Funding Options for Inland Waterways in Britain

*This report will draw on the evidence obtained from its above reports on existing and planned revenue sources for British and overseas inland waterways. The report will provide options which IWAC believes would be likely to result in a more sustainable long-term funding of inland waterways in Britain, taking into account the wider public benefits that they offer to their local communities.*

### **3. Monitoring of the use of inland waterways at the London Olympics site.**

- IWAC wishes to see the significant inland waterway development at the Olympics site in Stratford used in the longer term as a focus to help combat social exclusion and to lead to a legacy of long-term benefits for the local community.
- IWAC will continue to be active in its contact with the Olympic Delivery Authority and the London Development Agency in the period leading up to the 2012 event.

# IWAC's Members, Advisers, Observers and Staff



## Members

**April 2008 – March 2009**

### **John Edmonds, Chair**

Board member of the Environment Agency; non-executive Director of the Carbon Trust and of Salix Finance; visiting Research Fellow of King's College, London. He is a former General Secretary of the GMB Trade Union and a former President of the TUC.

### **Fiona Willis, Vice-Chair**

Marine Biologist. Former Vice Chair of the Scottish Council of Salmon and Trout Association.

### **Cathy Cooke**

Area Manager for Derbyshire Countryside Service, Derbyshire County Council: Chair of the Technical Officers Group and an active Member of the Chesterfield Canal Partnership. Former navigation manager of the Chesterfield Canal.

### **David Dare**

Director Cruise England Ltd and Heyford Wharf Ltd. Chair of BSS Advisory Committee.

### **Neil Edwards**

Chief Executive of the Inland Waterways Association. Director and company secretary of Essex Waterways Ltd (which manages the Chelmer & Blackwater Navigation) and Inland Waterways Enterprises Ltd (IWA's main trading subsidiary company). Formerly a director of Waterway Recovery Group.

### **Martyn Heighton**

Director of National Historic Ships. Member of the Heritage Lottery Fund Expert Panel and United Kingdom Maritime Collections Strategy Committee. Involved in the regeneration of Liverpool's Albert Dock (Merseyside Maritime Museum) and Bristol Docks.

### **Dr Christine Johnstone**

Principal Cultural Officer [History] and senior museum professional at Wakefield Council. Fellow of the Museums Association, Chair of the Wakefield Carers Association, Chair of the Yorkshire Medium Museum Services network. Former President of the Federation of Yorkshire and Humberside Museums and Galleries.

**Duncan McGhie**

Has worked for Coopers and Lybrand/PricewaterhouseCoopers as Partner in Charge of Scottish Management Consultancy Practice; WM Collins PLC as Group Finance Director; British Steel Corporation as Scottish Division Board Member Finance. Formerly Chair of Scottish Opera and Scottish Ballet.

**Wyndham Mitchell**

Chartered Town Planner, Chartered Building Engineer, Planning Services Manager at Newport City Council, Planning Advisor to the Welsh Local Government Association, former Senior Vice-Chairman and current Member of the Royal Town Planning Institute Cymru Management Board, former Member of the Planning Portal Editorial Board, member of the Monmouthshire and Brecon Canals Restoration Partnership Officer Group.

**John Pomfret**

Technical Director, Planning and Environmental Appraisal, Entec UK Ltd; Fellow of the Chartered Institution of Water and Environmental Management and the Institute of Biology. Member of Council of the Inland Waterways Association. Former Head Biologist at Northumbrian Water.

**Derek Scott**

Managing Consultant at Europe Economics and visiting professor at Cass Business School. From 1997-2003 Economic Adviser to the Prime Minister and subsequently Economic Adviser to the international Chair of KPMG.

**Bob Watson MBE**

Director of the charity 'Sobriety' Project Ltd. Former Chair of National Community Boats Association and Board Member of Goole Development Trust.

**Michael Whitbread**

Economist and Member of the Royal Town Planning Institute. Formerly worked in Government Departments, at The World Bank in Washington DC, and as a consultant with Ove Arup and Partners and GHK International, working in South and East Asia.

**Alison Woodhams**

Director of Finance at University College London. Fellow of the Chartered Institute of Management Accountants.

