

# **CWWW INLAND WATERWAYS CONFERENCE**

## **CONFERENCE REPORT**

**5<sup>TH</sup> NOVEMBER 2009**



**Rural Development Programme for England/LEADER  
East Riding of Yorkshire and North Yorkshire  
(Ryedale District and Scarborough Borough)  
LEADER Local Action Group  
Coast, Wolds, Wetlands & Waterways**

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THURSDAY, 5<sup>TH</sup> NOVEMBER 2009  
CONFERENCE REPORT**

The CWWW Inland Waterways Conference took place at the Equine Centre, at Bishop Burton College. It was well attended by some 50 delegates from across the LEADER area.

**1. BACKGROUND-THE LEADER PROGRAMME**

LEADER is the name of a rural programme funded by the European Union and the member states where the programme operates. The term LEADER comes from the phrase - 'Liaison entre actions de développement de l'économie rurale' which can be translated as 'Integrated Rural Development'. The aim of the Programme is "to utilise the unrealised potential of the area's heritage and culture to stimulate local vibrancy, encourage enhanced pride in place, and thereby improve the area's economic performance and social sustainability".

In the period 2000-2006, the initiative was named LEADER+, and there was a programme covered around half of the East Riding of Yorkshire. Investment totalling £4.9 million was made, of which some £3m came from Europe. For the period 2007-2013, Yorkshire and Humber Region has six LEADER areas. In the East these are the 'North Yorkshire Moors Coast and Hills' and the 'Coast Wolds Wetlands and Waterways' (CWWW). The others (Yorkshire Dales, East Peak Innovation Partnership and Pennine Prospects) are all in the west, with no adjoining boundaries to those in the East. There is also a North Lincolnshire LEADER programme, which adjoins the CWWW area around Goole. LEADER now forms one of four axes of the Rural Development Programme for England (RDPE).

**CWWW LEADER Programme**

The Coast Wolds Wetland and Waterways area includes most of the rural parts of the East Riding (excluding Bridlington and most of the area around Beverley and Hull), and the southern parts of Ryedale District and Scarborough Borough within North Yorkshire.

The LEADER Programme for the CWWW area has a budget of £2.8 million for the period 2007-2013, significantly less than under the previous LEADER Plus programme. LEADER programme priorities are:

- To maximise business opportunities throughout the delivery of the programme that lead to the development of new and existing local enterprises.
- To build capacity and empower rural communities (by drawing on the potential of the Area's natural and cultural heritage).
- To stimulate the growth of the cultural and creative sectors through the development of creative space and capacity.
- Building on the potential of the Area's natural heritage opportunities, develop local ownership of and participation in environmental management, planning and interpretation.
- To develop facilities and networks of activity that create a focus and enable understanding and connectivity to local heritage and landscape.

Details of the programme, including a map of the area, the Local Development Strategy and the composition of the Local Action Group (LAG), which has responsibility for overseeing the programme, can be found at <http://www.ruralprogrammeseastyorkshire.co.uk/rdpe>

A priority objective of the programme is "to develop a strategic approach to the restoration and development of the (LEADER) area's inland waterways". This objective supports the above Programme priorities, particularly the "creation of networks of activity that create a focus and enable understanding and connectivity to local heritage and landscape". The Inland Waterways Conference is an important step towards achieving this objective.

## 2. INTRODUCTION

The conference was opened by **Graham Ward OBE**, the Chair of the LEADER Local Action Group. He outlined both the overall LEADER programme and the CWWW LEADER programme: Graham then went on to explain that there was a wide diversity of interests present at the conference, and that this was a very good start to the process of developing a wider partnership for the inland waterways, in which all interests could be served. He encouraged everybody to input into the group discussions and to share their information and knowledge. He stated that he hoped that this could be the start of a wider partnership which could make a real difference to the LEADER area, and promote the future of the waterways.

**Lyn O'Sullivan** the conference facilitator from the consultancy team highlighted the objectives for the day which were to:

- Review the research findings
- Identify linkages across the CWWW area
- Identify the priorities and issues for each waterway
- Explore the benefits and risks of forming a broad and inclusive partnership
- Enthuse people to sign up to the Partnership Development Group

Lyn then went through the work programme for the day, with participants working in 6 small groups, initially to review the research templates and discuss the linkages, physical, social and economic between the waterways, and then in the afternoon to discuss the benefits and challenges of developing a partnership for the waterways in the LEADER area. Lyn also explained that not everybody was in a group in which they had expertise or interest. It was felt that everybody who came to the conference had an overall interest in the inland waterways in the area, and they could bring their knowledge of experience of one area to discussions in another. In this way there would be a greater sharing of interests, cross fertilisation of ideas – and the beginning of the partnership development process.

### **3. RESEARCH TO DATE**

**Simon Ryder**, the lead consultant for the project then outlined the research that had been undertaken. Attached as an appendix to this report are the templates that were developed as part of the project.

#### **Inland Waterways Research**

For the purposes of this study the definition of ‘inland waterway’ is being used in a very *broad* sense, including all non-tidal (and some tidal) water courses in the CWWW area. This therefore includes natural waters never used for navigation e.g. Gypsy Race; self-contained waters such as Hornsea Mere; and canals built for freight transport but no longer navigable e.g. Market Weighton canal. This broad definition was chosen in order to emphasise the focus of the LEADER programme as described above – how the waterways are used by and can benefit the rural communities in the CWWW area. In addition, a narrower definition which focused on canal-boats and tourism would not be relevant, because of the nature of the waterways in the area.

As an outcome of the research, a ‘template’ was produced for each CWWW waterway. These were presented as drafts at the conference and updated by those attending. Revised versions are attached as Appendix 2.

Analysis indicates that there are three distinctive features of the CWWW waterways which need to be taken into account in exploring the establishment of an Inland Waterways Partnership: connections to the national network; the geology of the land; and water management.

#### **Connections to the National Network**

While the national network of waterways built in the 18<sup>th</sup> and 19<sup>th</sup> centuries for the transport of freight is widespread, its northern-most reaches within England are the Leeds-Liverpool and the Ripon canals. The main links to the national network

(including continued use for freight purposes) are via the Aire & Calder canal and the Rivers Aire and Ouse into Goole. The River Derwent and Pocklington canal are at the very end of the national network. The other main waterways in the CWWW area, the Driffield Navigation/River Hull and the Market Weighton canal, are linked to the national network only via the River Humber. All the other CWWW waterways are unconnected to the national network.

As a result of this, the ownership of the CWWW waterways, the variety of usage, and the various rights of usage are more complex than in other parts of the country (where e.g. British Waterways owns all the canals).

### **Geology of the Land**

The CWWW area has a very distinctive geology, as reflected in its name. The combination of wetlands, chalk rivers, flood plains etc. makes for a rich landscape which supports a wide variety of flora and fauna. Many of the waterways are particularly important in this regard, with the Lower Derwent being a designated RAMSAR site, there being many SSSIs on or adjacent to the banks of the Pocklington canal and Driffield Navigation etc. Bio-diversity is therefore central to consideration of the CWWW waterways.

