

FEASIBILITY STUDY FUNDERS

We would like to acknowledge that the completion of our feasibility study has been enabled by the provision of grants and/or availability of facilities from the following

(with apologies for not being able to reproduce the associated logos—they are in the actual study)

South Yorkshire Key Fund—Global Grants Funds
 Yorkshire—Pioneer Areas Team
 Yorkshire Rural Community Council
 Calder Navigation Society
 IWA—West Riding branch
 IWA—Restoration Committee
 Barnsley MBC—Planning and Transport Service
 Barnsley MBC—Technical Aid for the Community
 Wakefield MDC
 Barnsley, Dearne and Dove Canals Trust
 Royston & Carlton Community Partnership
 Town Centre Community Partnership



WALTON HALL BRIDGE

The Keel**Contents**

- 1 Editorial / Membership
- 2 Chairman's Letter
- 3 Grants—yes , money coming in!
- 4 Feasibility Study Update
- 6 From Our Man in Parliament
- 7 Programme dates
- 8 Feasibility Study Funders

Greetings All

With Editors apologies for delay—I've been at sea

Again the unpleasant bit first (if only to get it out of the way quickly)

Its Renewal Time again

If there is a renewal form in with this issue PLEASE take five minutes to renew your membership immediately as we DO NEED your money to help run the Trust.

If the sheet is YELLOW—you are due for last year as well—PLEASE do pay up as things are happening—see later on!

Costs such as Insurance, Rates, Keel, Postage, Stationery, Publicity, Legal Administration, Etc. are going through the roof—due mainly to increased insurance costs

Ulrich

Editor & Membership.

Well it took a lot longer than any of ever though possible, it always looked imminent hence the delay on the production of the Keel- our apologies. But by the time you are reading this the feasibility study report commissioned by the Barnsley Canals Consortium will be in print. It is the independent view of consultants WS Atkins, who spent many months looking at the issues surrounding restoration, before they came up with recommendations identifying a new route in part for a restored Barnsley, Dearne & Dove Canals.

It is appropriate at this stage to thank the many organisational and individuals who were kind enough to sponsor the feasibility study. In total over £40,000 was pledged and raised towards the study (the funders are listed elsewhere). It is now incumbent on the members of the Barnsley Canals Consortium to peruse and absorb the recommendations and to take the proposals a stage further. But it is an opportune moment to thank all those who have helped in anyway whether large or small, your support was greatly appreciated.

We now move onto a new stage now, with the report and its recommendations made, to win the hearts and minds of interested persons, which will lead on to additional funding opportunities for the Consortium. Steps are now being taken looking at the creation of a formal structure to bring the Consortium / professional panel and the Barnsley Dearne & Dove Canals Trust together in a proper structured way. One possibility is to have a similar structure to the Derby and Sandiacre Canal Trust / Society, others are being considered. Discussions are taking place re the public launch of the document.

Its appropriate as we move on into a new stage post feasibility study, to say that there is much work to be done, and we would warmly welcome anybody who wants to help in any small or large way. Whether its attending our meetings / events, making a donation, renewing your membership, or coming onto the committee, Your support will be greatly appreciated.

Our Honorary Company Secretary has had to stand down for personal reasons, which leaves a vacancy in the ranks of your committee. If any of you reading this a few hours spare each week, this could be the post for you, training and support will be given. Its an interesting post and it perhaps would suit somebody newly retired, or someone looking for new challenges. If you are interested in anyway please get in touch. I look forward to seeing you at future meetings of the Trust.

Best Wishes Derek chairman@bddct.org.uk

Programme - dates for your diary: -

8 April 2006 spring clean and tidy up around top lock at Elsecar, meet at BDDCT store unit, at the Elsecar Heritage centre at 10.00 hours. (We are going to give Tyke a clean, the store a good clear up, and hope to get the grass around the top lock cut weather dependent)

8 May 2006 meet at the Market Hotel, Wentworth Street, Elsecar, Barnsley at 19.00 hours for a guided walk along the Elsecar branch, returning for a drink later

14 May 2006 Local Heritage Fair, Cannon Hall Museum, Cawthorne, Barnsley 12.00 - 16.00 hours volunteers to staff the stall required. Free admission all welcome. We hope to be next to the Silkstone Tramway Group.

12 June 2006 canal walk, meet at the car park next to the visitors centre, at 19.00 hours The Heronry & Anglers Country Park, Haw Park Lane, Winterset, Wakefield. West Yorkshire. WF4 2EB.
(See Web site for map)

Also planned for the coming season are a trip along the Manchester Ship Canal from Manchester to Liverpool and a couple of walks around the canal further details to follow—anyone willing to organise such walks please contact Derek

Please email Chairman, Keel editor and Webmaster if you know of dates for these or any other events we may be interested in.

*For updated information please see www.bddct.org.uk our award winning web site or contact The Barnsley Dearne & Dove Canals Trust c/o 39 Hill Street, Elsecar, Barnsley, S. Yorks. S74. 8EN
Tel. 01226 743383.*

From Our Man in Parliament

Dated 2nd March 2006 to Derek—our Chairman

Dear Derek

I attended the Meeting of the Parliamentary Waterways Group on 28th February 2006. Waterway Legislation was the topic under discussion. The speakers were Dr. John Pockman of the Broads Authority, Nigel Johnson of British Waterways and Douglas Coffyn from the British Canoe Union.

All speakers referred to the complexity of waterway legislation. There are hundreds of relevant acts; one dates from 1424. Much of this legislation is in the form of an “enabling” character; ie, acts passed to enable specific canals to be built or to enable work to be done on a waterway or to change the status of a waterway.

