

East Midlands Inland Waterways Study

A report prepared for emda

ECOTEC

June 2007

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East Midlands Inland Waterways Study

A Report to the East Midlands Development Agency

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27th June 2007

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1.0 Introduction

1.1 ECOTEC appointment

ECOTEC Research and Consulting Limited was appointed by the East Midlands Development Agency (*emda*) in January 2007 to undertake a study exploring the potential of inland waterways as a driver for economic development and urban and rural renaissance in the East Midlands.

1.2 Study objectives

It is estimated that £2 billion has been invested in waterway regeneration projects in the United Kingdom (UK) over the last decade¹ and some of the most high profile and recognised physical regeneration projects in the country, including the London Docklands, Liverpool's Albert Docks and Salford Quays are all focussed around their waterfront location.

Locating new industrial and residential development next to water is not a new phenomena in the East Midlands. The industrial revolution saw significant levels of building development along the region's waterways where canals and rivers linked together the factories, ports and mines found throughout Nottinghamshire, Derbyshire, Leicestershire, Lincolnshire and Northamptonshire. As these traditional industries disappeared, many of the waterways in the region became either neglected or underused. In addition, the revolution of the railways network in the middle of the nineteenth century also saw a significant decline in the usage and need for the region's canal network. During the 1960s and 1970s significant physical decay became synonymous with waterways in urban centres including Nottingham, Leicester and Derby.

Over the last twenty years there has been a resurgence in the use of the region's waterways as a stimuli for its urban and rural renaissance. There have been a multitude of regeneration projects, especially in the urban areas, that have unlocked the potential of the region's waterway network, ensuring that they have become a key driver of positive change for the East Midlands. The derelict land and buildings that once sat vacant alongside the waterways have seen extensive physical regeneration activity which has been fuelled by focussed public intervention and, importantly, renewed private sector investment.

The existence of water as a key component of these projects has helped many urban and rural locations across the region turn themselves from areas characteristic of dereliction and decay into places where businesses actively want to be located and people want to live. Large waterside projects found in the East Midlands include a hundred acre £1.4 billion investment in Nottingham's riverside, an 18 km waterfront regeneration scheme in Leicester which will create over 3,000 new homes and Derby's riverside project that will include a high quality hotel, office and residential

¹ British Waterways (2006) Annual Report

development. In fact, all of the Masterplans² developed by the main urban centres in the region refer to their river or canal side as one of their major assets while at the same time often stating that their waterside is presently hidden or greatly underutilised.

It is therefore clear that some of the most successful and innovative regeneration projects in the UK are focussed around waterfronts and the benefits that stem from physical developments along locations including rivers, canal, marinas or docks are well proven. The impact of waterway regeneration stretches beyond the immediate environmental improvement of the waterside and often stimulates wider economic and social benefits that are felt much further than the immediate locality of the waterside itself.

Although *emda* has been involved in bringing forward waterside projects since the organisations inception, this study takes a more focussed look at the benefits of supporting waterside regeneration and, more importantly, highlights projects which the Agency and its partners could potentially support in the future. It is worth noting that the role *emda* could play in waterway projects could go beyond part funding capital works attached to waterways that helps in the achievement of the priorities of the Regional Economic Strategy (RES)³. For instance, it could look at supporting feasibility and impact assessment studies, it could use its networks to broker partnerships, it could help partners to lobby other funders as well as provide technical expertise in relation to areas such as bid writing or establishing business plans or financial plans for project. Finally, *emda* could also encourage the sharing of good practice amongst the multitude of agencies throughout the region who are currently working on waterway regeneration projects.

The study has four main objectives:

- To assess the potential of the East Midlands inland waterways to contribute to economic development, urban renaissance and rural regeneration
- To identify specific areas, interventions and projects to deliver against the RES priority areas of Land and Development and Transport and Logistics.
- To identify further projects or interventions to deliver against other priorities of the RES
- To identify areas for strategic partnership working and development around the inland waterways.

1.3

Study definitions

It is worth defining two key terms at an early stage in this report. This sub-section therefore defines the terms inland waterway and also describes what a waterway project encompasses.

² Strategic Planning Documents which define major capital projects for a given area

³ *emda* (2006) A Flourishing Region: Regional Economic Strategy for the East Midlands 2006-2020.

1.3.1

Inland waterway definition

A waterway is traditionally defined as a navigable body of water such as a river or canal. However, the definition of a waterway for the purpose of this study will be wider than this as it extends to any large stretch or body of inland water found in the East Midlands. Thus the study definition includes marinas, inland docks, large lakes and pools (or a combination of these) as well as simply covering the river and canal network. The definition also extends to non-navigable waterways (that could be made navigable with investment) and includes natural as well as artificial waterways.

