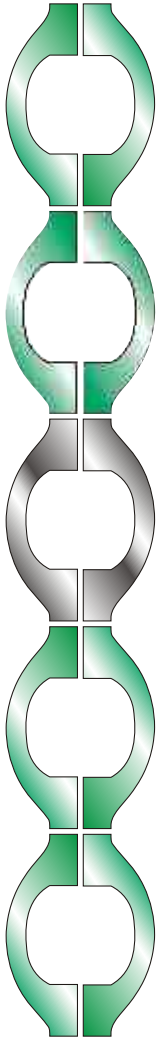




The Keel



restoring the missing link



**The Newsletter of the
Barnsley, Dearne &
Dove Canals Trust**

**Winter 2006
Feasibility Study
Launch Special**

The Barnsley, Dearne & Dove Canals Trust

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The Keel

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Greetings All

So we finally did it !!!We have a feasibility Study that should work, (lets be positive—WILL Work!!!!)

The basics have been condensed to fit this publication, the full version is over 250 pages—even the official short version is too long for here! So please bear with myself and the editorial team.

The next stage is selecting where to start and then doing environmental studies and full engineering plans for the “easy” bits.

Material for Summer issue to myself by end of May please

See our website (www.bddct.org.uk) for further info

Ulrich, Editor

From Our Chairman, (ProTem)

Derek Housley resigned as chairman at the Last AGM to pursue his other interests. We thank him for his very productive efforts during his time in office.

We should congratulate ourselves on our contribution to bringing out the Feasibility Study—in particular to June Backhouse for fundraising and Mike Silk for his work on the brief for the study and monitoring WS Atkins work during the preparation of the report. We should also remember how much the success of the study is owed to our partners in the Barnsley Canals Consortium for funding and technical input, the Inland Waterways Association, the local authorities and the Chairman, John Openshaw.

That's the Past!

Now we must remember that we have outstanding obligations (and Funds) on the Elsecar Branch:

- to install Stop Planks at Lock 3 to replace the temporary dam, now in a state of disrepair.
- to maintain the areas at top lock where we have landscaped our spoil heaps.
- to put our boat 'Else' and it's trailer into full working order.

We must also begin to follow the recommendations of the Atkins report that we start restoration on the main line of the canals, in the beginning, between Walton and Wintersett (approx 2000 metres or 1 1/4 miles —Ed).

To this end we are pursuing an environmental impact study on this length.

We should also be contacting local partnerships which may have the possibility of involving themselves in the restoration in their own areas.

This all involves more than we can achieve with our current resources so we are appealing for volunteers to help with fundraising, letter writing, engineering, gardening, sponsored walk, etc.

Anyone who has anything to offer, please contact Sue Silk on “secretary@bddct.org.uk”

Thank you

Malcolm Macaskill

RESTORATION FEASIBILITY STUDY LAUNCH**3 November 2006 at WATERTON PARK HOTEL, WALTON, WAKEFIELD.**

Opening Remarks by John Fletcher Chairman of Inland Waterways Association.

- By way of introduction I will try and put canal restoration in a national context, and describe some of my experiences of the widespread benefits of waterway restoration.
- John Openshaw, who is Chairman of the Barnsley Canal Consortium, will outline what the Consortium is and outline a proposed future structure.
- Next, Patrick Moss, from WS Atkins, a colleague of very long standing – indeed his parents are even longer standing family friends – will, as project manager of the Study itself, outline it for us.
- Then we are delighted to have Ed Balls Member of Parliament for the Normanston constituency and Economic Secretary to HM Treasury; amongst his Ministerial responsibilities is listed “support to the Chief Secretary on public spending issues including long -term challenges for public spending and also (a subject particularly close to my heart at the moment) preparation of the Comprehensive Spending Review. He will give the keynote speech.
- Finally, provided all of us have kept to or been kept to our timetable, there will be a question and answer session, before lunch is served at 1pm.

Text of Speech by John Fletcher.

I am a volunteer and National Chairman of The Inland Waterways Association (IWA) which was founded 60 years ago.

