

Inland Waterways Advisory Council Annual Report 2009-10



What is the Inland Waterways Advisory Council (IWAC)?

IWAC is a statutory public body consisting of 14 Volunteer Members, a part-time Chair and two support staff. It provides independent advice to the UK Government, Scottish Government, navigation authorities and other interested parties on matters it considers appropriate and relevant to Britain's inland waterways.

IWAC was established in April 2007 by the Natural Environment and Rural Communities Act 2006. Its predecessor organisation was the Inland Waterways Amenity Advisory Council, formed 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: using inland waterways to tackle social exclusion, funding and income sources for a selection of overseas waterways, insights into the funding of inland waterways in Britain, balancing the needs of navigation and aquatic wildlife, awareness and appreciation of the canal network in Scotland, reducing carbon dioxide emissions by moving more freight onto inland waterways.

More about IWAC

Please visit our website at 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 the work of the Inland Waterways Advisory Council (IWAC), the statutory adviser to the UK Government and Scottish Government on inland waterways.

This year the problem of funding the inland waterways has dominated the work of IWAC and has overshadowed the work of the major navigation authorities and of Defra. Only in Scotland is a funding regime in place that promises a reasonable level of financial security beyond the current year.

In 2007, IWAC began a programme of work which started with an analysis of the funding problems of the inland waterways, went on to develop a framework of funding principles and will culminate in the publication of a major report setting out the funding options available to the UK Government and to the navigation authorities.

In November 2009, as part of this work programme, IWAC published *Insights into the Funding of the Inland Waterways of Great Britain* which examined the funding of the twenty most important British navigation authorities, and *Funding and Income sources for a Selection of Overseas Inland Waterways*, which studied the funding and management of 15 important recreational waterways across the world. This material had never been previously collected and it provides the context for our funding options report which we plan to publish immediately before the UK Government's Strategic Spending Review.

The second strand of IWAC's work is the management of the Defra funded research programme which aims to identify the range of public benefits provided by the inland waterways and, where possible, to put a value on those benefits. The first report was published in March 2009, gathering together the results of previous research and creating a valuation framework. This framework was subsequently validated in a study of three specific waterways: a section of the River Medway, the Droitwich Canal restoration and the Limehouse Cut. The next stage planned is a categorisation of waterways with further supporting case studies.

The third strand of IWAC's work has been to support Defra in drafting a modern policy for the waterways. IWAC originally called for the development of a new policy statement, successfully arguing that it should be a

statement by the whole of UK Government and not just by Defra, and has played an active part at all stages in the process. I am Policy Adviser to the project. *Waterways for Everyone* has now passed through the consultation stage and we await a decision by the new UK Government as to the future of the draft policy.



A major theme of *Waterways for Everyone* is the need to develop effective partnerships between navigation authorities and local authorities. After examining current arrangements and noting with some distress that many partnerships fail to achieve their objectives, IWAC published a best practice guide for the sector. We were also aware of the relative weakness of the section of *Waterways for Everyone* that deals with the visitor economy. As a result, IWAC has taken a number of initiatives with Visit England aimed at producing a more robust policy.

Since IWAC was set up in 2007, we have used our meetings to ensure that its Council members are well informed on current topics. Because of the importance of British Waterways' (BW) proposal to move into the Third Sector, IWAC arranged a special seminar with the Chief Executive and senior managers of BW in September 2009, when the proposal was examined in considerable detail. As a result and after further reflection, IWAC offered extensive advice to BW. Since then, IWAC has followed the debate closely and has taken part in the various consultations. BW has now refined and developed its proposals into a plan for mutualisation and IWAC is preparing further advice.

We follow up our published reports to ensure that the key organisations consider and respond to our recommendations. Our report, *Climate Change Mitigation and Adaptation: Implications for England and Wales*, was used as the basis of a workshop organised by the Association of Inland Navigation Authorities and designed to highlight our climate change recommendations. We will return to this issue later in the coming year by carrying out a survey of navigation authorities to discover how far our recommendations have been implemented.