The map below shows the distribution of the main river and canal network across the East Midlands which this study focuses on. The map also includes the surrounding waterways that flow into and out of the region as waterways do not stop at regional boundaries. The region's main waterways include eight canals that include parts of the Grand Union Canal, the Chesterfield Canal and the Nottingham and Beeston Canal as well a number of key rivers including the River Trent (the third longest river in the country), the River Witham and the River Soar.

Figure 1.1 Main Waterways in the East Midlands (and Surrounding Area)



Source: Association of Inland Navigation Authorities

As would be expected, the map shows that the majority of the waterways within the region are managed by British Waterways (BW) [shown in red] while the Environment Agency (EA) and others organisations (e.g. the Broads Authority) manage the rest of the network in the region.

1.3.2

Waterway project definition

The study defines a waterway project as an initiative or development which is located next to or within close vicinity of water or a project which relates directly to improvements of the waterway itself (e.g. canal restoration). The broad typology of projects this study focuses on therefore includes:

- **Land and property projects:** these projects encompass the construction of new buildings or improvements to existing property that is located next to or close to water. Projects also include activity which brings land that is adjacent or next to water back into use in order to open it up for commercial or residential development.
- **Restoration or link projects:** these projects include the restoration of disused or underused waterways including the restoration of canals. These projects also include the construction of new stretches of waterway that link either existing waterways together or bring in a completely new waterway to a particular locality.
- **Destination projects:** these projects mainly relate to tourism activities that are found in a locality which is near or on a waterway. The projects mainly focus on those which develop a waterway as a visitor destination.

1.4

Study methodology

The methodology adopted for this study is as follows.

Inception meeting: this stage consisted of a meeting between *emda*, BW and ECOTEC to discuss key issues and study objectives, fine tune the methodology and agree study outputs and reporting deadlines. The meeting also provided an opportunity to identify some initial large waterside regeneration projects that should be included in the study.

Strategic policy review: this stage consisted of a highly focused review of key strategic policy documents that helped provide context for a framework for identifying projects that *emda* and its partners should consider supporting in the future. At a national level this review included national transportation policy and the BW's National Strategy⁴ while at a regional level the focus was on the RES, *emda*'s Corporate Plan⁵, the Regional Spatial Strategy⁶ (RSS), Regional Transport Strategy (RTS)⁷ and the East Midlands Tourism Strategy (EMTS)⁸. This stage assisted in providing both a framework and criteria for the assessment of waterway projects identified in later stages of the research. At a more local level a review of economic development and regeneration strategies of the region's Sub-regional Strategic Partnerships (SSPs)⁹ was also undertaken.

⁴ British Waterways (2005) Our Plan for the Future 2005 - 2009

⁵ *emda* (2005) Corporate Plan 2005-08 for the East Midlands Development Agency

⁶ Government Office East Midlands (2005) Regional Spatial Strategy for the East Midlands

⁷ East Midlands Regional Assembly (2005) The Regional Transport Strategy

⁸ *emda* (2003) Destination East Midlands, The East Midlands Tourism Strategy 2003-10

⁹ There are seven SSPs in the region which bring together businesses, public sector, voluntary and community groups to make sure the Regional Economic Strategy is delivered at a local level throughout the region.

Literature review and past studies: this stage involved a focussed review of existing composite literature exploring the economic and regeneration benefits of waterway development in both urban and rural locations. This stage involved assessing a number of studies undertaken by BW and further contributed to the development of a framework for the assessment of planned and potential waterway projects during later stages of the research.

Consultations: this stage included consultation with a number of key stakeholders who have either a strategic or operational involvement in waterways projects throughout the East Midlands. The consultations were focussed on identifying a catalogue of planned waterways projects in the region that are in the pipeline or are aspirational and the collection of project details including description, size, scale, type, status, funding and impact. The consultations were undertaken with BW, EA, SSPs, Local Authorities, Urban Regeneration Companies (URCs)¹⁰, English Partnerships (EP)¹¹ and *emda*.

Production of Interim Report: this stage revolved around the production of an Interim Report¹² for the study which covered the results of the strategic policy review, the desk research on the benefits of investing in waterway projects as well the results of the early consultations with stakeholders. The Interim Report was sent to *emda* and BW for comment.

Interim meeting: at this stage, an interim meeting was set up between ECOTEC, *emda* and BW¹³ in order to assess progress so far, review the content of the interim report, and plan the next stages of the study.

Develop assessment framework: this stage involved ECOTEC developing the assessment framework which guided the selection and prioritisation of potential project interventions to be supported by *emda* and its partners in the future. The framework was developed in conjunction with *emda* and BW and the criteria that is found in the framework was tested with waterway practitioners during the consultation phases.

Review existing studies and reports: where possible, key project data relating to each of the assessment criteria was collated from the review of existing documents including strategies, feasibility reports and impact studies identified and collected over the earlier phases of the research. Where it was appropriate and necessary to do so, further consultation took place with project champions to refine inputs and fill identified gaps.