Many canals had been put to some transport use during the war, but in 1946 were seen as outmoded as a transport route in all but a few cases of bigger waterways.

One of our founders, LTC Rolt, went on to found the UK railway restoration sector as well.

At that time canal preservation was perceived as preserving heritage – both built and as a way of life, but there were those even then that perceived a potential for leisure usage.

IWA campaigned against closure, by dereliction, by building highways over with no headroom, or embanked for cheapness rather than providing navigable culverts; it campaigned to re-open waterways. It supported the creation of local voluntary sector groups to campaign for individual waterways and in that way also became an umbrella organisation.

For the sake of completeness of my self introduction can I identify that, since my wife died earlier in the year I have been the Chairman of a Restoration Society myself, and Chairman of a Consortium involving British Waterways, three local authorities and the

voluntary sector. I know restoration from the sharp end as well – I was on a working party with British Waterways and Waterway Recovery Group three weekends ago!

Now we (IWA) have around 18,000 individual members, but we also have around 500 corporate members, many of which are themselves membership organisations, so that we can estimate that we represent nearer or perhaps at least 100,000 individuals.

But can I stress that does not represent a boating community; indeed less than half our individual members are boat owners; many enjoy the waterways by walking beside them; for their industrial archaeology; for their wildlife; for their peace and quiet, even – perhaps especially - in the midst of urban or suburban hurly burly.

And many whose use of the waterway corridors is even less structured, support our aims even though they are less likely to be members – those who just enjoy walking their dog; or appreciate a safe route to school away from traffic for their children. Those who treat the waterways as a more than 2,000 mile long park, close to their doors, within 5 miles of the vast majority of the inhabitants of this island.

Those who wish to finance developments in pleasant surroundings: those who wish to live or work or take their recreation in congenial surroundings; those who appreciate the contribution to the health agenda which walking or cycling brings: those who appreciate the wide curricular education projects which can be provided by a waterway resource.

So how did it come about?

By volunteer effort several canals were kept open or those recently closed were re-opened.

For those waterways that had been closed for longer and deteriorated more, they provided a job creation scheme for young people with latterly increasing training elements in a wide range of skills, often with the support of local authorities. Derelict land was deemed to include derelict waterways, and so remediation of poor, derelict, and contaminated sites, became a major driver.

And gradually the stock of waterways to restore became those on which there were more difficulties – or, as with a couple of Trans-Pennine canals, those bits that were more difficult were left after existing methods had been used to complete “the easy bits”.

Paradoxically, the economic benefits of restoration became more evident as the costs of restoration increased. Indeed the costs of studies to achieve success with public funding sources, began to vie with the total costs of earlier restorations!

In a post foot and mouth world waterways bring rural diversification where it is much needed, bring viability to country shops and institutions, and bring the softer benefits of biodiversity improvement in our over-managed agri-environment.

But it is in the urban setting that the benefits of restored waterways really come into their own.

In August I was discussing with John Prescott the tremendous boost to urban regeneration which he was able to bring during his period heading up the Department of Environment Transport and the Regions, aided and abetted by the opportunities of the Millennium Lottery in particular, but also Heritage Lottery and with a degree of matched funding from Regional and European sources. Canal restoration delivered on so many government agendas it was something of which he was particularly proud and I was delighted that he saw fit, in his closing speech to Conference a little later, to comment on it, particularly as it had benefited the Manchester conurbation in which they were meeting.

Clearly the big sources of funding which were available at the Millennium are no longer available and it becomes increasingly important to assemble funding cocktails which vary from scheme to scheme. But again, as a paradox, the private sector can increasingly be persuaded to invest in the waterway infrastructure because of the enhancement it brings to localities and property values.

Examples from the Millennium -funded period actually delivered even better economic outputs than the studies previously commissioned had predicted.

But I would not wish to over-egg the current situation. It is necessary to go and look at the outputs of recent restoration schemes and draw potential comparisons, and increasingly it will become important to determine sustainability – to show an income stream for maintenance at the same time as sourcing the costs of restoration; in order to demonstrate sustainability.