In contrast, analysis by IWAC, the Government's Inland Waterways Advisory Council, states that "Overall, only a very small proportion (about 8.5%, of which 1.5% relates to the River Wye alone) of the navigable channels of the currently navigable non-tidal or partially tidal waterway system is included in sites designated as being of national or international importance for wildlife."

### **Water Management**

Water management is of critical importance in the CWWW area given that the area's most important economic sector is agriculture. Parts of the area are also amongst those identified at national level of being at greatest risk of flooding. The waterways act not only as drainage, but also as a vital part of the area's flood management and defences, as well as a source of drinking water.

### **Work So Far**

A great deal of work has been undertaken since the 1970s aimed at restoring the physical fabric of the waterways, particularly those previously used for freight transportation. Much of this has been undertaken due to the commitment and enthusiasm of dedicated local volunteers.

Much work has also been undertaken to protect and nurture the natural landscape, supporting the bio-diversity of the area.

Since the havoc *caused by* the floods in 2007, there has also been much debate and lobbying between local parties and the national agencies with primary responsibility

for flood defences to agree priorities to avoid any repetition of the previous catastrophe.

While national agencies have been involved in all these areas of work so far, a common theme arising from the interviews conducted for the research was that much of the work has been both very localised and very specialised.

### **Waterways Partnerships in other parts of the country**

#### **a) Lincolnshire**

The Lincolnshire Waterways Partnership (LWP) was established in 2003 by Lincolnshire County Council, British Waterways and the Environment Agency. The Partnership arose out of the County Council’s commitment to invest £9.7 million in the waterways to match funding that was available through European Objective 2. The two main factors that led to a co-ordinated approach to waterways in Lincolnshire were the focus on tourism, and particularly cycling, in Objective 2, and the identification by Environment Agency of the area as one of its three big action plans for the country, viewing the Lincolnshire project as “probably the largest rural regeneration project in Europe”. This involved establishing a navigable waterway link through to the Fens, thus creating a circular cruising route.

#### **b) Chesterfield**

The Chesterfield Canal Partnership was established in 2006, and has 15 members, including British Waterways, Environment Agency, local authorities and the Chesterfield Canal Trust. The Trust is a registered charity with over 800 members.

#### **c) Similarities and Differences**

Compared to the interest in the waterways in the CWWW area, these two partnerships show both similarities and differences:

	<b>CWWW</b>	<b>Lincolnshire</b>	<b>Chesterfield</b>
Ownership	Diverse	Single	Single
Number of canals	Many	Several	One
National network	Limited	Yes	Yes
Bio-diversity	Important	Limited	Limited
Water management	Important	N/A	N/A
Partnership		Restricted to 3 major public agencies	Widespread including individuals via Trust
National priority	No	Yes	No

#### 4. GROUP WORK

Following Simon's feedback on the research to date, there were questions and then participants were asked to work in their groups. For the morning session they were asked to review the templates and to add to them where necessary; to identify the linkages between the waterways, and identify 3 priorities and 3 issues associated with each waterway.

(There were lively debates at all tables, and the notes from the groups *are* attached as Appendix 2, and information obtained has been input onto the templates (Appendix 1).

Feedback was very positive, reflecting the diversity of interests contributing to discussions in each of the workshops

Following lunch the groups convened for a discussion on partnerships; answering three key questions:

- Is there in principle agreement to establishing a partnership?
- What are the benefits and challenges of establishing a partnership?
- What would be the aims and objectives of a partnership?

Again discussion was very lively, and feedback gave a cautious 'Yes, but...' to the idea of establishing a partnership. Complete notes of all the group discussions are attached at Appendix 2

#### Headline outcomes

The following table contains a summary of the discussions that took place in each of the afternoon groups. It is not inclusive of all contributions but seeks to identify some of the common ideas to emerge from the group work

#### Benefits and challenges of establishing a partnership

Benefits	Challenges
<ul style="list-style-type: none"><li>• Would include a vast range of expertise</li><li>• Would provide a wide area of benefit</li><li>• Bring together partners with equal standing in a forum for discussion</li><li>• Could provide linkage between different initiatives/areas/travel means e.g. cycling, walking etc</li></ul>	<ul style="list-style-type: none"><li>• Too large an area- manageability? Cross boundary working</li><li>• Duplication of what is already in place</li><li>• Equity of membership (public sector / community / private sector / landowners</li><li>• Conflicting interests</li><li>• To diverse a set of interests no central</li></ul>

<ul style="list-style-type: none"> <li>• Provide economic benefit –pump priming and funding for activity</li> <li>• Focus on water management and flood risks</li> <li>• Promote and work towards a better quality environment</li> <li>• Develop mutual understanding and knowledge between different interests</li> <li>• Be a basis for future sustainability</li> <li>• Provide management of “neglected resources”</li> <li>• Create a plan for all purposes</li> <li>• Be an interface between national and local priorities</li> <li>• Bring a coordinated approach</li> </ul>	<p>and defined focus</p> <ul style="list-style-type: none"> <li>• Achieving mutual respect between different interests</li> <li>• Local vs regional – what benefit for local?</li> <li>• Communication with stakeholders</li> <li>• Political uncertainties</li> <li>• How to make it work</li> <li>• Benefits and relevance needs to be clear, shared and agreed</li> <li>• Bureaucracy</li> </ul>
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Group work also focused on what the agenda for any proposed partnership would be in terms of priority issues and aims. There were three overall aims developed through the discussions these were:

- To promote the benefits to waterways and adjacent communities by working together.
- The partnership should be “For the economic and social benefit of all inland waterways and their general environment in the area. In so doing (the partnership) should safeguard the sustainable use of the natural environment”
- To help achieve waterways related projects across a diverse range of interests- for the wider benefit of the rural communities in the CWWW area.

It was broadly and generally agreed that whatever the purpose of any partnership it has to have clarity of purpose. In the table below is a summary of the range of objectives / tasks suggested for the partnership. Alongside this is a number of issues, conditions and approaches it was suggested the partnership needs to embody include in the way it is configured

<b>Objectives/ Tasks</b>	<b>Approach / issues</b>
<ul style="list-style-type: none"> <li>• To make the case / promote awareness about value and usage of the waterways to the urban population</li> <li>• Maintaining the waterways</li> <li>• Nature Conservation</li> <li>• Access issues</li> </ul>	<ul style="list-style-type: none"> <li>• The structure to be tailored to the area’s needs- an informal advisory forum</li> <li>• Contribute to the achievement of the objectives of the LEADER Programme</li> <li>• Be an information hub for ideas and</li> </ul>

<ul style="list-style-type: none"> <li>• Negotiation and lobbying the statutory authorities</li> <li>• Economic Benefits</li> <li>• Sustainability of the waterways</li> <li>• A network for the exchange of information</li> <li>• Manage the neglected resource of the waterways</li> <li>• Create greater access to the waterways</li> <li>• Create mutual benefit between partnership members</li> <li>• Be influential!</li> </ul>	<p>projects</p> <ul style="list-style-type: none"> <li>• Need a good chair (leadership)</li> <li>• Priorities need to be identified and stated at the outset of the partnership</li> <li>• Two levels of membership – Core and Sub / Task groups</li> <li>• Bring in specialist advice when needed</li> <li>• To be inclusive of all interests</li> <li>• Practical and Dynamic</li> <li>• What incentives will there be for members?</li> <li>• People to work between meetings</li> <li>• Membership to be drawn from existing groups and partnerships in the area.</li> </ul>
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## 5. NEXT STEPS

It was agreed that there would be a process to develop options for an Inland Waterways Partnership in the LEADER Area through a Partnership Development Group (PDG). A small number of delegates put themselves forward to work with the consultants on this group over the next few months. Their primary tasks will be to review the material contributed at the conference and to devise key objectives for any potential partnership and develop proposals about how any partnership could be structured, and importantly how it will complement and add value to the structures that already exist in the Leader area. It was proposed and accepted in the plenary discussion that there be further meeting in March, subject to the approval of the LEADER Local Action Group, at which the working groups proposals be presented for consideration.

