

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

18 June 2013

Report of the Acting Strategic Director – Environmental Services

**WATERWAYS DEVELOPMENT (JOBS, ECONOMY AND
TRANSPORT)**

(1) **Purpose of the Report** To inform Cabinet of the current status of County waterways and review options for the future.

(2) **Information and Analysis** There are four waterways in the County which are, at least in part, navigable to boats, currently under reconstruction, in use as Greenways or footpaths (on the towpath or over an in-filled route) or have active societies promoting restoration. The County Council owns significant parts of three of these waterways and other assets on two.

Chesterfield Canal (Appendix 1 Map 1)

Development of the canal is headed by a formally constituted Partnership led by Chesterfield Borough Council which employs a Development Manager on behalf of the Partnership which also comprises:

Bassetlaw District Council
Canal and River Trust
Chesterfield Borough Council
Chesterfield Canal Trust
Derbyshire County Council
Derbyshire Wildlife Trust
Environment Agency
Groundwork Creswell
Inland Waterways Association
Natural England
North East Derbyshire District Council
Nottinghamshire County Council
Nottinghamshire Wildlife Trust
Rotherham Metropolitan Borough Council
Yorkshire Wildlife Trust

The Chesterfield Canal Trust has a large and active membership with a vision to re-create a fully navigable canal from Chesterfield to the River Trent. It is engaged in restoration, maintenance, boat operation, events, access work and

management of the Hollingwood Hub. The Hub is within the restored and expanded Lock House and accommodates the offices of the Trust and Partnership, a meetings/events room and a café.

The County Council owns approximately 5 miles of in-water canal, towpath, land holdings and the Tapton Lock Visitor centre which are all maintained and managed by the Countryside Service. In addition, the area at Staveley Town Basin is within the Markham Employment Growth Zone for which there are plans to develop a Marina, housing and business facilities through a Community Interest Company (CIC). The County Council's liabilities include the management of facilities and land around the canal, acting as the Navigation Authority for the in-water stretch in Derbyshire, management and maintenance of the Trans-Pennine Trail (TPT) and protection of species and habitats.

Restoration and regeneration priorities within Derbyshire are reinstatement of the line from Staveley to Renishaw, developing the route through Killamarsh, CIC development at Staveley Town Basin, the Chesterfield Waterside development, and investigating the Rother Valley Link to connect the canal to the Sheffield and South Yorkshire navigation via the River Rother.

Risks to further restoration include access to funding, engineering challenges such as railway, road and river crossings, and securing the necessary landowner permissions. The proposed line of HS2 Phase 2 has a number of conflicts with the restoration route and, while at this time it is unclear where the balance of risk and opportunity lies, officers are already constructively engaged with HS2 with regard to County assets.

Cromford Canal (Appendix 1 Map 2a and 2b)

Development of the canal is overseen by the Cromford Canal Partnership which is an informal body led by the County Council. The Partnership comprises:

Amber Valley Borough Council
The Arkwright Society
Bolsover District Council
Canal and River Trust
Derbyshire Dales District Council
Derbyshire Wildlife Trust
Derwent Valley Mills World Heritage Site
English Heritage
Erewash Canal Preservation and Development Association
Friends of the Cromford Canal
Inland Waterways Association
Natural England

A feasibility study was completed in 2012¹ but, as yet, no fixed strategy for preservation, conservation or restoration of the canal is in place, although a number of priority areas are emerging.

The Friends of Cromford Canal has a large membership and is active in investigating restoration potential and organising work parties to preserve historic features. In 2013, the County Council has undertaken extensive dredging and clearing of the section which was infilled between Cromford Wharf and Leawood Pump. This work has enabled the Friends to secure funding and purchase a boat with the intention of running passenger trips, for which a report will be submitted to Cabinet for consideration in due course.