Dr. Pockman said that the Broads Authority was hoping to introduce a private bill to clarify the legislation relating to the Broads. Such a procedure is complicated and expensive but necessary, he said. Nigel Johnson said that there was too much legislation. There are many ambiguities. He said that a detailed analysis was required followed by rationalisation. The thesis of Douglas Coffyn was the same. He said that the existing legislation was full of anomalies. New legislation was required. He pointed out that there is a right of navigation on all tidal rivers and also, subject to conditions which I did not understand, on non-tidal rivers too. (This prompts me to wonder to what extent are the rivers Don and Dearne are tidal. To what extent is there a right of navigation on them?)

The ‘questions’ served to emphasize the points made by the principal speakers. There is a need for a review of waterways legislation. Reduction in funding combined with legal impediments to charging enough mean that restoration cannot always go along at a satisfactory pace. Diminutions in activities ensue. The problems arising from housing developments alongside canals and consequent mooring problems were raised.

A question I would have liked to ask had I been ‘called’ was: Is a new enabling act required if an abandoned canal is to be restored for navigation? Following on from that I would have asked if the original enabling act was automatically repealed when the canal was abandoned. Perhaps it is as well that I wasn’t called. Next meeting 28 March 2006

Best wishes
Barry Sutton


Grants 1**AWARDS For All grant for £4650**

The Barnsley Dearne & Dove Canals Trust have received a grant from "Awards for All" the money will go towards producing publicity material and to purchase computer equipment to enable the trust to carry out more professional presentations at meetings etc.

Derek Housley said "we are extremely grateful to Awards for All for their generous grant, the award comes at an interesting time for the Trust which has been working with the members of the Barnsley Canals Consortium on a canal restoration feasibility study"

Around £1500 of this has been used to purchase computer equipment (Laptop / projector / printer) for leaving a balance of around £3,000 towards the Feasibility Study launch, publicity and new leaflets.

Derek, Chairman



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Update on Progress with the Feasibility Study into the Restoration of the Barnsley Canal and the Dearne and Dove Canal.

1. The main aim of the feasibility study was to establish a Calder to Don local council supported alignment for the canals, so that in the coming years - decades even as we know from elsewhere - restoration works being carried out will always be carried out secure in the knowledge that efforts will not be wasted as the line will be protected from external developments. The Study concluded that the canals are worth restoring and identified a complete line from the Calder to the Don. Because the costs involved have proven to be very high, options including restoration at narrow beam standard are also included. At this stage, however, maintaining the line is the critical issue, as decisions on beam do not have to be made until design work on the first new structure is needed.
2. Our consultants, Atkins, made presentations on the study in early January to Wakefield, Barnsley and Rotherham. They are now publishing the final version of their report for circulation to all donors, including councils etc. This has been a slower than anticipated process, but release of the near final version to councils has allowed them to undertake all necessary work in connection with their local plans, and as two of them expressed concern that early release into the public domain would cause them problems with their planning process, the delay has not proved to be at all critical. Already the benefits of the well thought through study are starting to pay dividends.
3. Following a meeting in early March with Barnsley MBC planning officers, we have been advised that other than a few locations where minor alignment shifts are needed, the whole line proposed by Atkins will be recommended by officers to the Council for inclusion in their Local Development Framework - the new name for the local plan. This should be published in 2007. If any opposition to the line appears, it means that the Council will then defend the line at the public inquiry into the plan. The Consortium has been charged with approaching organisations where there remains a degree of concern to try and achieve an acceptable resolution of certain difficulties. However, there is optimism that an agreement can be reached and these difficulties are not seen as 'show stoppers'.
4. Wakefield MDC is also supportive, and are expected to include Atkins' line in their draft plan, although they have not progressed their LDF quite as far as Barnsley. Problems along Atkins' proposed route in the Wakefield District are not seen to be as difficult as elsewhere.

5. The disappointing news is that Rotherham MBC are not going to support the inclusion of the line in their LDF, although the Consortium have yet to be advised of this position officially. In Rotherham, much of the original canal line of the Dearne and Dove Canal has been eradicated by development. This has meant that alternative alignments away from the old canal line have been identified by the consultants, and effectively much of the line in Rotherham in particular, is a new canal. It is understood that council officers have given their reasons for this lack of support as the constraints that the new line would place on further development. It is also thought that there is already conflict with a new building. If the Rotherham LDF does not include the line of the Dearne and Dove Canal within its district it will mean that the Elsecar and Worsborough branches are less likely to be restored as they are then more than just links to a canal restoration project passing nearby. They actually become the final objectives of the restoration.
6. The Barnsley Canals Consortium meets in mid March to consider progress generally, and dealing with Rotherham's position should be on the agenda. Clearly the loss of the cruising 'ring' that restoration of both canals would provide, is an important part of the justification.
7. Summarising, production of the feasibility study has allowed significant progress has been made. The quality of the document has meant that councils cannot ignore what it says. Even if the task is to restore the Barnsley Canal in Barnsley and Wakefield this is going to be a mammoth task that is likely to take many years. However, in my view, the prospect of restoring both canals to navigation should not be conceded just yet.

Mike Silk

PS see page 8 for list of funders—Editor

Grants 2

Also from our Chairman, Via Email

I am pleased to report that the BDDCT have received a cheque from the IWA via the West Riding Branch of the IWA for £667.00.

Derek

This will be added to the previous Award, to be used for publicity material etc.

Ulrich, editor