## 6. FOLLOWING ON FROM CONFERENCE.....

Since the conference we have had two meetings of the Partnership Development Group. It has agreed its remit as:

- To develop a range of options for consideration
- To develop options which ensure that the partnership, by assimilating particular interests and issues into a coherent whole, contributes significantly to the strategy for the area
- To clearly identify the benefits and challenges of partnership working for both individual interests and issues and for the region as a whole
- To clarify the linkages between ownership and interests
- To bring a wide range of issues and interests to the development process
- To develop options on a broad and collaborative basis, and in a transparent and open way, without promoting individual issues or interests

It has set a date for the next meetings leading up to a decision making meeting, hopefully on 25<sup>th</sup> March:

Thursday, 7<sup>th</sup> January at 10.30 a.m. – Driffield Business Centre, Driffield  
Wednesday, 20<sup>th</sup> January at 10.30 a.m. - Sobriety Project, Yorkshire Waterways Museum, Dutch River Side, Goole, DN14 5TR  
Wednesday, 3<sup>rd</sup> February at 10.30 a.m. – Driffield Business Centre, Driffield  
Thursday, 18<sup>th</sup> February at 10.30 a.m. – Sobriety Project, Yorkshire Waterways Museum, Dutch River Side, Goole DN14 5TR  
Thursday, 25<sup>th</sup> February – Final Meeting – Date and Venue to be confirmed.

Please note that the venue might change for the 18<sup>th</sup> February meeting, so please e-mail me to make sure, or check on the website.

Anybody with an interest in the inland waterways is very welcome to come along to join the PDG – it is an informal group, and you can attend meetings only when and if you are able to, or you might just like to receive the notes of the meeting. Either way please contact Lyn on [akronymlos@aol.com](mailto:akronymlos@aol.com) and she will put you on the mailing list.

**RESEARCH TEMPLATES**

<b>DRIFFIELD NAVIGATION and RIVER HULL</b>	
Overview and Description	<p>The Driffield Navigation is an extension of the River Hull, running from Driffield to Aike Beck (approximately 11 miles), with branches to Frodingham and Corps Landing.</p> <p>The River Hull from Aike Beck to the Humber is around 23 miles long. Beverley Beck and the Leven Canal branch from the River Hull, although the entrance to the latter is blocked. The river runs close to the outskirts of Beverley, which is the only major centre of population near the river between Driffield and Hull.</p> <p>All the locks on the Driffield Canal have been restored to use, but the fixed Wansford road bridge prevents navigation along the length of the canal.</p> <p>There are two other accommodation bridges to be replaced as well as a significant amount of dredging to remove contaminated sediment and increase the depth of the waterway to facilitate navigation.</p>
Primary Usage / Purpose	Leisure and canal boat use; commercial boat usage within Hull port. The River Hull and Driffield Navigation are also the main drainage channels for the Wolds and coastal areas.
Navigation Authority	Driffield Navigation Trust; Environment Agency for River Hull
Amenity Society	Driffield Navigation Amenity Society
Water Users	<p>Cruisers, residential craft, canoes, sailing boats</p> <p>Appropriate boats travelling at appropriate speeds – traffic management</p>
Drainage and Floods	<p>Drainage from the Holderness Plain is of critical importance to the area, achieved through the Holderness Drain, which runs broadly parallel to the river, and the River Hull. Precipitation on Wolds feeds the River Hull headwaters and Driffield Navigation via streams, drainage channels and underground spring system. This network forms the main drainage system for the whole East Riding</p> <p>There is a potential drainage route at High tide in Hull. Originally rejected by the Environment Agency but being reviewed which uses “Old Howe” out to the coast</p>
Natural Environment	<p>“An ecological impact assessment of the DN was undertaken on behalf of the Driffield Navigation Trust. The assessment was to help to retain and protect the ecological value of the DN during a 10 year plan of improvement and maintenance works along the Navigation.</p> <p>The summary of the report suggests that “the negative ecological impacts arising from the proposed restoration works will be mitigated through the proposed measures. In the long term there will be positive enhancements to the aquatic biodiversity”</p> <p>River Hull is an SSSI Similar Biodiversity is shared between The DN and the Pocklington Canal</p>

<b>RIVER DERWENT</b>	
Overview and Description	This description refers to the section of the River Derwent from Malton in the north to the junction with the River Ouse in the south.
Primary Usage / Purpose	Water extraction for residents of York, Leeds, Hull etc. Major agricultural land usage.
Navigation Authority	None Sutton Lock to Barmby: Environment Agency has powers to control navigation in relation to impact on flood control.
Amenity Society	None
Water Users	This river has been the subject of one of the longest and hardest fought navigation disputes in the UK, peaking in the 1970s and 1980s with the legal dispute reaching the House of Lords. Despite this several rights remain unclear.  Malton to Stamford Bridge: this stretch of the river is used by anglers and canoeists (although there continues to be disagreement about the latter's rights*). Stamford Bridge to Barmby and onwards: canal boat usage including into the Ouse, connecting to Selby moorings and the Trent. * no rights for canoeists
Drainage and Floods	Important role in drainage; Environment Agency responsible for flood control and drainage,
Natural Environment	The river includes the important Lower Derwent National Nature Reserve, which covers the whole stretch of the Derwent from Sutton to Barmby.
Built Heritage	Kirkham Priory is 12 <sup>th</sup> century.
Leisure and Recreation	
Sport	
Social and Economic Inclusion ◦ Education ◦ Health ◦ Rural isolation	Malton is the only town on this stretch of the river.
Other interests, interested parties and local partnerships	Small scale hydro power at W?
Physical linkages to other Waterways actual e.g. ◦ Transport [road, rail, bus] ◦ Walks, Cycle routes ◦ Other?	Pocklington Canal connects to the Derwent near East Cottingwith. Major roads from York to the coast cross the Derwent.
Other connections between waterways e.g. ◦ Relating to any of the themes listed above ◦ Economic ◦ History, heritage ◦ Festivals, events	Stamford Bridge is the site of one of the great battles of 1066.
Information sources and websites	