With the exception of a very small section near Brinsley, the full line of the Cromford Canal lies in Derbyshire. The County Council owns the in-water section from Cromford Wharf to Ambergate and a small area around Pinxton Wharf, as well as structures including the Cromford Wharf buildings, High Peak Junction Workshops and Leawood Pump. The remaining length is owned by the Canal and River Trust, Derbyshire Wildlife Trust and various private landowners. The County Council's responsibilities include acting as the Navigation Authority for the in-water section, additional duties as a result of part of the canal being a Site of Special Scientific Interest and lying within the Derwent Valley Mills World Heritage Site, the protection of Scheduled Ancient Monuments and the conservation of a number of protected species and habitats.

Restoration work has been limited to dredging the Cromford to Ambergate section and improvements at Langley Mill (see Erewash Canal below). There are regeneration opportunities in the Ironville area, along the Pinxton Arm and at Langley Mill which have not yet been fully explored.

Returning the canal to navigation or restoration for regeneration, access or recreation is complex (as well as often contradictory) as a result of the various designations and use of the land. Private dwellings have been built on crucial parts of the route; the Butterley Tunnel is a significant barrier and there are a number of road and river crossings to consider.

Derby and Sandiacre Canal (Appendix 1 Map 3)

Development is overseen by the board of the Derby and Sandiacre Canal Trust which includes Members from:

Group Development Directors

Derby Canal Society

Derby City Council

Derbyshire County Council

Erewash Borough Council

Inland Waterways Association

South Derbyshire District Council

¹ Atkins Cromford Canal Scoping Report Version 3.1 27 January 2012 5099944

While ostensibly separate organisations, the Derby and Sandiacre Canal Trust and the Derby Canal Society work in close partnership to deliver parallel aims. Together, they have a large and very active membership working on a restoration plan for the in-filled canal. They have secured outline planning permission for the route² with the intention of breaking ground at the Erewash Junction. They have 'ownership or control' over 90% of the route, have established a Sustrans route along the canal track connecting Derby and Sandiacre, linear park status for a section within Derby and run an active work party programme. The County Council owns a large portion of the in-filled section between Sandiacre and Derby for which there is historic agreement in principle to transfer to the Trust in the event of restoration³.

Restoration for the full line is proposed with links to the national network/cruising rings at both the west (Swarkestone) and east (Sandiacre) junctions. A further 'Derby Arm' is planned with an architecturally exciting, destination boat lift to transfer boats to a section of the River Derwent returned to navigation and a restored wharf at the Derby Silk Mill, at the southern end of the Derwent Valley Mills World Heritage Site.

The Trust and Society are developing a number of projects to provide regeneration and income stream opportunities from both funding applications and private sector investment. Upon completion of restoration, the Trust intends to assume responsibility as the Navigation Authority, taking control of all maintenance and running duties, as well as maintaining the public amenity.

Erewash Canal (Appendix 1 Map 2b)

A small navigable section falls within the County which is owned and managed by the Canal and River Trust and a marina at Langley Mill, partly owned by the Erewash Canal Society and partly in private ownership, used mainly for maintenance and winter moorings but also with some 'live aboard' families. The Canal Society volunteers have been active in extending the marina and maintaining the junction with the Cromford Canal here. Members have also been very active in supporting the Chesterfield and Cromford Canal Partnerships. Restoration of the Cromford Canal between Langley Mill and the A38 has been secured through planning gain from an open cast application. However, this planning commitment has been in existence for some considerable time and no action is thought likely in the short term.

Other Waterways

There are a number of other derelict canals in the County which have historic interest and potential for future regeneration work, such as the Adelphi in Duckmanton, the Nutbrook at Shipley and the Woodeaves near Ashbourne. Additionally, the Trent and Mersey and Peak Forest canals have small

² Erewash Borough Council, ERE/0410/0042, Derby City Council, 03/07/00495 and South Derbyshire District Council, 09/2009/0054

³ 1996 11 6 *Del sub-committee report - transfer of land*, Derbyshire County Council, Planning and Countryside Delegation Sub-Committee.

stretches within Derbyshire. These two are fully navigable cruising waterways connected to the national network.

The Case for Waterways

In their present condition, the resource provided by Derbyshire waterways includes:

More than 50 miles of footpath or Greenway used by County residents and visitors. The section of the TPT adjacent to the Chesterfield Canal is in the top five busiest locations in the whole TPT. Data supplied suggests that 7,716 cyclists and 47,167 walkers passed the Tapton Lock counter in 2012.