Resurrected waterways become a quality of life enhancer for all who live and work close to them. They become a catalyst for regeneration and job creation that consistently outperform expectations. They become vehicles for inward investment. They become a quiet oasis in which all can relax. The track record is there.

And as we come full circle, just a few provide or offer sustainable transport opportunities once again, such as the potential for construction materials to and remove contamination from the main 2012 Olympics site which I visited by water a couple of weeks ago.

I am just starting a fifth year of judging the Waterside Renaissance Awards, run jointly by the British Urban Regeneration Association and The Waterways Trust. In the previous four years I have been privileged to view some of the exemplar waterway developments throughout the United Kingdom. But the important thing is that as new waterway restorations develop there is a constant new source of potential winners. The time may not be far off when this locality could present some challenging nominations.

Can you tell me of another venture which offers as much?

Thank You

John Fletcher

Executive Summary

By Patrick Moss, Project Leader, Atkins

This report has been prepared by Atkins in response to a commission from the Barnsley, Dearne and Dove Canals Trust on behalf of the Barnsley Canals Consortium. The client has sought to establish the viability of restoring a navigable waterway route from Wakefield in the north to Swinton in the south via Barnsley. The canal connects the two towns to Barnsley and also the Barnsley Canal extends west towards the M1 motorway at Low Barugh whilst the Dearne and Dove Canal includes the Worsborough and Elsecar Arms. The scope of the study was to determine whether canal restoration is viable and worth embarking on and the feasibility study has been undertaken with a view to restoring the canal to the historic route as far as is practicable.

Following a brief consideration of the history of the canal, the current route and condition of what remains of the canals has been discussed. This has highlighted the extent of the impact that infilling and development of the area surrounding the canal has had on its integrity – many of the locks have been lost over time; deterioration of bank condition and subsidence have eroded the form of the canal in many places; bankside development continues to threaten access to the canal and in some cases, the canal itself; and particularly in the case of the Dearne and Dove canal, although the canal survives, it is in such short fragmented sections that reuse of the old route would be particularly problematic.

To ensure that any proposals for the restoration of the canals would be well received by key stakeholders, a comprehensive review of national, regional and local plans and strategies has been undertaken and key points of relevance noted. In the main, such key points relate to the need to protect habitats along existing and potential routes from detrimental impacts. In addition, it was noted that in many cases, canal corridors are not adequately protected from development – such protection will need to be put in place through planning policy in order to facilitate the restoration of the canals.

Recommendations

The primary recommendations from this report are as follows:

- The Barnsley, Dearne and Dove Canal should be restored to full navigation from the Aire and Calder Navigation to the Sheffield and South Yorkshire Navigation.
- The line, as identified in the report, should be protected in all development plans.
- The route should be provided for in the event of new infrastructure crossing it, as required in PPG 13

- There are decisions to be made about the gauge of the canal and the form of the canal at two major obstacles, Wath and Rexam. These decisions do not need to be made now to protect the line of the canal
- The Barnsley Canal to Barugh should form part of this restoration
- The Elsecar Branch should be protect as an historic feature while a decision is made as to whether to include it within the restoration project
- The route of the Worsborough Branch should be protected to allow provision of a water supply channel and multi user route should the branch not be restored to navigation
- A parallel cycle track and multi-user trail should be provided at an early stage: this could be done within two years
- The restoration should be phased as outlined in section 6 of this report.
- The future of any lengths of canal that survive but are not used in the restorations scheme should be reviewed: these may present opportunities for environmental mitigation.

In order to fulfil these recommendations, the following should be undertaken:

A project officer (who may be the canal manager) should be appointed to push the restoration proposals forward

A full environmental assessment of the restoration scheme should be prepared. On the basis of the work undertaken in this study it is not envisaged that any insurmountable problems would be encountered, but it would be at this stage that area specific and site specific mitigation may be provided.

Preliminary Design Studies should be undertaken to determine the required corridor width at all locations

Negotiations should commence with land owners with a view to assembling the route of the canal.