In April 2009, we published an innovative report exploring ways in which the inland waterways can contribute to social policy by developing programmes to combat social exclusion. After encouragement by the Minister for Veterans, we have made contact with charities working with wounded service personnel to develop a programme specifically designed to support injured soldiers returning from war zones. Using the model that exists at The Sobriety Project in Goole, we have also worked with the Department of Justice to identify how work on the waterways can be used in the rehabilitation of offenders.

This Annual Report shows that we have a programme of important work planned for the year ahead. Unfortunately IWAC, like every publicly funded organisation, faces cuts in budget. When discussing this issue we have reminded our UK Government sponsors that IWAC is in essence an organisation of volunteers who give their time freely and without payment because of a belief in the importance of Britain's unique network of inland waterways. IWAC's budget is small and our value lies in the quality of our advice. I pay tribute to the dedication of the 14 volunteers who serve on IWAC's Council and to the two civil servants who provide the necessary support to ensure that our low cost operation works efficiently.



John Edmonds
Chair of IWAC

IWAC's activities in 2009-10

Publications

A key part of IWAC's work is researching and publishing strategic advice to policy makers and others interested in the inland waterways.

The 2009-10 period of this report saw IWAC issue the following publications, available on our website at www.iwac.co.uk:

1. Insights into the Funding of the Inland Waterways of Great Britain

- *This report provides an overall estimate, for the first time, of the size and sources of total income for the majority of navigable inland waterways in England and Wales and for canals in Scotland.*
- *Covering the 2006-08 period, the report found that:*
 - *navigation authorities in Britain had a total income of around £300million per year*
 - *British Waterways accounted for 71% of the overall total, the Port of London Authority and the Cardiff Harbour Authority for 16%, the Environment Agency for 9% and the Broads and smaller authorities the remaining 4%*
 - *Grant in Aid from Defra and the Scottish Government accounted for 34% of British Waterways' income*
 - *Grant in Aid from Defra accounted for 54% of the Environment Agency's income for its navigations*
 - *property activities were a major British Waterways revenue source, representing 18% of total income*
 - *local authority funding accounted for less than 1% of navigation authorities' total income*
 - *licences, registrations, permits and tolls charged by navigation authorities accounted for 8% of their total income*
 - *charges on users accounted for 82% of the Broads Authority's total income used for navigation purposes, 14% for the Environment Agency and 6% for BW.*

The findings from this report will assist IWAC's report into Funding Waterways in England and Wales, planned for autumn 2010.

2. Funding and Income Sources for a Selection of Overseas Inland Waterways

- *This report looks at the funding and income sources for a selection of overseas inland waterways in eight countries whose uses are similar to the majority of those in Britain*
- *Using information received for the 2005-08 period, it found that:*
 - *at least 95% of income came from public funding for the vast majority of waterway examples, including the Erie Canal (United States) and River Lot (France)*
 - *in Germany and France there was a trend to transfer public funding from national government to regional or local government sources – something considered and not adopted in Sweden*
 - *road tolls were the source of public funding for the United States' New York State Canal Corporation and, to a lesser extent, the Netherlands' Drenthe Canals*
 - *66% of income for Sweden's Göta Canal came from property, private boats and trip boats.*

The findings from this report will also assist IWAC's report into Funding Waterways in England and Wales, planned for autumn 2010.

3. Using Inland Waterways to Combat the Effects of Social Exclusion

- *This report describes how a small number of local authorities and community groups, the British Canoe Union and the National Community Boats Association have cooperated 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.*

- *It recommends that the UK Government should recognise and promote the value of inland waterway projects which help combat social exclusion because, with 80% of people in Britain living within five miles of a canal or river, such projects are ideally placed within people's own local communities.*

Since publication, the Ministry of Justice circulated the report and a letter of commendation to the National Offender Management Service, prison governors and chief probation officers. Prisons at Norwich and Hollesley Bay have subsequently begun to explore linking with waterways organisations such as the Broads Authority.