<b>POCKLINGTON CANAL</b>	
Overview and Description	<p>Runs from Pocklington in the east to join the River Derwent at East Cottingwith. Over its 10 mile length there are 9 locks, 6 of which have been refurbished to date including most recently that between the Canal and the River Derwent.</p> <p>Melbourne is the largest village on the canal, while the canal head is approximately a mile from Pocklington town centre, close to the A1079 York-Hull road.</p>
Primary Usage / Purpose	<p>Leisure, including limited narrow-boat usage.</p> <p>N.E. green infrastructure</p>
Navigation Authority	British Waterways
Amenity Society	Pocklington Canal Amenity Society (PCAS)
Water Users	<p>Canal boat usage is limited to the stretch between the Derwent and Melbourne.</p> <p>Angling: fishing rights are leased from British Waterways by the York and District Amalgamation of Angers. The canal is well stocked with a variety of fish.</p> <p>PCAS has a trip boat 'New Horizons', which operates from Melbourne Arm on Sundays</p>
Drainage and Floods	
Natural Environment	<p>Nearly the whole length of the canal is included in one of three SSSIs: Wheldrake Ings, Thornton Ings, and a third along the canal itself.</p> <p>Living landscapes Habitat survey</p> <p>Agricultural Traditions Flood zones</p>
Built Heritage	<p>Historical Wildlife (bats in bridges) Old Kexby Bridge Historical trail Locks/navigation Sutton Bridge/Bubwith Bridge/Stamford Bridge Viaduct</p>
Leisure and Recreation	<p>The towpath and adjacent footpaths make for attractive walking country, especially as the area is largely flat.</p> <p>A picnic area has been created around the basin at Canal Head.</p> <p>Camping and caravan site adjacent to the canal head.</p> <p>Leisure Fishing Light navigation routes north Kayaking Bird watching Riverside walks and cycling</p>

<b>MARKET WEIGHTON CANAL</b>	
Overview and Description	<p>Runs North-South from south of Market Weighton into the Humber, a distance of some 12 miles. The original canal River Head was some 2 miles outside the town, and the upper 3 miles north of Sodhouse Lock was abandoned in 1900 and is largely filled in. The canal is self-contained, with no links to any navigable waterways.</p> <p>The River Foulness swings in a wide arc from north of Market Weighton, joining the Canal just north of where the M62 crosses the Canal and about a mile south of Sodhouse Lock.</p> <p>Newport is the only town or village on the Canal</p> <p>Now just important for drainage and natural environment</p>
Primary Usage / Purpose	Drainage.
Navigation Authority	Formal powers held by the Drainage Board; in practice Environment Agency, as a main river. Technically the Humber lock still enables narrow-boat transit.
Amenity Society	None
Water Users	<p>Fishing around Newport, canoeing (mainly between Newport and the Humber).</p> <p>Canal boat usage is negligible as there are closure orders at various points (Humber lock is perhaps used 'once a year'?) 1900 Act – closed for navigation</p> <p>Use by small boats possible</p>
Drainage and Floods	<p>The Market Weighton Drainage Board covers a drainage area of some 20,000Ha. Some 85% of the drainage district catchment area drains into the Market Weighton Canal, hence the importance of the Canal, and its main river outfall at Weighton Lock.</p> <p>The Canal is therefore one of the most important drainage waterways in the CWWW area.</p> <p>At high tide: below sea level and active <u>pumping</u> is required</p> <p><u>Drainage</u> problems on River Foulness as section profile is poor</p> <p>Drainage would be helped if canal was dredged</p>
Natural Environment	<p>There is a SSSI at South Cliffe Common, 2-3 miles from the canal, and a former quarry has been transformed by Yorkshire Wildlife Trust into a large wetland bird sanctuary situated at North Cave.</p> <p>These rely on managed water levels balanced with the needs of drainage.</p> <p>SSSI along the canal</p> <p>Vulnerable to electricity failure and pumping</p> <p>RSPB site at junction with River Humber (also YWT site. And further sites at N. Cave) after gravel extraction.</p> <p>The Humber Estuary has a World Class designation for nature conservation</p>

<b><u>Vale of Pickering /South</u></b> <b>Upper Derwent / River Hertford / Yedingham Drain</b>	
Overview and Description	<p>The Vale of Pickering runs from West to East bordered by the Wolds in the South and the North York Moors in the North. It is flat land that has been historically underwater and is now a mix of wetland pasture – ings -and arable land that is peaty in character.</p> <p>Running through the vale is the Upper Derwent which rises in the North York Moors. The Vale is largely drained land on which drains and ditches run in to the Derwent and also the River Hertford which is canalised. The Derwent is the northern boundary of the Leader area which then runs to the coast between Filey and Scarborough. The land in the vale is primarily farm land and supports significant level of biodiversity. There is a history of settlement that is Pre-Roman and has been settled since.</p> <p>There is also the Yedingham Drain mid way along the vale. There is a lack of maintenance of the Upper Derwent which has left it now 1/3 of its width in 1970</p> <p>Improve the Sea Cut above Scarborough for Flood Management (?)</p>
Primary Usage / Purpose	Farmland
Navigation Authority	<p>River Derwent: Environment Agency  River Hertford: Environment agency  Yedingham Drain – Yedingham Drainage Board  There is no navigation on the Upper Derwent (Act of Parliament)</p>
Amenity Society	N/A
Water Users	The Derwent supplies drinking water via a pumping station at Irton. Growing demand means that additional water is being pumped from Bridlington in the south
Drainage and Floods	Some of the area is underwater in the winter months Flood alleviation important in this area as well
Natural Environment	<p>Work is underway to promote agricultural stewardship – particularly of the Cayton and Flixton areas of the Vale. Work is undertaken with farmers to encourage them to seek funding to support the different and sustainable usage of the land – to encourage bio diversity etc</p> <p>Mid Derwent is not designated (bio-diversity: SSSI or similar). Is there an option to restore this area? Possible positive knock-on effects</p>
Built Heritage	Archaeological heritage re: historical settlement. NE Yorks Geology Trust – guided walks
Leisure and Recreation	Minimal. Some fishing and wildlife related activity
Social and Economic Inclusion	<p>Cayton and Flixton partnership aims to develop community and education programs on the coast between Scarborough and Reighton and promote the creation of coastal nature reserves</p> <ul style="list-style-type: none"> <li>◦ Education</li> <li>◦ Health</li> <li>◦ Rural isolation</li> </ul>
Other interests, interested	Cayton and Flixton partnership: membership includes

parties and local partnerships	<p>Environment Agency, North Yorks County Council, RSPB, Ryedale District Council, Scarborough District Council, Yorkshire Wildlife Trust, Natural England, and English Heritage. Emphasis is on supporting partners in the protection and enhancement of Local Sites (including SSSI's) through liaison with landowners and communities.</p> <p>Formal partnerships already set up: local bio-diversity partnership and (new) for whole of the Vale of Pickering</p>
<p>Physical linkages to other Waterways actual e.g.</p> <ul style="list-style-type: none"> <li>◦ Transport [road, rail, bus]</li> <li>◦ Walks, Cycle routes</li> <li>◦ Other?</li> </ul>	<p>There are public footpaths – rights of way across the Vale of Pickering and the Wolds Way runs along the Northern edge of the Vale.</p> <p>North Yorks sustainable tourism Wolds Way begins/ends in Filey Canoeability (Derwent) Good to encourage people but could be detrimental to biodiversity</p>
<p>Other connections between waterways e.g.</p> <ul style="list-style-type: none"> <li>◦ Relating to any of the themes listed above</li> <li>◦ Economic</li> <li>◦ History, heritage</li> <li>◦ Festivals, events</li> </ul>	<p>History and Archaeology shared with Gypsy Race, Hedon Navigation and the development of the canals in the CWWW Area.</p> <p>Archaeological: connections along the length of the Vale of Pickering; archaeology interest also exists in Hedon project. Any other waterways/archaeological links?</p>
Information sources and websites	