It should be noted that no position is ever static, if the restoration does not proceed, and if nothing is done to preserve those sections of canal that are left, the existing heritage and ecological value of the two canals will be lost and the Barnsley, Dearne and Dove Canals will simply disappear without trace.

The Way Forward?**A Possible Organisational Structure.****By John Openshaw**

Following the completion of the 'Feasibility of Restoration' study of the Barnsley Canal and the Dearne & Dove Canal, there is a growing need for an organisational structure which outlines the role that the many organisations involved in the restoration process will play. There will be a need for:-

- A strategic body to oversee the process and direct the works
- A volunteer body - the public face of the restoration - to recruit supporters and implement minor works
- A Technical group which will set out project briefs and specifications

Other groups have set up a similar organisation to the one outlined below.

The Canals Consortium already brings together representatives of the Local Authorities, land owners, and community & voluntary groups; it has already agreed that it should be developed into a constituted body.

The Consortium should be the overarching organisation which operates as a company with a board of directors drawn from:-

- Local authorities - both officers and elected members
- Inland Waterways Association
- Barnsley, Dearne & Dove Canals Trust
- Land Owners
- Voluntary Groups
- Community Groups
- Other statutory agencies
- Professionals, with skills and expertise.

The Consortium would need to become a Company Limited by Guarantee with its own Memorandum and Articles of Association, be VAT Registered and a Registered Charity. It would also give open access to other interested groups, meet quarterly and be accountable by annual audit.

The Consortium would deal with the Local Authorities, the Commercial Sector, Central Government and major fund holders such as the Regional Development Agency. It would develop and write policies and procedures, commission reports and studies, raise major funding and develop partnership links.

The board of directors would elect officers, which could include, Chair, Vice Chair, Treasurer, Funding Officer, Promotion Officer and Marketing Officer, plus other specialists needed to further the project. The board would also set out a strategy for the incremental restoration of both the canals.

With a project of this size it would be reasonable to have a prominent individual as Chair with an employed Chief Executive, funding would have to be in place, this could be investigated with the Consortium partners.

The aim of the Consortium would be the reinstatement of a navigable waterway. There would be a need to develop a Memorandum and Articles of Association which would be acceptable to all those involved in the project, including the major land owners along the proposed Canal corridor.

The Barnsley Dearne & Dove Canals Trust could remain in its current form; it is already the public face of canal restoration within the area. It has a large and growing membership, with its own management committee elected by the membership, a constitution, is a company limited by guarantee and a registered charity with annual accounts.

In promoting its work, the Canals Trust already has a programme of monthly meetings; recruits volunteers, gives talks and arranges displays on canal restoration. It keeps an archive of both the Barnsley and Dearne & Dove Canals and maintains an award winning website.

It continues to develop partnerships with schools and other organisations to promote the canals within the area and the benefits of restoration.

The Technical Group would be empowered by the Consortium. It would be a small but carefully selected group with specialist skills or experience, not necessarily members of the Consortium or the Canals Trust. This would ideally include entrepreneurs, developers, and any individual or organisation which can further the project.

The group would act as the contact point for the regional and local development along the canal corridor and seek to promote restoration of the canal within any proposed development.

Conclusion. Each element of the organisation would have its individual remit with a clearly defined role. As a professional organisation we would need clearly defined job descriptions for the many volunteer roles within the organisation outlining the responsibilities of each position and how it forms an integrated organisational structure.

The organisation itself would need an ever increasing number of policies and procedures in place, with insurance cover for directors, employees, officers and volunteers, plus public liability insurance covering the many projects proposed. Economies of scale could be explored with the many common items covering all three groups and the proposed list of individual projects.

November 2006

Wooden Boat Spotters wanted

Wooden canal boats, particularly the former working boats, are a crucial but sadly neglected aspect of the waterway heritage. The Wooden Canal Boat Society (WCBS) looks after a fleet of 6 wooden narrow boats at Portland Basin Museum in Ashton under Lyne. Beside The Huddersfield Narrow Canal in nearby Staly-bridge the WCBS is setting up a heritage boatyard where wooden boats will be able to be restored. A crucial part of the work of this boatyard will be to retain and teach the skills of wooden canal boat building and maintenance. These skills are rapidly being lost. A crucial role will also be to introduce the public to wooden canal boats and the crafts associated with them.