IWAC has also used the report to successfully contact injured armed forces' organisations, such as Help for Heroes and Battle Back, with a view to encouraging waterway use as a means of helping to rehabilitate injured service personnel back into the wider community.

4. Climate Change Mitigation and Adaptation: Implications for Inland Waterways in England and Wales

- *This report shows how those managing inland waterways can assist in mitigating and adapting to the effects of climate change.*
- *It identifies mitigation measures that include:*
 - *increasing the amount of freight transported on waterways;*
 - *using waterways as a source for cooling adjacent buildings;*
 - *developing renewable energy sources, such as hydropower;*
 - *reducing vessels emissions through improved boater education on engine use and speed.*
- *Corresponding adaptation measures include:*
 - *increasing data monitoring to help plan for anticipated drier summers and wetter winters;*
 - *increasing storage for excess or surplus water during wetter winters;*
 - *improving water conservation and supply during drier summers;*

- *adapting bank-side, towpath and habitat management in anticipation of an increased growth in existing or newly arrived species.*

The report led to a follow-on workshop in February 2010, sponsored by the Association of Inland Navigation Authorities. The workshop concentrated on the appropriate actions for navigation authorities highlighted by IWAC's report, particularly with regard to adaptation measures.

5. Working Together – Effective Waterway Partnerships

- *Because for a wide variety of reasons not all waterway partnerships thrive, this report uses examples of good practice drawn from successful waterway partnerships to offer guidance designed to help reinvigorate struggling partnerships and set new ones along the right road to success to improve Britain's rivers and canals*
- *It identifies the following as essential for a partnership to be successful:*
 - *adopt a 'can-do' attitude and stick with it*
 - *communicate effectively at all levels and with all stakeholders*
 - *involve the local community*
 - *plan appropriately – agree a strategic plan*
 - *be clear about partners' roles*
 - *be open and honest about problems.*

Since publication, National Historic Ships decided to include the report in its online resources section of its website, viewing it as an important contribution to those involved with ship preservation and conservation techniques.

IWAC's Activities in 2009-10

National Policy Development – Waterways for Everyone

IWAC has worked closely with Defra in helping to produce the consultative policy document “*Waterways for Everyone*”. This aims to update *Waterways for Tomorrow*, which when published in 2000 represented the first comprehensive UK Government statement on the inland waterways for 30 years and represented ‘a new charter for the waterways’.

Waterways for Everyone aims to build upon considerable waterway investment since 2000, realising the potential of waterways by widening interest and participation in them through traditional water based activities and developing new opportunities and new benefits.

Waterways for Everyone aims to set out how waterways and their surroundings can contribute to a wide range of public benefits. These include creating space for recreation and healthy activity both on the waterways and alongside, acting as a catalyst for regeneration, encouraging more people to holiday at home, encouraging green transport and creating green jobs and volunteering opportunities.

In 2009-10, IWAC assisted Defra in the production of *Waterways for Everyone* by contributing to the document through a Defra-led steering committee. IWAC also helped Defra seek wider views by being an active participant in waterway stakeholder meetings held in Reading (June 2009) and Cardiff (February 2010). IWAC contributed its own response to the *Waterways for Everyone* consultation held between December 2009 and March 2010.



Seminars

IWAC has worked closely with Visit England and, prompted by the *Waterways for Everyone* consultation and Visit England's new Tourism Strategy, held a joint seminar in February 2010 to consider whether the waterways were fulfilling their potential as attractions for tourism, and if not, how the waterways could make a stronger contribution to the visitor economy.

Those attending included the Association of Inland Navigation Authorities, the British Marine Federation, British Waterways, the Department for Culture, Media and Sport, the Environment Agency, the Inland Waterways Association and the Royal Yachting Association.

The seminar concluded that:

- the strong argument that waterways should be contributing to the visitor economy was not being heard by enough decision makers in England
- better co-ordination amongst all key players was required
- all organisations present at the meeting would respond to the *Waterways for Everyone* consultation, with Visit England a key respondent.