**Audit Committee**

The Audit Committee monitors and reviews IWAC expenditure. It is chaired by Alison Woodhams and its members are Cathy Cooke, Christine Johnstone and Duncan McGhie.

A Register of Members' Interests is maintained and is open to inspection to the public on request, in accordance with the Code of Access on Open Government.

**Advisers**

Mike Palmer – volunteer sector.

Dr Anne Powell – wildlife adviser (*to September 2008*).

**Observers at Meetings**

Association of Inland Navigation Authorities – Philip Burgess.

British Waterways – Jonathan Bryant.

Defra – Sarah Nason, David Foot and Pam Griffin.

Environment Agency – Stuart Taylor.

Scottish Government – Margaret Horn and Ian Farmer.

**Staff and Consultants****Staff**

John Manning – Policy Adviser.

Diana Wray – Office Manager.

**Consultants**

Euromapping.

Fisher Associates.

Ian White Associates (Navigation) Ltd.

Jan Brooke Environmental Consultant Ltd.

Liddell Thomson Ltd.

Pond Conservation: The Water Habitats Trust.

# Appendix – full list of received consultations

(Between April 2008 and March 2009; date of receipt in brackets)

British Waterways – Directly Managed Moorings: Pricing and Vacancy Allocation (June 2008).

British Waterways – Response to British Waterways Advisory Forum Report on Boat Licensing (September 2008).

British Waterways East Midlands Navigations – Strategy for River Soar and Grand Union Canal (December 2008).

Broads Authority – Future Size and Membership of the Broads Authority and Response to the Defra Consultation on Direct Elections and Parish Memberships (October 2008).

Defra – Consultation on the draft River Basin Management Plans and ongoing work to deliver Future Water (December 2008.)

Defra – Consultation on Water Protection Zones Statutory Instrument and Statutory Guidance (December 2008).

Defra/Welsh Assembly Government – Consultation on Directions to the Environment Agency on Classification of Water Bodies (October 2008).

Department for Transport – Consultation on Local Transport Plan 3 Guidance (March 2009).

East Midlands Regional Assembly – East Midlands Regional Plan: partial Review (October 2008).

East Midlands Regional Plan (Regional Spatial Strategy) – Secretary of State's Proposed Changes Published for Consultation (August 2008).

East of England Regional Assembly – Review of the East of England Plan – Consultation on Draft Project Plan and Statement of Public Participation (July 2008).

Efra Committee – Draft Marine Bill – Inquiry into Coastal Access Provisions (April 2008).

Environment Agency – Water Framework Directive – Draft River Basin Management Plans (February 2009).

European Union/NMWL Communications – EU Public Consultation about simplifying eight legal metrology directives (June 2008).

Lincolnshire County Council – Lincolnshire Waterways Partnership Evaluation (October 2008).

London Borough of Camden – Air Quality Action Plan 2009-2013 (February 2009).

London Borough of Camden – Hawley Wharf Area Planning Framework (November 2008).

London Borough of Camden – Local Development Framework Consultation (October 2008).

Natural England – Consultation on Natural England's draft Enforcement Policy (July 2008).

Natural England – Informal Consultation on Natural England's draft recreation policy in the natural environment (July 2008).

Olympic Delivery Authority – Olympic Park Waterspace Masterplan (April 2008).

Slough Borough Council – Site Allocations Development Plan Document – Site 51 – new waterways link between the Slough Arm of the Grand Union Canal and the River Thames (October 2008.)

South East Wales Transport Alliance (SEWTA) – Draft Regional Transport Plan for South East Wales (August 2008).

Southern Water – Draft Business Plan 2010–15 (August 2008).

Southern Water – Draft Water Resources Management Plan (May 2008).

Thames Water – Draft Water Resources Management Plan (May 2008).

University of Brighton – Draft Strategic Plan for Water Related Recreation in the East of England (August 2008).

University of Brighton – Draft Strategic Plan for Water Related Recreation in South West England (April 2008).

Vale of White Horse – Proposed Upper Thames Reservoir – Request for a Scoping Opinion (November 2008).

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