<b>HEDON HAVEN</b>	
Overview and Description	<p>Hedon is 6 miles east of Hull, and 1.5 miles from the River Humber. The Hedon Haven was closed in the early 1970s, and the majority of the river was filled in.</p> <p>The Burstwick Drain was extended to meet the old Haven; this then became the 'main river'.</p>
Primary Usage / Purpose	Currently the Haven contributes to drainage of South Holderness. Apart from this, the Haven has no current use, and the land is derelict.
Navigation Authority	Not applicable
Amenity Society	Hedon Preservation Society takes up this role.
Water Users	<p>None.</p> <p>Proposals would re-open the Haven to navigation to the Humber and beyond. A marina is planned as part of the proposed redevelopment, and fishing would be introduced.</p>
Drainage and Floods	<p>Nearby Burstwick Drain forms part of the East Riding's drainage system, but could not cope with the floods of 2007, with the village of Burstwick and the town of Hedon being two of the worst affected places in the East Riding.</p> <p>Proposals include excavation to create capacity to hold waters in the river and marina, which would contribute to flood management.</p> <p>Any proposals should enhance Burstwick Drain to increase capacity and flow as the drain is too small for the conditions that exist today.</p> <p>Historic connections between Hedon and wider flood management would be re-established under the proposed scheme</p> <p>Need for reservoir system – flood management</p>
Natural Environment	<p>The fields either side of the Haven are SSSIs, and the confluence of the Humber &amp; Haven is a RAMSAR site.</p> <p>Proposals would enhance current wetland and wildlife areas and create country park</p> <p>Connection between Hedon and Spurn Point</p>
Built Heritage	Parish church of St Augustine, known as the 'King of Holderness', is a Grade 1 listed building. The Haven bed is designated an Ancient Monument
Leisure and Recreation	<p>Links to the Hornsea-West coast cycle track, and close to attractions in Hull.</p> <p>Proposals would include field study facilities, boating, fishing and walking; also visitor centre, hotel, camping and caravan sites.</p> <p>Country park – recreation – leisure and tourism</p>

<b>HORNSEA MERE</b>	
Overview and Description	Hornsea Mere is the largest natural lake in Yorkshire, approximately 2 miles long and ¾ mile at its widest point. Covering some 470 acres, it is a freshwater lake, but only a mile from the coast.
Primary Usage / Purpose	Leisure
Navigation Authority	Not applicable. The Wassand Estate (Private ownership) owns the Mere
Amenity Society	Not applicable
Water Users	Sailing (Hornsea Sailing Club, Hornsea Mere Marine; includes national racing events), rowing, boat trips, fishing
Drainage and Floods	Rising water table – Holderness area
Natural Environment	Designated Special Protection Area, of international importance for a migratory population of gadwall.  SSSI for wider freshwater interest Water quality (nutrient free) Disappearance of small fish species (Cormorant predation) (protected species) Sedimentation Still in natural state Motorboat pollution (fuel/oil) Waterfowl nuisance (pollution) Litter Proliferation of reed beds – needs management to allow better access to some areas)
Built Heritage	
Leisure and Recreation	Bird-watching; walking; putting green
Sport	
Social and Economic Inclusion <ul style="list-style-type: none"> <li>◦ Education</li> <li>◦ Health</li> <li>◦ Rural isolation</li> </ul>	
Other interests, interested parties and local partnerships	Links to the Hornsea Renaissance regeneration programme.
Physical linkages to other Waterways actual e.g. <ul style="list-style-type: none"> <li>◦ Transport [road, rail, bus]</li> <li>◦ Walks, Cycle routes</li> <li>◦ Other?</li> </ul>	Transport (accessibility)/isolation Well known site Expand bird watching facilities (link to other sites) Information (retain?) Link to Trans-Pennine trail (cycling/walking) Marine Bill (will introduce coastal access) (footpath) which is likely to run close to the Mere

<b>GYPSEY RACE</b>	
Overview and Description	<p>The Gypsy Race (GR) is a chalk stream running through the Great Wold Valley “which runs eastwards from Wharram le Street to Burton Fleming, at which point it turns southwards to Rudston and from there eastwards to Bridlington” It is the only surface stream on the High Wolds. (Luttons and Weaverthorpe Parish Plan 2008). The Race disappears for some part of its course rising again in Rudston and running out to Bridlington.</p> <p>The GR runs through mainly privately owned land</p> <p>It is both a water course and wildlife habitat</p>
Primary Usage / Purpose	Drainage
Navigation Authority	The Chalk River Trust which includes Natural England, Environment Agency, Yorkshire Wildlife Trust. There is no navigation on the Gypsy Race
Amenity Society	The Chalk Rivers Trust includes GR in the waterways which it supports.
Water Users	<p>Recreational use from where the GR passes under the A165 close to Bridlington</p> <p>Parking/access (no towpath) Gas site/Thorpe Hall access Gypsy encampment</p>
Drainage and Floods	“The East Yorkshire Chalk rivers are important for wildlife including the rare Otter and Water Vole. The chalk rivers are under increasing threat from water abstraction, land drainage, agricultural runoff, flood defences and urban development.” (Chalk Rivers Trust Website)
Natural Environment	<p>Voles and otters</p> <p>Chalk Rivers Trust carries out some or all of the following Fisheries and Ecological Surveys. Fish Stock &amp; fish environment manipulation. Control of alien plant species. Wild Life Surveys</p> <p>Only sea trout river Damage/rubbish by public use (culverts blocked near town)</p>
Built Heritage	Within the potential project for the Western GR there are plans to map and document buildings of historic interest
Leisure and Recreation	<p>Again within the proposed project it is hoped to develop links between villages along the GR by developing the footpath along the GR and others in the area and encourage their use by local people and others from outside the area. Essentially to link up places of geography and interest and promote the area and its assets. Information boards/centre are planned in the upper reaches</p> <p>There are issues of access to the Gypsy Race which for much of its course passes through private land</p> <p>Natural watercourse (unspoilt)</p>