IWAC has subsequently, with the support of Visit England, set up a small working group of major inland waterways stakeholders to discuss how inland waterways can make a more effective contribution to the development of the visitor economy. The group includes the Environment Agency, British Waterways, the Broads Authority, the Waterways Trust and the British Marine Federation.

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), July 2009 and November 2009.

The IDG was chaired by the (then) Waterways Minister Huw Irranca-Davies MP. It meets regularly, providing a focal point for:

- more effective cross government coordination on inland waterways matters
- a fuller understanding and recognition of the contribution that the inland waterways can make to government policies for climate change, environmental improvement, public health, recreation, regeneration, heritage, planning, transport and community cohesion
- discussion on proposed research into the social and economic value of the waterways and undertaking a refresh of government policy for the waterways
- discussion on key strategic issues.

In addition to IWAC, membership consists of representatives from the Departments for Communities and Local Government; for Transport; for Health; for Culture, Media and Sport; for Business, Innovation and Skills; from the Welsh Assembly Government; British Waterways; the Environment Agency; the Broads Authority and the Association of Inland Navigation Authorities.

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

- Inland Waterways Association
- River Thames Alliance
- Royal Yachting Association
- Visit England (Visitor Economy seminar, Feb10)

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 2009-10.

IWAC meetings

IWAC held four meetings in 2009-10, 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.

The Fens, June 2009



Visit

IWAC visited the Middle Level Commissioners in Cambridgeshire to look at the flood protection function of the Middle Level and its potential for promoting and enhancing the visitor economy.

The Middle Level is the central and largest section of the Great Level of the Fens either at or below sea level reclaimed by drainage during the mid-17th Century. The Middle Level Commissioners are responsible for operating a complex flood protection and water level management system to balance the various water uses and requirements, providing drainage and flood protection to 70,000 hectares of highly productive fen farmland along with a large number of commercial and domestic properties. 160km out of the 190km fenland waterway network constitute a navigable system between the rivers Great Ouse and Nene. The cost of maintaining the channels is met primarily out of drainage rates and special levies. No charges are levied on pleasure boats at present.

IWAC's Activities in 2009-10

IWAC visited the St Germans Pumping Station, the Denver Complex and Salters Lode Lock. The St Germans pumping station at Wiggerhall is a land drainage and flood alleviation pumping station. The station pumps the land drainage and flood flows from the Middle Level system into the tidal River Ouse. The existing Pumping Station was built in 1934. It currently has a capacity of 70 tonnes per second (cumecs). Whilst a huge amount of water, increasing tidal levels and the ageing mechanics of the current station mean that the operating life of the station is nearing an end. The station offers flood protection to over 20,000 residential properties and agricultural land valued at £3.6 billion, hence a new station is being constructed which will have a 40% increased capacity giving it the ability to pump 100 cumecs.

The Denver Complex is operated by the Environment Agency and consists of a number of locks and sluices that are used for navigation access and management of water levels on the numerous waterways that characterise this part of Fenland. The complex manages a number of converging major drainage systems and tidal waters which converge at Denver. These include the Bedford Ouse, the Ely Ouse and the Old Bedford River. The complex controls water levels to prevent flooding, provide water for navigation and to provide water for reservoirs in Essex. Salters Lode lock is on the Middle Level and part of the Denver complex, being the main gateway onto the Great Ouse.

Meeting

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

- the promotion of the Middle Level as a potential tourist destination
- the replacement of out of date byelaws using a Transport and Works Order to remove operational restrictions and enable the Middle Level Commissioners to potentially charge levies for pleasure boating
- progress on updating the UK Government policy document Waterways for Tomorrow
- the British Waterways' public discussion document "20/20 Vision"
- the recruitment of new IWAC Members to replace those retiring

- consultations regarding the Water Framework Directive and the draft River Basin Management plans.