In order to obtain funding to support this project it is necessary to prove the need for it. The need seems obvious to anyone who has a wooden boat, but proving it to a grants committee is another matter. The problem is that no-one knows how many examples survive, who owns them, what condition they are in etc. A few years ago in collaboration with the Historic Narrow Boat Owners Club the WCBS produced a list of all the wooden boats anyone could think of. This came to about 200, but it was something of a back of an envelope exercise. There were a lot of question marks and a lot of boats that no-one had heard of for years. The results of this work can be seen on the WCBS website at www.wcbs.org.uk

Proper research now needs to be done. We need to find all the surviving wooden boats and get them to fill in a questionnaire that we have prepared.

This is where the co-operation of boaters, walkers, cyclists, canal enthusiasts and, of course, wooden boat owners themselves is needed.

If you are able to help please contact the W.C.B.S. to get a pack of questionnaires.

Adopt your local stretch of canal and walk the towpath every now and then. Identify any wooden former working boats and report back on them. Track down and contact the owners and ask them to fill in the questionnaire. You can also send in photographs, some of which may appear on the website to illustrate the existing list of boats.

At the same time the WCBS is looking for more people to take on ownership of wooden boats. Each year several are abandoned to their fate when people give up on them. The society is no longer in a position to adopt further boats itself. Over the last few years several boats have been saved by informally networking information. At the same time some have been lost because no new owner could be found.

The contact person for boat spotters is Colin Scrivener, 17, Upland Grove, Norton, Bromsgrove, Worcestershire. B61 0EL
Tel 01527 577 99 Email colin@uplandgrove.freewire.co.uk
Photographs are best sent by Email if possible.

Programme - dates for your diary: -

Mon 5th Feb 2007

Photos of Barnsley Canal - *Mike Taylor*

Thurs 8th March 2007

The Barnsley Canals, Why were they built? - *John Goodchild*
(illustrated with original maps and documents).

Mon 2nd April 2007

Come and Reminisce about the Canal
(any old memories - come and tell us)

Mon 7th May (Spring Bank Holiday) - see web site

Thurs 31 May 2007 - copy date for Summer edition of The Keel

Please email Chairman, Keel Editor and Webmaster if you know of dates for these or any other events, including boat rallies, 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.*



Merry Christmas
And a Happy New Year



Thank You
For all your support

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

Also all those who contributed to the Trust's share of the funding, both the many private donations (too numerous to identify individually) and the following sponsors:

Spice of India Restaurant, Hoyle Mill, Barnsley
New Inn, Walton
Calder Marine Craft
Geoff Britton, Accountants
Grace Coaches
C.A.Raison, Opticians
Lucorum
Livingwell (Bannatynes)
Jakto Plant Hire
ASDA
Nat West Bank Plc
Geo Projects Ltd.

The Barnsley, Dearne & Dove Canals Trust

Members' Meetings

Until we have active membership in other areas along the line of the canals, Members' Meetings will continue to be held at *The Market Hotel, Wentworth Road, Elsecar*, on the FIRST MONDAY of each month at 7.45 p.m. for 8.00 p.m. start. Visitors are welcome.

From M1 Junction 36 Follow signs for Elsecar Heritage Centre. Market Hotel is just before Heritage Centre.

Committee member meetings are held on Tuesday fifteen days after the monthly Monday meeting at 19.45 hours for 20.00 hours at the Market Hotel, Wentworth Road, Elsecar, near Barnsley

Further info—see web site. At **www.bddct.org.uk**

We welcome input from members—almost anything canal / restoration related. Please email to keeleditor@bddct.org.uk
Ed.

Opinions in this magazine are not necessarily those of the Trust.

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You are invited to join us every **Tuesday, Thursday & Sunday** for a **3 course meal** at the extra low price of only **£7.95 per person**

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Seasons Greetings