The trip boat operated by the Chesterfield Canal Trust contributes to the more than 23,000 visitors to the Tapton Lock Visitor Centre each year and raises an income in excess of £18,000 in ticket receipts alone.

The Cromford Canal and associated structures are important assets within the Derwent Valley Mills World Heritage Site; 16 million people live within a 1 hour drive of the WHS⁴. Data collected by the Countryside Service suggests around 100,000 people walked the canal towpath between Cromford and High Peak Junction last year, with over 31,000 entering the Visitor Centre.

Ambitious plans to support business in and around Arkwright's Mill in Cromford have been set out⁵, the potential to co-ordinate effort in seeking Community Infrastructure Levies and the importance of tourism at the Cromford cluster are recognised. Using the Association of Independent Museums (AIM) economic value toolkit and an average of the last three years, and assuming that 45% of visitors are local, 45% are day visitors from further afield and that 10% stay overnight, it is estimated that the attractions contribute £13.38 million per annum into the local economy through direct and secondary spending.

The table at Appendix 2, published by The Chesterfield Canal Partnership, illustrates the potential returns on investment for canal restoration. The table summarises analysis commissioned by British Waterways in 2010 into the economic benefits that the restoration to navigation had generated on the 87 mile Kennet and Avon Canal three years after a major Heritage Lottery Fund grant. While exact comparison is impossible and the data is based on research which is, in some case, over 10 years old, there are sufficient similarities to the Chesterfield Canal to indicate where opportunity may lie and the potential benefits.

Derbyshire Waterways Development Strategy

As highlighted above, canals within the County are at varying stages of development and present both challenges and opportunities in terms of

⁴ Derwent Valley Mills World Heritage Site - Economic Development Plan, Derwent Valley Partnership

⁵ *Ibid*

regeneration, tourism, access to the countryside and income generation potential. Work has commenced on bringing all of the above together into a comprehensive Waterways Development Strategy which will seek to define and prioritise the County Council's input to preservation, conservation and regeneration, as well as to effectively manage our limited resources.

The Strategy will provide a statement of intent with regards to waterways development and demonstrate the potential and viability of our waterways in meeting commitments to heritage, tourism, regeneration, environment, community, employment, health and transport. It will outline priority opportunity areas to be supported, examine models of best practice and provide guidance to the execution of functions as landowner and Navigation Authority.

The Strategy will be completed in draft early 2014, will be subject to consultation and presented to a future Cabinet meeting for consideration and approval.

(3) Financial Considerations Upon completion of restoration, it is the intention that a suitable independent organisation will assume control of the Chesterfield Canal. In the meantime, the costs and benefits of running the in-water section lie with the County Council. Similarly the in-water section of the Cromford Canal is managed and maintained by the Countryside Service, although in this case there are no plans to transfer the Navigation to another body.

Canal management and maintenance is fully embedded within the Countryside Service North Area and West Area teams and their operational budgets. Although not identified discretely, apportioning costs provides an estimate of £200,000 and £120,000 per annum respectively for the running of the Chesterfield Canal and Cromford Canal respectively.

Should any further sections of canal, whether in-water or pre-restoration, come into the Council's control or ownership, then these will be shown as new assets and will incur further annual revenue and capital costs proportionate to those indicated above.

There are additional one-off costs arising from the nature of this kind of asset, such as for emergency works. The Cromford Canal for example, has required repairs to the aqueduct costing £400,000, dredging at more than £300,000 and towpath resurfacing at £50,000.

The estimates supplied above are expended from Countryside Service budgets only and do not include funding associated with the regeneration of Staveley Town Basin (MEGZ) for example.

The revenue costs incurred for the Waterways Development Project Officer for salary, overheads and projects/activities is currently set at £45,000 per annum. Funding for a fixed term post was secured through the two year Service Pressure budget in 2012, initially for a two year period, with appointment in July 2012.