Grading of project interventions: this stage saw the application of the assessment framework and supporting criteria to inform the grading of project interventions for potential support from

¹⁰ Urban Regeneration Companies have been promoted by the government and established by local partners, in order to achieve a focused, integrated regeneration strategy for key towns and cities. There are four URCs in the East Midlands in Nottingham, North Northants (including Corby), Leicester and Derby.

¹¹ English Partnership has been set up by the government to achieve high-quality, well-designed, sustainable places for people to live, work and enjoy. There are three priority English Partnership projects in the East Midlands, these include Nottingham and Leicester Riverside.

¹² East Midlands Inland Waterways Study- An Interim Report for *emda* (March 2007)

¹³ Convened in early March 2007.

emda and its partners. The analysis measured projects against impact, risk, strategic alignment and need in order to provide a mechanism through which the most appropriate projects could be identified.

Final reporting: this report represents the final report and presents the findings of the above stages. It also includes ECOTEC's recommendations on how the waterways in the region can be maximised in the future.

1.5 Report status

This is the **Draft Final Report** for the study. It follows on from our Interim Report and takes into consideration the comments which were received back from both *emda* and BW. The Draft Final Report provides an agenda for debate with *emda* and BW at a final reporting meeting, with any comments being incorporated into the final document itself.

1.6 Report structure

The remainder of the report is structured as follows:

Section Two: Benefits of Investing in Waterway Projects- provides an assessment of the economic and regeneration benefits currently associated with waterway projects in the UK.

Section Three: Policy Drivers- identifies the key national, regional, sub regional and local policy drivers with specific reference to the potential for inland waterways to contribute to economic development in the region.

Section Four: East Midlands Case Studies- provides examples of how waterway projects throughout the region have already brought about impacts to their localities and have been a stimuli for economic growth.

Section Five: Catalogue of Waterway Projects in the East Midlands- provides details of the major waterway projects throughout the East Midlands that have been identified through consultation with stakeholders.

Section Six: Waterways Assessment Framework- provides criteria for an assessment framework, which *emda* and its partners could use to prioritise projects for investment in the future.

Section Seven: Application of the Assessment Framework- uses a revised assessment framework to prioritise the list of waterway projects in the East Midlands in order to grade them according to levels of impact, risk, strategic alignment and need.

Section Eight: Conclusions and Recommendations- Provides conclusions and recommendations for consideration based on the findings of the study.

2.0 Benefits of Investing in Waterway Projects

2.1 Introduction

2.2 Introduction

This chapter of the report explores and provides an assessment of the economic and regeneration benefits that are commonly associated with waterway projects. It is based on a review of relevant literature and our own experience in the preparation of canal and waterway economic impact studies. The focus is on the benefits of investing in waterway projects and how that can bring about wider economic, social and environmental change.

2.3 Impact categories

In general, there are three principal sub-categories in respect of the nature and character of the regeneration benefits associated with waterway developments:

- **Employment impacts** primarily related to the creation of new job opportunities.
- **Property impacts** arising from the effect of the regenerated area on the commercial and residential property markets.
- **Competitiveness impacts** are more diffuse but include a range of benefits that are potentially crucial in improving the relative position of the locale in comparison to other investment locations.

Each of these is considered in more detail below.

2.4 Employment impacts

In an economic sense ‘jobs created’ is the most important and commonly measured impact of waterway regeneration activity. Employment impacts are generally considered at three broad levels:

- **Direct jobs** arise from the economic activities resulting from the physical regeneration of the waterside development. They can be thought of as the first round of spending, and include jobs created through construction activity but also in relation to the new jobs that are created within completed developments (i.e. within new offices or retail units) or are in existing or new business supported by additional income flowing into the area from residents, visitors and tourists.

- **Indirect jobs** accrue from the transactions undertaken by new and existing businesses. For example, indigenous businesses or new businesses which move into the area may buy components, goods or services from local suppliers and will thus create further jobs indirectly. This can be thought of as the second round of spending.
- **Induced jobs** are created when the income earned directly and indirectly by new employees is re-spent in the local economy. This can be thought of as the third round of spending.

Indirect and induced jobs are usually calculated using a **multiplier**. Without recourse to primary survey work it is difficult to establish the true value of the multiplier. The impact of re-spending by industry and individuals is dependent on factors such as taxes, savings, the propensity to import goods and services, and the health and structure of the local economy (particularly with regard to competing local economies). For example, if local companies cannot supply new businesses, they will import from elsewhere; if there are insufficient opportunities for employees to spend money locally, they will shop elsewhere. The multiplier is reduced by leakage from the economy at each successive round of expenditure. Values of between 0.1 and 0.4 are common for regeneration schemes¹⁴, though ultimately past research and knowledge of the local economy determine the scale of the multiplier. A value of 0.2 – or a 20 per cent increase in gross jobs – has been used in our past work for BW.