Watford, September 2009



Seminar

IWAC visited British Waterways' Watford office for a seminar on the discussion document "Twenty Twenty Vision". This set out proposals for British Waterways to become by 2020 a third sector organisation, neither in the public nor private sector. British Waterways believed that third sector status potentially offered benefits for the waterways which included:

- governance arrangements that allow greater participation by stakeholders
- an unambiguous purpose to sustain the waterways and maximise the public benefits they create
- a more transparent and secure funding arrangement with government by means of a contract
- the potential to make the most of the support from individuals and communities, increasing volunteering and potentially fundraising.

After a comprehensive question and answer session, the consensus view of IWAC Members was that the process of harnessing greater public support and community interaction was very welcome and that these changes were not necessarily dependent on British Waterways becoming a third sector organisation. There was some doubt on whether moving into the third sector would actually produce additional revenue given the competition from other third sector organisations. There was also

concern on whether funding arrangements with government by means of a contract would be as secure as the existing Grant in Aid which British Waterways currently received, as a public sector organisation, from the UK Government and Scottish Government.

Meeting

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

- the potential devolution to the Welsh Assembly Government of all waterway matters in Wales
- updating byelaws for the Middle Level Commissioners
- UK Government progress on updating waterway policy, in particular the Inter-Departmental Group meeting in July 2009
- publicising IWAC's work and reports
- welcome to newly appointed IWAC Members from January 2010, attending the meeting as observers.

London, December 2009



IWAC's held a one-day meeting in Euston, London. In addition to discussing its ongoing work programme and activities, the meeting:

- considered further published details of the proposed "mutualisation" of British Waterways
- discussed the impending UK Government consultation of its inland waterway policy update "Waterways for Everyone"

- discussed current and future sources of revenue for inland waterways in Britain
- considered how best to balance waterway development with wharf protection
- said farewell and thanks to IWAC Members retiring from the Council at the end of December 2009.

Essex, March 2010



Visit

IWAC visited the Chelmer and Blackwater Navigation to see an example of a well-run waterway managed and run primarily by volunteers working with Essex Waterways Ltd, a subsidiary of the Inland Waterways Association.

The Chelmer and Blackwater Navigation is the canalisation of the rivers Chelmer and Blackwater in Essex. The navigation runs for just over 22km from Springfield Basin in Chelmsford to the sea lock at Heybridge Basin near Maldon. It was opened in 1797 and remained under the control of the original company until November 2005 when, whilst still owned by the Company of Proprietors, Essex Waterways Ltd took over the day to day navigation management. The towpath from Heybridge to Chelmsford is a designated public footpath.

During the day, IWAC visited Heybridge Basin, Hoe Mill Lock and Paper Mill Lock. Heybridge Basin is a popular mooring with shower and laundry facilities for boaters visiting from the tidal Blackwater Estuary; Hoe Mill is a quiet rural area with moorings and limited public access; Paper Mill is another moorings site with greater public access along, with trip boats and tea rooms which are both private commercial enterprises. All of the sites

IWAC's activities in 2009-10

offered differing examples of how a largely volunteer-led organisation was successfully meeting the challenges of running a waterway.

Meeting

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

- improving Regional Development Agency engagement with inland waterways
- ongoing "third sector" proposals for British Waterways which the UK Government was considering
- the role smaller navigation authorities such as Essex Waterways Ltd (Chelmer & Blackwater Navigation) could offer to larger authorities in terms of volunteering
- the ongoing consultation on the UK Government policy document "Waterways for Everyone"
- the seminar on the visitor economy hosted by Visit England and organised by IWAC in February 2010.

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 2009 and March 2010 (date of response in brackets):

- AINA – Residential Use of Waterways, draft advisory document (February 2010)
- Department for Transport – Local Transport Plans Guidance (April 2009)
- East Midlands Regional Assembly – East Midlands Regional Plan Partial Review (October 2009)

- East of England Regional Assembly – East of England Plan – Scenarios for housing and economic growth (November 2009)
- Environment Agency – Anglian River Basin Management Plan (June 2009)
- Environment Agency – Dee River Basin Management Plan (June 2009)
- Environment Agency – Humber River Basin Management Plan (June 2009)
- Environment Agency – North West River Basin Management Plan (June 2009)
- Environment Agency – Northumbrian River Basin Management Plan (June 2009)
- Environment Agency – Severn River Basin Management Plan (June 2009)
- Environment Agency – Thames River Basin Management Plan (June 2009)
- Scottish Environment Protection Agency – Scotland River Basin District Management Plan (June 2009).