<b>THE GOOLE AREA: AIRE &amp; CALDER / RIVER DON / DUTCH RIVER and RIVER OUSE and AIRE</b>	
Overview and Description	<p>Goole is the centre of a network of natural and man-made waterways which link to the River Ouse and Humber Estuary.</p> <p>The Aire &amp; Calder Navigation runs from Leeds to Goole, a distance of some 35 miles. Approximately 10 miles of its overall length lies within the CWWW area. (Note only Old Goole lies within the CWWW Area, not the whole town of Goole.)</p> <p>For the last 5 miles from East Cowick to Goole the unnavigable Dutch River, an artificial channel cut to manage the overflow from the River Don, runs next to the Aire &amp; Calder.</p> <p><b>The River Aire runs from Malhan to Airmyn</b></p> <p>The River Ouse flows from North Yorkshire, through York and Selby before arriving at Goole. Some 7 miles east of Goole, at Trent Falls, the Ouse merges with the Trent to form the Humber.</p>
Primary Usage / Purpose	Freight and Leisure Transport
Navigation Authorities	British Waterways (River Aire & Calder), Environment Agency (Dutch River), Lower Ouse (Associated British Ports)
Amenity Society	None known
Water Users	<p>Canal boats, barges, ships and cruisers</p> <p>The Southfield Reservoir is at the junction of the Aire &amp; Calder with the South Yorkshire Navigation and is used by the Beaver Sailing Club.</p> <p>Fishermen/women</p> <p>Canoeists</p>
Drainage and Floods	EA defences to main river .Drainage responsible for low level water management, gravity outfalls and pumping station
Natural Environment	<p>RSPB reserve at Blacktoft Sands</p> <p><i>“Contact NYECD for additional Natural Environment information to be added”</i></p> <p>Humber Estuary SPA / SAC Ramsar SSSI</p>
Built Heritage	<p>Goole’s Number 5 Boat Hoist</p> <p>Aire / Snaith foundations of 17<sup>th</sup> C Bridge</p> <p>Railway Hoist Goole</p> <p>Boothferry Bridge</p> <p>Hook Railway Bridge</p>
Leisure and Recreation	<p>Goole Boathouse (Marina and Club)</p> <p>Goole Model Boat Club</p> <p>Yorkshire Waterways Museum</p>
Sport	<p>Beaver Sailing Club</p> <p>Canoe (?)</p> <p>Transpennine Trail (?)</p> <p>Cycle Path / Cycling</p>

## GROUP DISCUSSIONS

### GROUP 1 – DRIFFIELD AND RIVER HULL

#### Morning session

- Natural environment – include Biodiversity study results
- Appropriate boats travelling at appropriate speeds – traffic management
- New Act of Parliament – current Act is around 200 years old – written around commercial use not leisure use – needs revision – legislation giving authority to manage
- River Hull (upper part) – drinking water quality – fish farms, nitrogen, sediment etc.

#### **Priorities**

- Good usage for all
- River Head

#### **Issues**

- Statutory powers
- Quality/quantity of water
- Wansford Bridge

### Afternoon Session

#### **Partnerships**

##### **Benefits**

- Equal partners – so partnership NOT dictatorship
- Free and frank exchange
- Avoiding duplication
- Vast amount of expertise
- What does this partnership need to do, which others don't?
- Step back to get the big picture
- Method of communication
- Wider area of benefit

##### **Challenges**

- Regular communication – singing from same hymn sheet and not teddy away if it doesn't exactly match your agenda
- Statutory authorities feeling that they have more power than other members
- Community organisations need to work together, so statutory authorities can't 'play' one off against the other
- Everybody having voice and being listened to = even smallest groups
- Change people's views – knock down barriers
- Marginalising negative voices – pro-active not re-active

##### **Aims/Objectives**

- Promote rural awareness to urban population
- Re-educating partnership and wider population re. importance of water and waterways
- Maintaining waterways – determining appropriate level and who should be doing it and helping to find appropriate funding
- Negotiating, lobbying, persuading, facilitating statutory authorities

## **GROUP 2 – RIVER DERWENT AND POCKLINGTON CANAL**

### **Morning Session**

#### **Linkages - Pocklington Canal and River Foulness**

- Wildlife
  - Living landscapes
  - Habitat survey
- Access
  - N.E. green infrastructure
- Historical
  - Wildlife (bats in bridges)
  - Old Kexby Bridge
  - Historical trail
  - Locks/navigation
  - Sutton Bridge/Bubwith Bridge/Stamford Bridge Viaduct
- Agricultural Traditions
  - Flood zones
- Leisure
  - Fishing
  - Light navigation routes north
  - Kayaking
  - Bird watching
  - Riverside walks and cycling

#### **Key Points**

- New footpath/trail/walks/cycle paths should not impact on flora and fauna
- Balance between leisure and wildlife (what is appropriate?)
- Can road infrastructure cope?
- Provision of facilities i.e. dog bins etc.

#### **Salient Issues**

- No major physical changes to physical environment
- Enhance areas heritage (restoration)
- Underpin area landscape
- Community links = educational centre/outreach hub
- Scientific development
- Co-operative restrictions (4 Local Authorities) (Code of Conduct)

### **Afternoon Session**

#### **Groups/Partnerships**

IWA; LA; Natural England; British Waterways; English Heritage; PCAS; EA; CLBA; Farming (FWAG); NFU – campaign for farmed environment; Derwent Motorboat Club; Private Moorings (Sutton); Humber Head Levels; Parish and Town Councils; Wolds and Riverbank Society; Biodiversity (ER) Partnership; Wetland Vision Partnership; P.L.A.C.E.; C.P.R.E.; Halsham Mill

#### **Challenges**

- East Riding area too large, unmanageable

- Strategic partnership or Forum?
- Sub-groups/Area Partnerships
- Creation of a partnership would duplicate what already exists?
- Cross-boundary Leader working – How?
- Catchment Implementation Group – E.A.
  - Could this become our ‘Forum’?
  - We could influence who forms C.I.G. Panel

### **Conclusion**

We do need some sort of ‘collective’ to structure

### **Aims**

- Lower end of River Derwent
- Kexby to Skirpenbeck – no representation
- Forum made up of representatives from each existing group/partnership
- Nature conservation
- Maintenance
- Heritage and leisure
- Overall usage
- Economic benefits
- Access and education
- Sustainability
- Communication

## **GROUP 3 – MARKET WEIGHTON**

### **Morning Session**

#### **Overview:**

Not self-contained – links to Humber Lock

**Primary purpose:** Canal and drainage

#### **Issues:**

- Shipping use declined
- Now just important for drainage
- At high tide: below SL and so requires pumping
- B1230 was originally a causeway
- 1900 Act – closed for navigation
- Drainage problems on River Foulness as section profile is poor
- Drainage would be helped if canal was dredged
- 20,000 = IDB area
- Natural Environment
  - Vulnerable to electricity failure and pumping
  - RSPB site at junction with River Humber (also YWT site. And further sites at N. Cave after gravel extraction.
  - NB – nature conservation – importance of Humber Estuary – World Class designation
- Built Heritage

- There are Listed bridges and locks (from 1770s) – need to identify ownership
- Leisure:
  - Bridle Way, disputed access – links with Wolds Way? Links with Trans-Pennine Way.
  - Adventure activities on ex-brickyard
  - Links with Wolds Way?
  - Links with Trans-Pennine Trail
- Conflict between angling use and (Protected Fishery) need to lower water level in anticipation of flooding
- Remnant of towpath – not necessarily a public right of way
- Newport would like to reinstate

### Priority

Important to exchange information between the different canals in the Leader area

### Social:

Enormous opportunities – Newport etc. very keen to learn ‘good practice’ from other canals

Rural isolation:

historically drainage allowed for roads/railways etc. and villages to develop

Limited movement due to only 3 bridges so transport linkages are restricted

Bed of canal used to be owned by Drainage Board – transferred to Environment Agency

NOTE: historic feature of warping

### Priorities

- Drainage and water management
- Making more of natural and build heritage
- Information exchange

### Issues

- Getting agencies (e.g. E.A.) to dredge
- Conflicts between users’ interests

### Afternoon Session

#### Partnership

##### Pros

Sharing

‘Best Practice’

Linkage – trails etc.