To establish the net employment impact of the regeneration of a waterway scheme, it is necessary to consider the role of **displacement**. Displacement typically takes two forms:

- **On-site displacement.** The level of displacement on-site refers to the number of jobs that are lost to a waterside regeneration project as firms are forced to relocate as land is developed.
- **Off-site displacement.** Whilst the regeneration of a waterside site will create jobs that are new to the immediate area, there is a likelihood that some of these jobs will be created at the expense of existing jobs in the area. At its simplest, off-site displacement measures the extent to which job creation simply represents a transferral of jobs from one location to another.

A final consideration within an economic impact analysis regards the extent of **deadweight**. Dead weight relates to jobs which could be created without the provision of public sector assistance because development could go ahead unaided on a similar scale and quality and within a similar timeframe. It is essentially a ‘what if?’ scenario, and can be very hard to quantify. Unless specific research has been commissioned to establish the additionality of a development, it is often necessary to refer to guidance¹⁴ in order to establish the level of deadweight.

In order to ensure consistency in approach and the definition of employment benefits, job forecasts are often expressed as Full Time Equivalents (FTEs). An FTE job is defined as one that involves working a standard 30 hour week (or longer) and is filled. FTE jobs are, therefore, all jobs (both full-time and part-time) expressed in terms of full-time jobs. Depending upon the type

¹⁴ English Partnerships (2004) Additionality Guide

of job, one FTE is equivalent to between 2-2.5 part-time jobs. Construction jobs tend to be expressed in terms of temporary man years of employment, in recognition of the fact that they only exist for a fixed period. HM Treasury convention dictates that ten construction man years are equivalent to one FTE.

2.4.1 Construction employment

The regeneration of waterside sites can provide considerable scope for job creation in the construction sector. Standard ratios adopted by ECOTEC in the past for calculating construction employment assume that one temporary man-year of employment is created per £55,000 - £80,000 spent¹⁵. The lower figure relates to projects involving a high degree of refurbishment / renovation which is considered to be more labour intensive. However, new build projects with a high degree of design specification are likely to be more labour intensive and relates to the upper figure.

2.4.2 Direct employment

Direct employment describes jobs created in completed development schemes along the waterside site. Predicted job impacts can be calculated using standard employment densities¹⁶. These vary between types of economic activity with employees in the manufacturing sector requiring, on average, more floorspace than their counterparts in the service sector. Employment densities are also affected by factors such as a building's age. Lower densities are generally found in older buildings since they are usually less efficient than modern purpose-designed properties¹⁷. It is important that employment densities are only applied to occupied units. Occupancy rates within properties vary considerably over time depending on the health of the economy (local and national) and the level of supply in the surrounding area. New buildings take time to reach their optimal occupancy level reflecting local market conditions, and most never reach 100 per cent due to the continuous 'churn' in activity.

As noted above, it is important to consider how much of the employment generated in the waterside regeneration area is additional. Levels of displacement are notoriously difficult to accurately predict. Past research has shown that displacement varies according to the type of economic activity (traditional retail is associated with a high level of displacement whereas retail facilities catering for a niche market can be expected to have a high level of additionality). Ultimately, these values need to be coupled with knowledge of the local economy and the labour market.

2.4.3 Tourism and leisure employment

Experience has shown that the regeneration of waterside sites can lead to increased use of a waterway. Where this use is additional to the local area, tourism and leisure expenditure can be expected to result in employment generation, though usually on a relatively small scale.

¹⁵ ECOTEC various studies: West Birmingham and South Black Country Regeneration Zones (2003) Assessing the Regeneration Benefits of Key Canal Side Development Opportunities; British Waterways (2002) Cotswolds Canal Restoration; Manchester Enterprises (2004) Construction Activity Study

¹⁶ English Partnerships/Arup (2001) Employment Densities: A Full Guide

¹⁷ SERPLAN/Roger Tym (1997) The Use of Business Space: Employment Densities and Working Practices in South East England

Calculating the employment impact associated with the increased use of a waterside site for tourism / leisure purposes can be complicated. It is always necessary to consider the effect of displacement – in this case the extent to which a waterside site was used anyway, and the extent to which a site is able to attract visitors from outside of the local area or to retain expenditure by local people which would otherwise have been lost.

2.4.4

Brindley Place case study

An example of job creation attached to a waterside regeneration project can be seen through the following case study example:

Figure 2.1 Brindley Place case study

Brindley Place in Birmingham is often cited as an example of good practice in terms of (direct and indirect) job creation as well as generating wider economic impacts. The area itself covers some 20 hectares (50 acres) on the western fringes of Birmingham City Centre. It incorporates in excess of 1,500,000 sq ft of mixed use development including retail, office and leisure uses based around the junctions of the Birmingham Main Canal, the Birmingham and Fazeley Canal and the Worcester and Birmingham Canal, all part of the Birmingham Navigations.