A full list of consultations IWAC received from April 2009 until March 2010 is given in the Appendix.

London Olympics and Paralympics

IWAC is keen to ensure that the waterways at the London Olympics site in Stratford act as a successful template for the rest of the country on what the waterways can offer to the local economy and community.

Along with the longer term social legacy of providing local people with a focus for community activities, IWAC's current particular interest is the delivery of construction materials by water, aided by the substantial British Waterways-led investment at Three Mills Lock.

However, though IWAC has repeatedly pressed the Olympic Delivery Authority to provide information on the tonnage of materials transported to the Olympic site by water, IWAC has not received any information to date.

IWAC will continue to monitor activities at the site and press for information regarding the use of its nearby waterways.

Financial Report

IWAC receives its income from Defra and the Scottish Government.

In 2009-10, Defra provided just under £182,000 and the Scottish Government £33,000.

Our expenditure breakdown was as follows:

| IWAC's Expenditure 2009-10 | |
|---|----------------|
| Staff | £ |
| Chair; Fees and Expenses | 17,384 |
| Policy Adviser and Office Manager; Employment Costs* | 83,292 |
| | |
| Reports | |
| Consultants | 39,356 |
| Printing, publication and publicity | 12,160 |
| Council Members; Expenses Related to Reports | 3,524 |
| | |
| Meetings | |
| Accommodation, subsistence, travel and venues | 25,890 |
| | |
| Office | |
| General office costs; includes business rates, IT, photocopier, rent, stationery and telephones | 33,107 |
| | |
| Total | 214,713 |

*estimated

Plans for 2010-11



IWAC drafted its work programme early in 2010, 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 2010-11 includes the following:

1. A continuing joint research programme into inland waterways

- The Defra-funded joint IWAC/Defra programme started in April 2008 and is planned to continue throughout 2010-11.
- To date, the programme has sought to identify the benefits of inland waterways and a corresponding value for those benefits.
- The first report, *An Analysis of Benefits of Inland Waterways*, was published in September 2009 and updated in March 2010 following further research using two real-life case studies: the Droitwich Canal Restoration and a section of the River Medway. The final report and corresponding case studies have

evaluated the generic benefits of inland waterways and derived (where possible) a value for those benefits, producing a benefits transfer valuation framework. This framework can be used to compare the benefits of an inland waterway activity to the costs; get an indication of the relative importance of an inland waterway's benefits to inform decisions on management options or evaluating priorities; and give decision makers a better understanding of who benefits from an inland waterway in order to help identify fair and equitable funding and financing options for the waterways.

2. Publishing reports on:

- *Volunteering and Inland Waterways – How to Attract, Integrate and Retain Volunteers*

This report will research and publish evidence of how organisations successfully attract, integrate and retain volunteers. The research will also identify and explore those factors that make some organisations particularly successful in attracting, integrating and retaining volunteers.

- Making More Use of Waterway Paths and their Surrounding Corridors

This report will research evidence on the potential for sustainably expanding the use in Britain of waterway paths and their surrounding corridors so that they attract more commuting, tourism and leisure activities whilst at the same time potentially decrease carbon footprints, reduce road congestion and improve the health of local communities.

- Funding Waterways in England and Wales

This report will advise on maintaining sustainable revenue streams for thriving inland waterways so that they can continue to provide broad economic, social and environmental benefits to the wider community.