Power – relationships

Funding

Creates a forum for discussion

Scale of ambition

Links with LAT:

Water management – flood risk etc.

Quality Environment

Utilisation:

Preserve

Enhance

Engage with community

Economic Benefit

Pump priming

Preserve/enhance - spend

##### Cons

Differences

Non-local

Non-specific

Difficult/conflicting interests

Short shelf-life?

Formal/informal

Another ‘initiative’

## **GROUP 4 – VALE OF PICKERING AND HEDON HAVEN**

### **Morning Session**

#### **A) Information**

##### **Vale of Pickering**

- Formal partnerships already set up: local bio-diversity partnership and (new) for whole of the Vale of Pickering
- Biodiversity and archaeology are key features of the area: can access and recreation fit into this? Check if Filey end of Derwent is also a RAMSAR designated area
- Sustainable tourism is a priority theme in the North York Moors, Coast and Hills LEADER programme (other side of the Derwent) – can we extend it into the Vale of Pickering?
- Need further research especially into land ownership; rights of way (on river-banks) etc.
- Landowners are central, and their wishes need to be an integral part of any partnership. Environmental stewardship schemes are a useful mechanism to achieve shared objectives – including the option of land acquisition if there is agreed change of use
- Important to be more specific about the types of agricultural land use e.g. arable, pasture – different characteristics, hence different relationships to various waterway uses
- Flood alleviation important in this area as well

##### **Hedon**

- Informal partnership established with e.g. local landowners and villages
- Need for reservoir system – flood management
- Country park – recreation – leisure and tourism
- Can't build facilities on site – local economy
- History: archaeological finds from 13<sup>th</sup> century; Haven river-bed an archaeological monument; farmhouse is Grade II listed
- Money
  - barrier to moving forward
  - need for formal partnership
  - sub-projects to deliver overall goal
  - £17 million overall costs

#### **B) Connections**

- Archaeological: connections along the length of the Vale of Pickering; archaeology interest also exists in Hedon project. Any other waterways/archaeological links?
- Biodiversity
  - Connection between Hedon and Spurn Point
  - Mid Derwent is not designated (bio-diversity: SSSI or similar). Is there an option to restore this area? Possible positive knock-on effects
- Leisure
  - North Yorks sustainable tourism (see above)
  - Wolds Way begins/ends in Filey
  - Canoeability (Derwent)
  - Good to encourage people but could be detrimental to biodiversity

- Proximity of Hedon to Hull and its leisure attractions e.g. The Deep – could the planned redevelopment at Hedon persuade visitors to Hull (especially those using the port) to stay longer in the area?
- Flood Management
  - Historic connections between Hedon and wider flood management would be re-established under the proposed scheme
- Land use connection
  - Existing land usage strategy statutory designations

### C) Priorities and Issues

#### Vale of Pickering

- **Priorities**
  - Bio-diversity
  - Sustainable tourism
- **Issues**
  - Not a priority area under any other initiatives ‘forgotten area’
  - Lack of infrastructure to handle large visitor numbers

#### Hedon Haven

- **Priorities**
  - Getting agreement from statutory agencies on the importance/benefit of the scheme for flood management
  - Funding – for whole scheme or sub-projects
- **Issues**
  - Wide range of skills required to make the idea a reality, plus wider commitment than current small group of volunteers
  - Fund-raising, especially given the scale of the project

### Afternoon Session

#### 1. Partnership Approach

Yes, good idea in principle. Needs **clarity of purpose**.

Diversity of scale, complexity etc of the different waterways also means **structure** must be specifically tailored to the area’s needs...which might mean a much more informal (‘advisory’?) network, than a formally structured partnership. Name can be important – people can assume formality of a ‘partnership’; use ‘forum’?

#### 2. Benefits

Potential benefits include:

- Enhancing/enabling delivery on the ground
- Identifying the most beneficial investments (for the wider area) [but partnership should be ‘neutral’]
- Minimising conflict and competition
- Nurturing long-term sustainability
- Way of bringing the large statutory agencies in
- Learn from successes elsewhere in the country
- Share expertise and knowledge from one waterway to another within the CWWW area
- Way of providing/facilitating the right specialist skills for different stages/roles at different times (e.g. of a project’s development)

#### 3. Challenges

Some challenges alluded to above, including failing to deliver on the potential benefits. Specific challenges identified as:

- Could be too strategic or too much of a talking shop [recognise this could follow from informality] – not getting anything done
- Alternatively could become too bureaucratic
- For individuals, partnership could generate enthusiasm, buy-in & volunteering, and then the individuals find they have nothing to do, hence damaging the idea of the partnership

#### **4. Aims & Objectives**

Overall Aim “To help achieve waterways-related projects across a diverse range of interests for the wider benefit of the rural communities in the CWWW area”

Objectives [some of these could equally be seen as Benefits]:

- Be a network for exchange of info, skills and knowledge between the different waterways and waterways initiatives in the area
- Bring collective expertise to bear on each issue, problem, and project
- Identification of project ideas
- Achieve objectives & outcomes of the LEADER programme
- Generate understanding / provide information on LEADER and other funding sources
- Be an Information Hub for ideas & projects
- Provide a funders’ forum
- Expand knowledge and skills in key agencies [e.g. N Yorks County Council]
- Make the case with wider audiences (policy, funding) with sufficient gravitas & expertise to be taken seriously
- Be flexible enough to evolve over time

### **GROUP 5 – HORNSEA MERE AND GYPSY RACE**

#### **Morning Session**

##### **Hornsea Mere**

##### **Additional Information:**

- Also SSSI for wider freshwater interest
- Water quality (nutrient free)
- Rising water table – Holderness area
- Disappearance of small fish species (Cormorant predation) (protected species)

##### **Issues:**

- Transport (accessibility)/isolation
- Sustainability
- Private ownership
- S.P.A. designation
- Sedimentation
- Still in natural state
- Motorboat pollution (fuel/oil)
- Waterfowl nuisance (pollution)
- Litter
- Proliferation of reed beds – needs management to allow better access to some areas)

##### **Opportunities:**

- Well known site
- Expand bird watching facilities (link to other sites)
- Information (retain?)