A study undertaken by ECOTEC Research & Consulting (2001) on behalf of BW¹⁸ identified the following employment impacts:

	Direct FTE	Additional FTE	Indirect and Induced FTE	Total FTE
Construction Related	9,000	7,200 ¹⁹	2,500	9,700
Office Related	6,550 ²⁰	1,330-1,660	470-580	1,800-2,250
Visitor spend/Leisure/ Retail	1,700 ²¹	1,950 ²²	685	2,650

The project as a whole represents perhaps the most successful canal focused regeneration scheme in the UK, with both major property and visitor related impacts and substantial environmental benefits. The total investment amounts to some £550m, of which around £260m has come from the public sector and £285m from the private sector. The total development accommodates around 8,250 FTE jobs²³.

The key success factors associated with this development can be summarised as follows:

¹⁸ ECOTEC/British Waterways (2001) Economic Impact of East Midlands Inland Waterways Study Development Schemes, Volume III

¹⁹ On the assumption that 80% of the temporary construction is additional

²⁰ Including an estimate of the total office employment associated with the full completion of the Mailbox scheme. This figure is also based on the assumption that part-time employment is equal to 10% of total office employment, 50% of leisure based employment, and 33% of retail employment and that 1 FTE is the equivalent of 2 PT jobs.

²¹ Including an estimate of the total leisure and retail employment associated with the completion of the Mailbox scheme

²² This figure includes ancillary expenditure associated with visitors and the proportion of the direct employment that is considered to be additional

²³ Including an estimate of the total employment associated with the full completion of the Mailbox scheme

- The scale of the site, its location between the City Centre and the Fiveways office area, and the existing role of the area as an entertainment centre;
- The timing of the scheme in a period when there was a combination strong development interest in the city, a lack of high quality office space and a lack of easy, alternative development opportunities;
- The wider potential of Birmingham as a regional business and entertainment centre;
- The willingness of the City Council - and in particular the European Regional Development Fund - to commit vast resources to the International Conference Centre / National Indoor Arena complex in particular. This highlights the importance of the public sector pump priming private investment;
- A strong element of vision by the partners.

2.5 Property impacts

Previous work by ECOTEC²⁴ has demonstrated that waterway development and particularly canals have the following property-related effects:

- They help to establish developer and investor confidence, a particularly significant impact in disadvantaged areas where such interest has traditionally been limited.
- Improvements to waterway environments have been shown to bring forward the development of previously vacant or underused sites. Their linear form means that waterways can also act as a valuable way in which to integrate discrete development schemes.
- Attractive development can enhance the vibrancy and vitality of an area. In particular, tourism and leisure schemes benefit strongly from the striking setting that a waterfront location provides.
- Evidence suggests that property developments at waterside locations command a premium value when compared to schemes based elsewhere and are also easier to sell or let. This is particularly true of residential and office developments.

²⁴ ECOTEC/ British Waterways (1996, 1998, 2001, 2002) The Economic Benefits of Waterway Development Schemes

2.5.1

Leeds waterfront case study

An example of property and the associated employment impacts generated through waterside regeneration projects can be seen in the following case study example:

Figure 2.2 Leeds waterfront case study

An economic impact study²⁵ looking at waterfront development schemes (2001) identified that the total investment along the Leeds waterfront to date has been in the region of £160m (at 2001 prices). More than £110m of this has been funded by the private sector, with the remainder by the public sector. The latter has included funding by the former Leeds Development Corporation (LDC) and by BW, who have had an important financial role in reinvigorating a number of specific sites over the last two decades. The total investment is likely to have provided directly some 2,500-2,900 person years of temporary construction employment, the substantial proportion of which is likely to have benefited the local Leeds Travel-to-Work population.

Approximately £70m of the investment has taken place east of Crown Point Bridge, principally at the Royal Armouries Museum. The area around Victoria Bridge has also undergone rapid transformation. East of Crown Point Bridge, the investment has safeguarded or created more than 550 full and part-time jobs. This is equivalent to approximately 510 FTEs²⁶. Between Crown Point Bridge and Leeds Bridge – where a number of the developments have been residential – the £20m worth of investment has created or safeguarded nearly 250 FTEs. The two remaining zones have created more employment opportunities, with more than 2,500 FTEs between Leeds Bridge and Victoria Bridge and more than 1,000 FTEs west of Victoria Bridge. These areas include major office developments such as ASDA, The Embankment, Kings House, Sovereign Quays and Granary Wharf.

The investment along the Leeds waterfront has created or safeguarded some 4,400 FTEs. Sectorally, the majority of the new employment has been created in the office economy (more than 4,100), followed by retail and leisure.

The transformation of the waterfront has achieved the aim of spreading the central business district of Leeds southwards over the railway lines into an area that was traditionally dominated by manufacturing industries. The growth of the service sector in Leeds – and particularly the financial sector – has attracted a number of banking, pension and insurance companies to the waterfront. A recent survey (2005) undertaken by Leeds University²⁷ looking at city centre living estimated that around forty property development schemes were focussed along the waterfront (river and/or canal) and comprise approximately 7,000 apartments. An earlier survey (2003) also indicated that

²⁵ Ecotec / British Waterways (1996, 1998, 2001, 2002) The Economic Benefits of Waterway Development Schemes

²⁶ On the assumption that part-time employment is equal to 10% of total office employment, 50% of leisure based employment, and 33% of retail employment. Also based on assumption that 1 FTE is the equivalent of 2 PT jobs.