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

- IWAC wishes to see the significant waterway development at the Stratford Olympic site 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 2009 – March 2010

John Edmonds, Chair

John Edmonds is a non-executive Director of the Carbon Trust and of Salix Finance; visiting Research Fellow of King's College, London; an Honorary Fellow of the Society for the Environment; and Vice President of the National Society for Clean Air. Previously he has been General Secretary of GMB Trade Union; President of TUC; Co-Chair of the Trade Union Advisory Committee on Sustainable Development; Member of Royal Commission on Environmental Pollution; Forestry Commissioner; and Board member of the Environment Agency.

Fiona Willis, Vice-Chair *(to December 2009)*

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

Cathy Cooke

Manager of Derbyshire Adult Community Education Services' Eco Centre for Sustainable Development Education within Derbyshire County Council's Children and Younger Adults Department. Formerly 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 *(to December 2009)*

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

Mike Cooksley *(from January 2010)*

Chair of Weaver Valley Management Board and Visit Chester and Cheshire, a board member of Natural Economy North West and a former vice-chair of Anderton Boat Lift Trust.

John Dodwell *(from January 2010)*

Chair of Commercial Boat Operators Association, a director of Freight by Water and Managing Director of Rolandon Water and Sea Freight Advisory Services. Member of British Waterways Advisory Forum and many waterway restoration societies. Chartered Accountant. Previously General Secretary of Inland Waterways Association.

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 *(to December 2009)*

Former 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/Pricewaterhouse Coopers 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 *(to December 2009)*

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.

Amanda Nobbs *(from January 2010)*

Chair of the Environment Agency Thames Regional Flood Defence Committee, a member of the Environment Agency Thames Regional Environmental Protection Advisory Committee and Environment Agency Thames Regional Fisheries, Ecology and Recreation Committee. Former chief executive of the Council for National Parks.

Tamsin Phipps *(from January 2010)*

Public Affairs Manager for the British Canoe Union an official for the International Canoe Federation and a volunteer for a local community narrow boat (the Falcon Adam).

Colin Powell *(from January 2010)*

Principal Country Parks and Grant Officer for Neath Port Talbot County Borough Council, a member of Afan Forest Park Tourism Growth Area Project Board and has a 25-year involvement with canals in Wales, in particular with restoration works on the Neath Canal and Tennant Canal.

Ronnie Rusack MBE *(from January 2010)*

Active campaigner for the regeneration of the Scottish Lowland Canals prior to the Millennium Link Project and active partner in that project to restore those canals. Started the Edinburgh Canal Centre in 1971 and prior to his early retirement was the sole owner/operator for 35 years of the Bridge Inn in Ratho which employed 70 staff and included two restaurants, four bars, two MCA Class V restaurant boats and a vintage trip boat. Founder member and current Chair of Seagull Trust Cruises; member of British Waterways Scotland Group, Freshwater & Saltwater Group and the Scottish Pleasure Boat Operators.

John Pomfret *(to December 2009)*

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

Advisory Board Member of Vestra Wealth, Non-Executive Director of Liberty Syndicates and Managing Consultant at Europe Economics and visiting professor at Cass Business School. He was Economic Adviser to the Prime Minister, Tony Blair, from May 1997 to December 2003, which was followed by two years as Economic Adviser to the International Chairman of KPMG. Between 1984 and 1997 he was Director of European Economics at Barclays de Zoete Wedd (BZW) and has experience in the oil industry as chief economist at Shell UK and International Policy Adviser at Shell International.

IWAC's Members, Advisers, Observers and Staff

Alan Stopher *(from January 2010)*

Trained as a civil engineer. Worked in the coal industry for 20 years before becoming the Project Director of Huddersfield Canal Company. More recently employed by Tameside Metropolitan Borough Council and now retired from the post of Assistant Executive Director (Property Services). Has advised on the Cotswold Canals restoration project by leading the Tameside Metropolitan Borough Council independent review team commissioned by Stroud District Council.

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, Duncan McGhie, Christine Johnstone *(to December 2009)* and Colin Powell *(from January 2010)*.

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.

Observers at Meetings

Association of Inland Navigation Authorities – Stuart Taylor and Philip Burgess.