(4) **Legal Considerations** The County Council has statutory obligations as the 'Navigation Authority' to manage and maintain the inland waterways referred to in this report. The functions of a Navigation Authority typically include:

- dredging waterways to keep them free from obstruction;
- maintaining infrastructure, like locks, tunnels and bridges;
- regulating the waterways;
- licensing craft that use the waterways; and
- protecting the waterways from inappropriate development.

The County Council can enforce licensing, regulation and protection through licence agreements, such as those with the charitable organisations set out in this report. These agreements are used to ensure that such interested parties comply with health and safety legislation and specific rules and regulations imposed on waterway craft operators and users by the Maritime and Coastguard Agency.

These contractual arrangements with such charitable organisations, along with the County Council's control and management of the waterways, ensures that risks of legal action against the County Council are minimised.

(5) **Human Resources Considerations** The Waterways Development Project Officer was appointed to the Countryside Service, North Area Team on a fixed term contract to June 2014. The development and implementation of a county-wide strategy for the waterways and execution of restoration, conservation or improvement plans will require a higher priority and a skillset to include project management. In order for this work to continue, further project resources will need to be secured beyond 2014. This will be subject to a future report.

(6) **Environmental and Health Considerations** Waterways provide numerous environmental benefits. They provide vital freshwater habitats supporting rare and protected species. As relics of the heavy industrial age they often travel through degraded land and provide a relative benefit which greatly exceeds their area. They can act as corridors linking fragmented high value sites. Even derelict canal which have been wholly or partially filled in, can supply significant environmental benefits to wildlife as they travel through the landscape.

Strong evidence suggests that easy, regular access to green space is vital for health and well-being. Waterways travel through and between densely populated, as well as scattered communities providing opportunities for formal and informal enjoyment of the countryside on the doorstep. Towpaths, Greenways and footpaths associated with in-water and derelict canals provide means to walk or cycle to places of work and leisure.

Waterways can supply real and measurable outcomes to measure against targets for mitigating the impacts of climate change, providing ecosystem services and reducing consumption of fossil fuels.

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder; equality and diversity, property and transport considerations.

(7) **Key Decision** No.

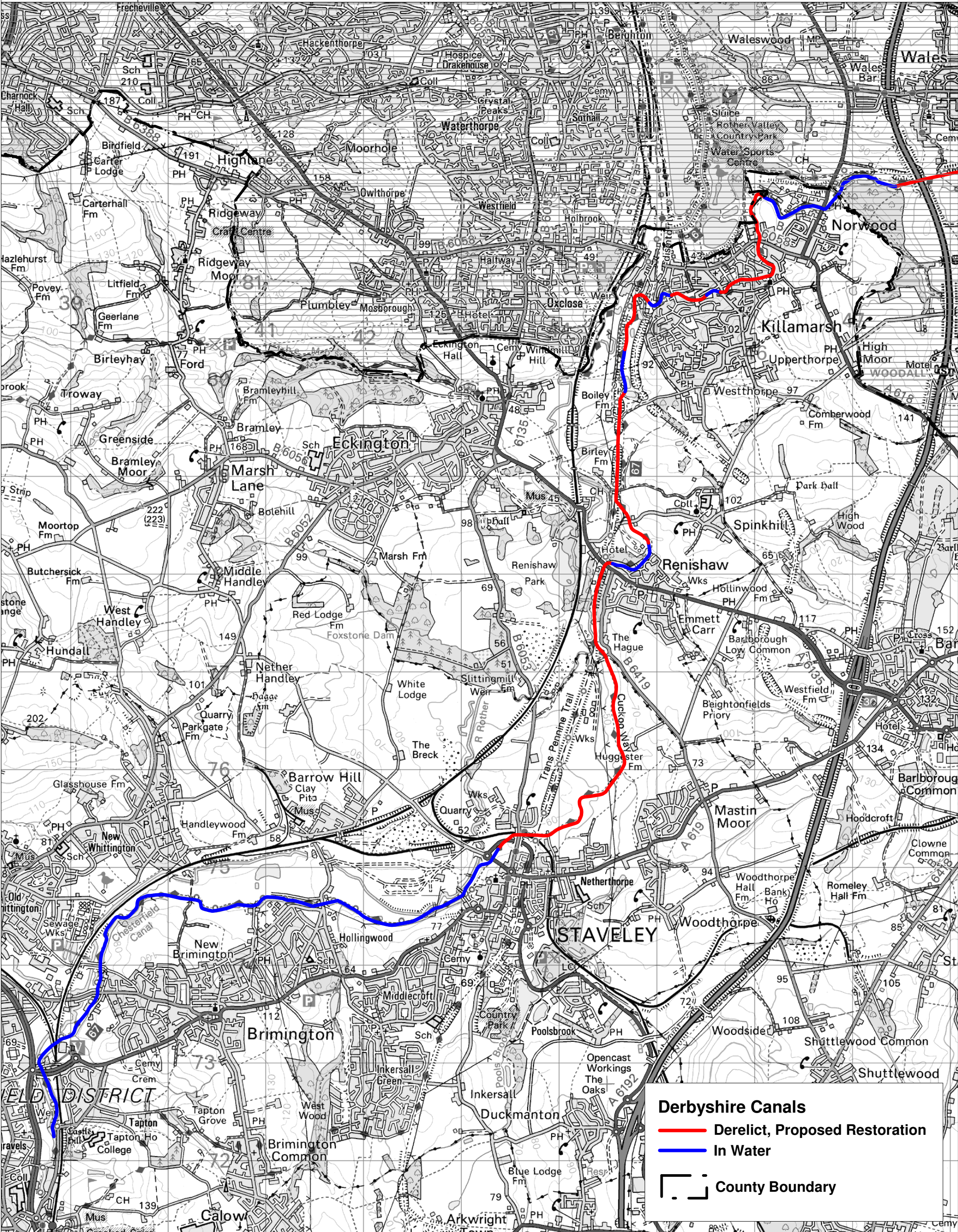
(8) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