²⁷ Leeds University (2003-05) City Centre Living in Leeds Survey 2003 and 2005

all of the big city centre residential property developments had been focussed around quayside areas (property impacts) where property prices are at a 'premium'.

The critical success factors associated with this waterside regeneration project were identified as the following:

- The wider transformation of Leeds as a major economic centre. The city is now the largest financial centre outside the City of London and was the fastest growing city during the 1990s.
- The role of the LDC in pump-priming private sector investment, for example through assisting with land assembly and supporting infrastructure and financing the first bridge across the river in more than 100 years. The LDC ensured that the development activity took place quicker than might have otherwise been the case.
- The visualisation of a strategy for the waterfront area early in the development process.
- The role of the leading partnerships in Leeds in supporting the overall development process, including the work of the Leeds Initiative and the Leeds Waterways Partnership.
- The good quality maintenance of the riverside and canalside in Leeds. This has provided investors with the confidence to pursue development schemes.
- The strength of the residential market along the waterfront during the 1990s. In spite of the national cyclical patterns, the residential market along the riverfront has not slumped during the last decade.
- The filtering out of the development activity to surrounding areas. For example, close to Leeds Bridge, a number of new developments have been completed along Dock Street following the investment in the immediate waterfront area.

2.6

Competitiveness impacts

Competitiveness impacts relate to the improvement of the standing of the locale relative to other investment locations in the surrounding area. By their very nature, such impacts are more diffuse and difficult to quantify than employment or property impacts. They include a range of investment, social, transport and environmental benefits. One of the key competitiveness impacts of the regeneration of a waterway is considered to be the raising of the profile of the area. Image and perception are important criteria in locational decision making.

The regeneration of waterways also presents an opportunity to improve the environment of an area. Environmental impacts can be almost impossible to quantify but are ultimately one of the key elements that people notice within a regeneration scheme. For instance, canals are an increasingly important leisure transport routes. Canal corridors also present an opportunity to regenerate considerable areas of brownfield land.

2.6.1

Salford Quays case study

An example of competitiveness and other impacts generated through a waterside regeneration project can be seen in the following case study example:

Figure 2.3 Salford Quays case study

A recent example of waterside regeneration raising the profile (competitive impact) of an area can be seen in the Salford Quays, where the BBC chose the Quayside over Manchester City Centre for the relocation of key departments planned for 2010. The Northwest Regional Development Agency has predicted that the BBC's move to Salford could create up to 10,000 jobs and add £170m to the regional economy, which further emphasises the impact of increased competitiveness of the area.

Salford Quays' has benefited from over £400m of public and private investment over the past decade. Public sector funding of £50m for new infrastructure, refurbished dock basins, and high quality spaces has been complemented by £350m of private sector investment for new office / business uses, hotels, housing, restaurants and pubs.

The regeneration of the Quayside has made Salford a more competitive proposition in relation to the regional power house which is Manchester. Particular impacts associated with the BBC announcement include:

- As a direct consequence of the BBC announcement GVA Grimley predicted a rise in commercial property prices in the Quays that will seep into Manchester City Centre²⁸. Knight Frank also noted that since the announcement there has been a knock on effect on waterside property prices an indication of further competitiveness impacts.
- The BBC building will form the centre piece of regeneration activity in the quayside – fully realising the Media City concept developed by the council to encourage inward investment to the area. This is an example of a concept developed to raise the profile of an area (i.e. making it more competitive) coming into full fruition.

A recent review (2003) of the impact of Salford Quays between 1983 and 2003²⁹ on urban regeneration policy identifies some of the main competitive impacts as being:

- The waterside has created a new image for Salford, promoting pride and confidence in the city and a new vision for the area.
- The review concludes that the dramatic change to the environment (image and perception) have made it possible to develop further tourist and visitor attractions that have become critical to future successes.

²⁸ Estates Gazette (June 2006), Salford Steals the Show

²⁹ Tony Struthers (2003) The Redevelopment of Salford Quays, Greater Manchester, DISP 154

- Major construction (e.g. Lowry Centre and Imperial War Museum) and infrastructural (transport and access) projects have changed the perception of the Quays and paved the way for large numbers of visitors to the area.
- Added to the regional centre contributing to its diversity and attractiveness thus increasing its vitality and vibrancy (making the regional centre more competitive).

Wider environmental impacts:

- Created a clean water area within the former docks that was formerly that was formerly polluted and inaccessible to the public.
- Allowed local people to use the quays for recreation and leisure, particularly the young.
- Enabled the development of fishing and water sports activities.
- Promoted architectural quality and landmark buildings and inspired creativity by enabling local artists and sculptures to contribute to developments.