Broads Authority – John Packman and Trudi Wakelin.

British Waterways – Caroline Killeavy.

Defra – Martyn Webb.

Environment Agency – Stuart Taylor and Matt Carter.

Scottish Government – Ian Farmer.

Staff and consultants

Staff

John Manning – Policy Adviser.

Diana Wray – Office Manager.

Consultants

Euromapping.

Fisher Associates.

Jan Brooke Environmental Consultant Ltd.

Appendix – full list of received consultations

(From April 2009 to March 2010)

Association of Inland Navigation Authorities – AINA Advisory Document: Residential Use of Waterways (November 2009).

British Waterways – Boat Licence Fee Consultation 2010 (February 2010).

British Waterways – Future of Foxton Locks (May 2009).

British Waterways – Moorings Policy for BW's Network in England and Wales: Proposals for Creating Local Mooring Strategies (October 2009).

British Waterways – Proposed BW Boundaries (May 2009).

Camden Council – Camden's Local Development Framework: Site Allocations Preferred Approach Consultation (November 2009).

Camden Council – Core Strategy and Development Policies Proposed Submission (October 2009).

Cardiff Council – Cardiff Local Development Plan (December 2009).

Cardiff Council – Local Development Plan (April 2009).

Corby Council – Corby Site Specific Allocations Development Plan Document (September 2009).

Defra – Climate Change Questionnaire (October 2009).

Defra – Draft UK Marine Policy Statement: Discussion Paper (March 2010).

Defra – Environmental Permitting Programme: Phase 2 – Guidance (May 2009).

Defra – Environmental Permitting Programme: Water Exemptions Guidance (November 2009).

Defra – Inshore Fisheries: Orders establishing Inshore Fisheries districts and their associated Authorities (March 2010).

Defra – Interim Arrangements for Managing the North West Sea Fisheries Committee (November 2009).

Defra – Marine & Coastal Access Act 2009: Secondary Legislation for Marine Licensing Enforcement (Monetary Penalties and Appeals Against Statutory Notices) (March 2010).

Defra – Marine Conservation Zones and European Marine Sites: A draft strategy for marine protected areas (April 2009).

Defra – Marine Plan Area for English Inshore and English Offshore Marine Regions (November 2009).

Defra – National Parks and Broads Circular and Vision Statement (January 2010).

Defra – Proposals for Fairer and Better Environmental Enforcement (August 2009).

Defra – Secondary Legislation for England & Wales under the Marine & Coastal Access Bill: Part 4 Marine Licensing (July 2009).

Defra – Waterways for Everyone (December 2009).

Department for Transport via Winckworth Sherwood – Transport & Works Act: Network Rail (Nuneaton North Chord) Order (August 2009).

East Midlands Regional Assembly – Regional Plan Partial Review (May 2009).

East of England Regional Assembly – Consultation on the East of England Plan > 2031: Scenarios for housing and economic growth (September 2009).

Environment Agency – Environmental Permitting Implementation (EPI2) Project: Working together, your role in our environmental permitting (April 2009).

Environment Agency – Fairer and Better Environmental Enforcement: Implementing the New Civil Sanctions Consultation (February 2010).

Environment Agency – H1 Environmental Risk Assessment (October 2009).

Eversheds – Transport & Works Act: Proposed Chiltern Railways (Bicester to Oxford Improvements) Order (January 2010).

Maritime and Coastguard Agency – Amending the Boatmasters' Licences Regulations 2006 (December 2009).

Monmouthshire County Council – Local Development Plan (June 2009).

Natural Environment Research Council – Postgraduate Skills Needs for the Environmental Science Sector (November 2009).

Nuneaton & Bedworth Council – Core Strategy Issues & Options Document (June 2009).

Rhondda Cynon Taf Council – Local Development Plan (2006-2021): Site Allocation Representations (June 2009).

Welsh Affairs Committee – Pre-legislative scrutiny of the proposed Legislative Competence Order in Council on Environment (May 2009).

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