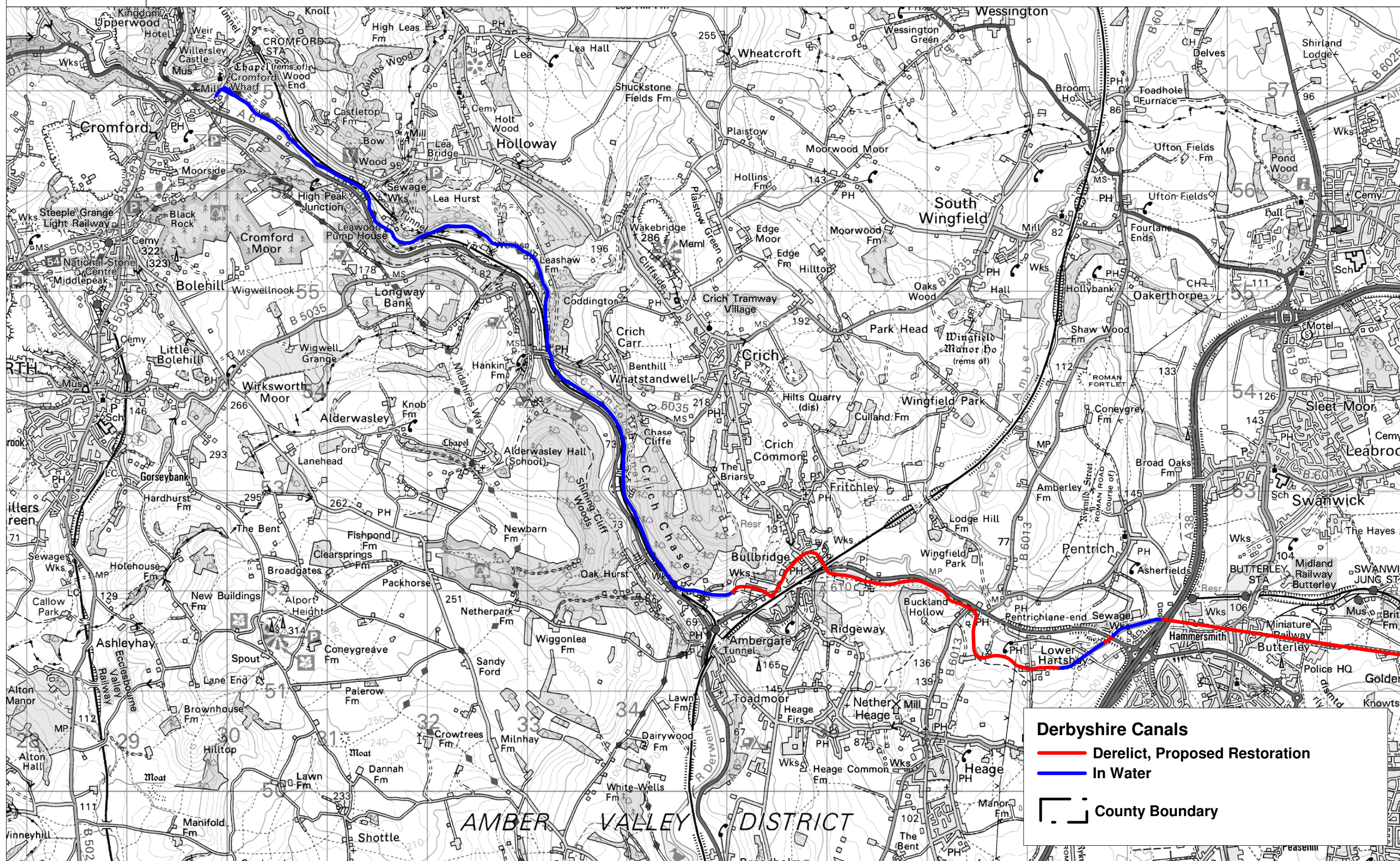
(9) **Background Papers** Maps are attached showing the locations of the principal waterways. Officer contact details – Susan White, extension 39001.