The following critical success factors have been identified:

- Having a skilled project management was a key factor in the long-term success of the Salford Quays development.
- A permanent dedicated multi disciplinary Salford Quays Project Team was appointed in 1986 to manage the project, and coordinate development. Reporting to the City Council and the then Department of the Environment, the small project team, comprising Salford City Council, Ove Arup and Partners, and Shepheard Epstein and Hunter was located on site, to be accessible to the public, developers, funders and investors
- High quality infrastructure was also fundamental to the success of this part of the Quays' development and included the construction of a series of new road and pedestrian bridges³⁰.

2.7

Wider impacts

The impacts of waterside regeneration identified in the previous sections are largely quantitative in nature, focussing on economic impacts such as jobs created directly and indirectly through construction, tourism and other sectors. Looking more widely, waterway regeneration can also bring wider regeneration, tourism and transport benefits:

- Regeneration:
 - ▶ Contribute to civic renaissance, increasing urban capacities, choice of lifestyle and reuse of brownfield land.
 - ▶ Focus for rural diversification, development and regeneration and contribute to delivery of market town renaissance.
 - ▶ Promote inclusion and improve quality of life.

³⁰ Salford City Council (2002) The Story of Salford Quays

- ▶ Sport and recreation:
 - ▶ Provide an important sport and water base resource.
 - ▶ Form part of a wider recreational corridor / route linking urban areas to the countryside.
- Tourism:
 - ▶ Act as a tourism asset in its own right.
 - ▶ Enhance the environment and attract increased visitor activity.
 - ▶ Help to provide European renowned destinations by building on cultural distinctiveness and branding.
- Transport:
 - ▶ Act as a waterborne transport corridor for people and freight (where appropriate).
 - ▶ Form important cycling, walking and public access corridors.
 - ▶ Contribute to integrated transport objectives.

2.8

Conclusions

The conclusions that can be drawn from the review of the benefits of waterway projects are:

- Waterway projects can bring significant economic benefits – particularly through employment and land and property impacts, as well as through increased competitiveness.
- The case study examples demonstrate these economic benefits:
 - ▶ Brindley Place – through job creation. Employment opportunities have been created directly and indirectly as well as through increased visitor, leisure and retail spend.
 - ▶ Leeds Waterfront – through mixed use property developments (office, leisure, retail and residential). The regeneration of the waterfront also achieved the aims of spreading the business district to an area traditionally dominated by manufacturing.
 - ▶ Salford Quays – through increased competitiveness. The Quays has been able to attract big players such as the BBC, who will be relocating key departments to Salford Quays in 2010.
- Waterway projects can bring wider, softer impacts related to regeneration (e.g. civic renaissance and improved quality of life) tourism (e.g. image and environmental enhancement) as well as transport (e.g. green transport option benefits). These impacts should not be undervalued.

3.0 Policy Drivers

3.1 Introduction

This chapter of the report identifies the key national, regional, sub regional and local policy drivers with specific reference to the potential for inland waterways to contribute to economic development and urban and rural renaissance in the region.

3.2 National policy focus

3.2.1 Waterways for Tomorrow

Following the publication of the Government's White Papers on the future of transport and sustainable development – A New Deal for Transport; Better for Everyone³¹ and A Better Quality of Life³² – Waterways for Tomorrow³³ makes proposals for the future development of England and Wales' inland waterways (both canals and navigable rivers). The Government recognises that Britain's waterways are an important national asset, and that waterways, particularly canals are currently undergoing a renaissance after many years of neglect and under-funding. Today greater efforts and resources are being put into maintaining and restoring the canal network and ensuring that its development is integrated into the objectives of its local communities. It is hoped that future use of the canals will maximise their potential for leisure and recreation, regeneration, education and freight transport, whilst introducing new, innovative uses such as water transfer and telecommunications. The Government seeks to:

'...support the conservation and enhancement of the waterways' heritage, their built and natural environment, and their biological diversity'.

Much of the focus for waterway restoration has focussed on recreation with canals increasingly being used for pleasure boating, rowing, and canoeing, whilst their pathways and towpaths are used for angling, walking, cycling and viewing the canals' heritage. Furthermore, the waterways are a significant resource for the UK's tourist industry, generating visitors themselves and helping to link other places of interest. Attracting visitors from both within and outside of Britain, it is identified in Waterways for Tomorrow that the holiday boat business in the UK provides for over 250,000 visitors and contributes over £40 million to local economies. The Government hopes to expand this area of the tourism industry, encouraging more people to incorporate inland waterways into their holidays.