- Link to Trans-Pennine trail (cycling/walking)
- Marine Bill (will introduce coastal access) (footpath)

## **Gypsy Race**

### **Opportunities:**

- Tourist route (villages/pubs/quiet roads)
- Information boards/centre
- Caravan sites already established
- Regeneration of shopping/businesses in villages by increased use
- Access to other tourist sites already established
- Picnic areas (establish)
- Literary associations (Winifred Holtby) Lawrence of Arabia
- East Riding Local Cultural Partnership – Sense of Place

### **Issues:**

- Unregulated green lanes (2026 cut off) - Date of registration
- Only seatrout river
- Damage/rubbish by public use (culverts blocked near town)
- Parking/access (no towpath)
- Gas site/Thorpe Hall access
- ?Limited potential in certain areas
- Natural watercourse (unspoilt)
- Gypsy encampment

### **Priorities:**

- Cycling route links
- Footpaths/walking (some routes already established)
- Links to Wolds and Wetlands (\*villages)
- 'Way of the Roses' link
- Organise survey
- No environmental designation (SSSI or S.P.A.)(other than natural area of beauty) – investigations into Area of Natural Beauty (ANONB) status ongoing)

## **Afternoon Session**

### **Partnerships**

#### **Pros**

Whole area partnership  
 Benefit whole area  
 Attract more cash  
 Gain knowledge and understanding of  
 Others areas of interest  
 Basis for ongoing work/sustainability  
 (Foundation)  
 Representatives of all interest groups  
 and landowners  
 Define interest of all participants  
 Manage neglected resources

#### **Cons**

too diverse range of potential projects  
 Need respect from each representative  
 for other interests  
 Agreement on what money used for  
 (prioritising projects)  
 Management of diversity of interests  
 No central, defined focus  
 Diversity causes working problems and  
 prioritisation of projects  
 Local representation – what is benefit of  
 overall partnership

### **Considerations**

- Good Chair needed

- Priorities stated at beginning – test of viability/shared interests and plan of action
- Start with a broad base
- Need for two levels of membership (core groups and sub-groups, task groups)
- Bring in specialists when required
- Be inclusive of all interests/stakeholders/geography
- Work on behalf of all interests
- Decide on main priority areas, objectives before constituting
- Include landowners, fishermen, E.A., scientific expertise, Councils
- Create Development/Action Plan
- Practical, dynamic results!
- Strategic level, ‘umbrella thinking’
- Strike a balance – neglected resource –v- overuse
- Timing of meetings and regularity
- Local meetings and umbrella partnership for whole area
- Need to define what is a partnership
- Incentive for membership needed
- Forum – ‘think-tank’

#### What should it cover?

- Protection of waterways
- Neglected resource management

#### **Aim**

- Create access
- Benefit waterways and environment (inland) in Leader area
- Rural business development
- Safeguard sustainable use

#### **Mission Statement**

For the economic and social benefit of all the inland waterways and their general environment in the Leader area. In doing so it will safeguard the sustainable use of the natural environment.

### **GROUP 6 – GOOLE AREA**

#### **Morning Session**

##### **Linkages**

- Trans-Pennine trail
- Public right of way and footpath
- Rawcliffe and Snaith as historic ports
- Farming
- Estate villages and tenants esp. Near Blacktoft with RSPB
- Monasteries

##### **Priorities**

- Maintain and sustainably increase freight and leisure use and promote the economic benefit to the region
- Develop a strategic approach to flood defence and maintenance to enable safeguard of property and land and enhance the cultural and natural heritage value for the benefit of residents and visitors alike

##### **Issues**

- Lack of the infrastructure regionally to support communities and their economic development
- Planning policy which constricts development within the waterways corridor

## **Afternoon Session**

### **Partnerships**

#### **Benefits**

- Across whole Leader area?
- Impact on National priorities
- Write a strategic plan for all purposes e.g. drainage, cycling
- National priorities are harder to deal with at local level
- Interface between local and national
- Communication
- Rural Affairs Forum – e.g. model for expertise, could use
- Exchange of ideas
- Co-ordinated approach to projects/funding streams and consortium approach
- Collective expertise – not just about money
- Technical expertise

#### **Challenges**

- Keeping momentum and membership
- Benefits and relevance need to be clear, shared and agreed
- Political uncertainties
- Communication with stakeholders
- Getting right people at the table
- Reimbursement of expenses for volunteers
- How to put it together? Make it work?
- What structure? Fair representation of all sectors
- Balance between strategic and local
- Not fizzle out after 3 years
- Fit for purpose
- Sustainable – long term

#### **Aims**

- Mutual member benefit – funding, joint projects, maximising expertise
- Influence, regional, national, UK Government and E.U.
- Evolve according to outputs
- Danger of meetings for meetings sake
- People willing to work between meetings
- Set up sub/working groups to look at specific topics
- Dynamic partnership (e.g. Y and H Biodiversity Forum)
- Lever in funding
- Membership of national bodies
- Accessible – point of contact for non-members
- Promote itself and aims e.g. website, media
- Who to administer it?

#### **Overall Aim**

- To promote benefits to waterways and adjacent communities by working together

## FEEDBACK FORMS (27)

### Q 1: Were the aims of the day achieved?

Fully 17  
Partially: 10

### Q2: What was most useful to you today?

Meetings others – particularly across such a diverse range of interests/views (x 2)  
Learning from others (x 4); Sharing and exchanging ideas (x 5)  
Joint consultation; Working groups really constructive and instructive  
Keeness to work together  
Finding the diversity of interest in waterways and discovering the concerns of other parties  
Networking and communicating with partners (x 2)  
Hearing about problems and challenges in other areas  
Understanding the need for successful partnership  
Making links to my area of knowledge/interest and how LEADER may help  
Everything - All useful – All of it

### Q 3: What was least useful to you today?

Some things might have been better consulted on prior to the conference i.e. templates  
Poor quality of pre-event research – review of research findings  
Would have been better if we had been in groups in which we had an interest/knowledge – could have contributed more  
Nothing concrete to take home and talk about  
Thought I would find out more about LEADER  
More getting down to specifics  
Afternoon feedback – each presentation was the same

### Q 4: How do you rate the following?:

A. Pre-event information							
Excellent	2	Good	14	Average	8	Poor	3
B. Facilitation							
Excellent	14	Good	13	Average		Poor	
C. Venue							
Excellent	10	Good	12	Average	4	Poor	1
D. Refreshments							
Excellent	8	Good	15	Average	3	Poor	1

### Q 5: Any other comments?

Very interesting session; A very good networking day  
Look forward to the report; Look forward to the outcome  
A most useful meeting of people with the same interests at heart  
We certainly made progress on River Derwent!  
A good start; Trust outcomes are successful in the long term  
Received information from third party and should have been on the mailing list  
Information on group discussion prior to conference would have enabled participants to read up and contribute more fully  
Environment Agency were missing – important for them to be involved  
More pre-consultation with other partnerships  
Must avoid duplication of working if a partnership is to be set up  
Clarification on any overlap with other similar groups/initiatives  
I thought there would be more on research findings  
Not all aims were outlined/defined at the outset