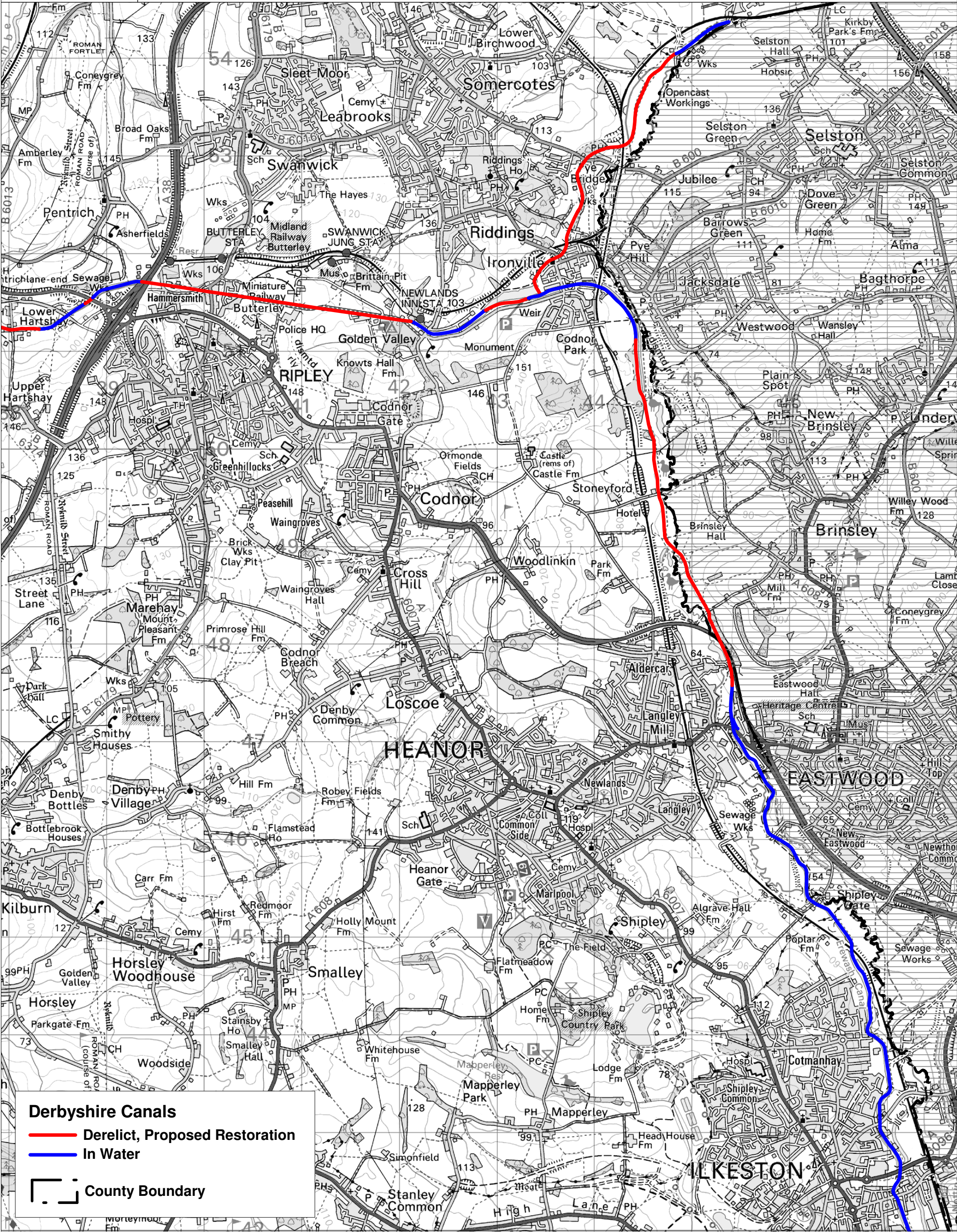
(10) **OFFICER'S RECOMMENDATIONS** That Cabinet:

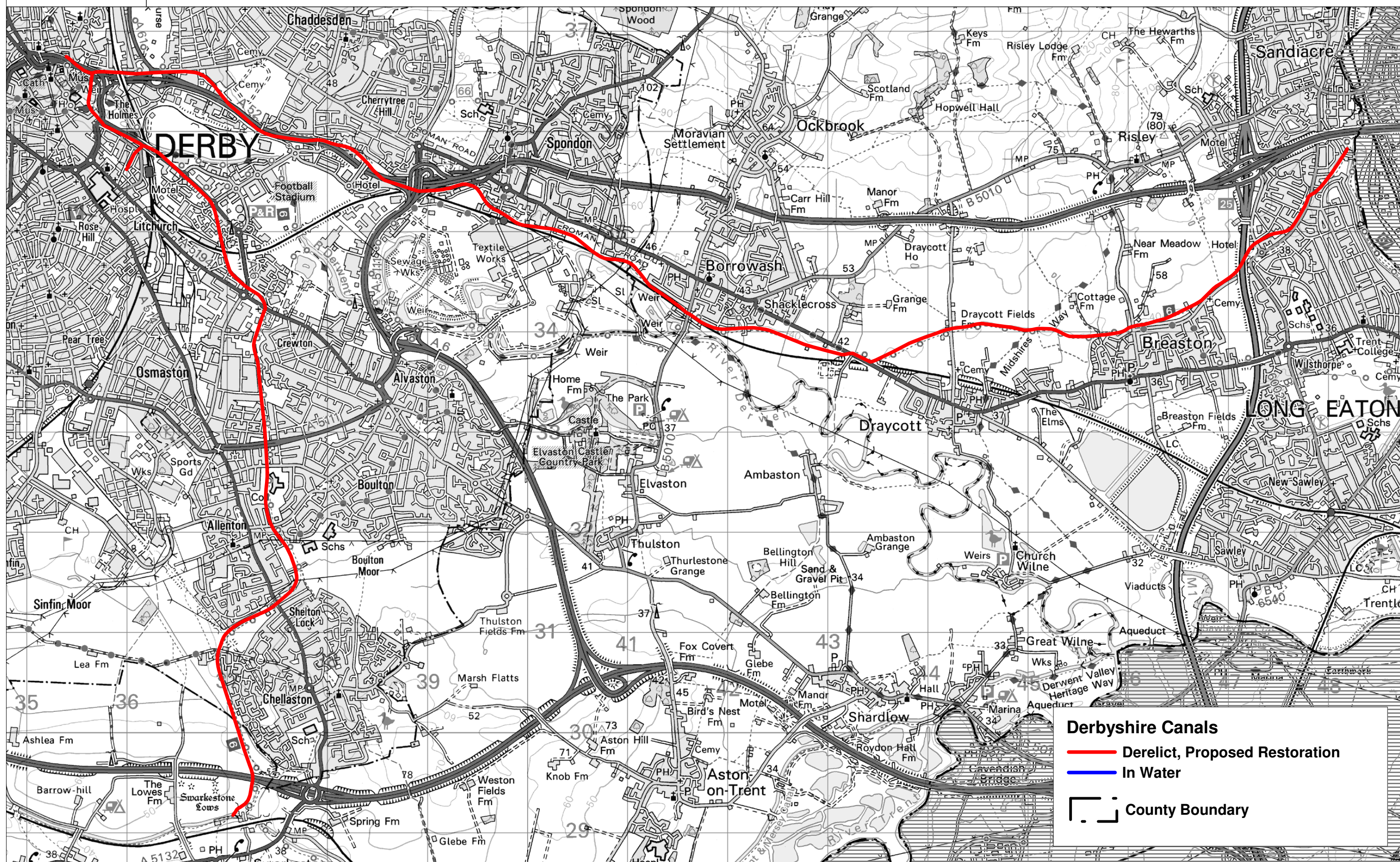
- 10.1 Notes the opportunities and challenges associated with the development of waterways in the County.
- 10.2 Supports the continuation of appropriate support and leadership to both the Cromford and Chesterfield Canal Partnerships and engagement with the other canal trusts and societies in Derbyshire.
- 10.3 Welcomes and supports the development of a draft County Waterways Strategy, subject to consultation, which will prioritise the Council's input and support for waterway development in Derbyshire

Mike Ashworth
Acting Strategic Director – Environmental Services









Derbyshire Canals

— Derelict, Proposed Restoration

— In Water

County Boundary



Appendix 2

Potential Returns on Investment for Canal Restoration

Benefit	Value of Benefit	Evidence
Employment Created: Temporary Construction Jobs (person years)	1,485 Person Years	Gibb 2001, Ecotec 2007
Employment Created: Long Term Full-Time Equivalent Jobs	1,163 FTE Jobs	Gibb 2001, Ecotec 2007
Property Price & Land Value Premium Property adjacent to restored / new canal Property within 100 m of restored / new canal Property within 500 m of restored / new canal	15 to 25 % increase 10 to 15 % increase 5 to 10 % increase	Gibb 2001 Gibb 2001 Gibb 2001
Property Development Residential units Commercial / industrial m ² Leisure m ²	2,370 units 111,400 m ² 19,800 m ²	Gibb 2001 Gibb 2001 Gibb 2001
Development Investments (over project life)	£73 million	Gibb 2001
Development Revenues (over project life)	£17 million	Gibb 2001
Telecommunication & Utility Wayleaves	£14,400 per year	Jacobs 2009
Navigation Activity Benefits (boater spend) Visiting Private Boats Local Private Boats Hire Boats Trip Boats Total	£140,000 per year £200,000 per year £500,000 per year £80,000 per year £920,000 per year	All Gibb 2001 revised in light of Jacobs 2009
Marina Income Benefits (boater spend) Rotherham Marinas Chesterfield Marinas Total	£390,000 per year £90,000 per year £480,000 per year	British Waterways 2007
Paddle-sport Benefits (canoeing & rowing spend)	£6,920 per year	British Waterways 2008
Angling Activity (spend included in visitor spend) Fishing Peg Rental	£12,000 per year	British Waterways 2008
General Visitor Expenditure in Economy (includes all income from walkers, cyclists, anglers and general visitors excluding boaters)	£2.2 million per year	Gibb 2001, but see Ecotec 2007 for update.
Total Tourism, Leisure & Recreation Expenditure in Economy (i.e. total of above)	£3.62 million per year	<i>as per previous</i>
Health and Well-Being Benefits (expressed as potential cost savings to NHS due to presence of a waterway)	£0.16 to £1.6 million per year	Peacock <i>et al</i> 2005, Jacob 2009