It is hoped that the canal network will become open to more people, both through greater awareness of its resources and through improved physical access, particularly for disabled people

³¹ Department for Transport (1998) A New Deal for Transport: Better for Everyone White Paper

³² Department for Environment Food and Rural Affairs (1999) A Better Quality of Life: Strategy for Sustainable Development for the United Kingdom

³³ Department for Environment Food and Rural Affairs (2000) Waterways for Tomorrow

and young people. Towpaths must be made suitable for unrestricted multi-purpose use, ensuring safety and protecting the natural environment. Facilities are to be improved along the canal network to encourage people to use towpaths and footpaths for cycling and walking and other recreational activities such as angling.

With a history stretching back around 200 years, the canal network has a vast catalogue of historic buildings and civil engineering structures reflecting Britain's important industrial heritage. BW currently plays host to 130 scheduled ancient monuments and 2,800 listed structures. The canal network is equally an important natural and environmental resource, supporting a unique biodiversity. Those operated by BW include more than 100 Sites of Special Scientific Interest (SSSI) and over 800 designated local nature conservation areas. The Government requires that canal and canal side developments respect, preserve and improve the canals' heritage and their built and natural environment.

In essence the Government wants to increase the economic and social benefits offered by the waterways by encouraging their improvement, development and restoration, wherever possible in partnership with the public, private and voluntary sectors. Key policy recommendations in relation to waterside regeneration presented in Waterways for Tomorrow include:

- The promotion of the waterways as a catalyst for urban and rural regeneration.
- The Government will encourage navigation authorities to work with the Regional Development Agencies (RDA) and local authorities in conserving and developing the waterways.
- The Government will look to RDAs to take account of the waterways in their strategies and to support worthwhile proposals for their improvement, development and restoration.
- The Government will issue guidance in the Design Manual for Roads and Bridges³⁴ dealing with new road proposals which affect waterway restoration projects.

3.2.2 Future of Transport

In the 2004 White Paper The Future of Transport³⁵ the Government stated its intention to:

'...continue to encourage freight traffic to be shifted from road to rail or water where this makes sense'.

The thinking behind which is to encourage a competitive freight sector while at the same time reducing the impact freight has on road congestion and the environment.

In the Future of Transport, the Government suggests that policy on freight transport should not be guided by attachment to particular forms of transport but rather by the approach that offers the best value for money to deliver the best outcomes for the economy, society and the environment. The

³⁴ The Highways Agency (2001) Design Manual for Roads and Bridges Volume 11 Section 3

³⁵ Department for Transport (2004) The Future of Transport: Inland Waterways Freight

Government has also stated 'where it makes sense' they will offer grants to support alternatives to road freight and to this end £9.1 million has been set aside for 2006-7 for water freight grants³⁶.

3.2.3 British Waterways

BW is Britain's largest inland navigation authority and is responsible for around 2,000 miles of inland waterway in England, Wales and Scotland. Their ambition is³⁷:

'...that by 2012 they will have created an expanded, vibrant, largely self-sufficient waterway network used by twice as many people as in 2002'.

BW has four guiding principles or commitments³⁸ that underpin all (sustainable) development activities that they undertake. The principles are:

- Effective protection of the environment and heritage: To conserve the built and natural environment of the inland waterways, their character, history and traditions and work in Partnership to minimise impact on the wider environment.
- Prudent use of natural resources: To minimise waste and ensure the efficient use of energy, water resources and materials, based on whole life costs.
- Social progress which recognises the needs of everyone: To improve and promote the waterways as safe, accessible and enjoyable environments for all sectors of society, and foster strong ownership and engagement by local communities.
- High and stable levels of economic growth and employment: To promote inland waterways as catalysts for urban and rural restoration and regeneration, seeking to bring economic benefits to local communities.

BW's grand ambition forms the focus of the strategy document Our Plan for the Future (2005-09), which shows how BW has interpreted its policy objectives set by Government and what shapes its corporate objectives. These objectives include building on the social, environmental, heritage and economic benefits that the waterways have to offer. BW has identified a number of methods for boosting income, including the doubling of water freight carriage by 2010 (compared with 2000). BW state they will continue to work with local authorities to identify water freight opportunities, including the potential to move minerals, waste, construction and demolition material and containers by water.

BW also recognises the potential for waterways to act as a catalyst for both urban and rural regeneration. Consequently, the Government through BW is encouraging RDAs to support and promote proposals which will maintain and/or enhance the waterways, in particular within wider urban regeneration initiatives. Canal side sites can provide pleasant and safe places to live and work whilst being sustainable through their attraction of inward investment, and job and business creation. In particular, the re-use of derelict and reclaimed land can remove eyesores and assist areas vulnerable to crime.

³⁶ Freight grant schemes are provided by the Department for Transport to help offset the capital cost of providing rail and water freight handling facilities.

³⁷ http://www.britishwaterways.co.uk/about_us/index/our_vision.html

³⁸ http://www.britishwaterways.co.uk/responsibilities/sustainable_development/sustainable_development.html

Canal side developments can encourage good designs and layouts, incorporating the waterfront location as a key feature, particularly for residential developments. The Government recognises urban waterways as most suitable for high-density housing, both as new build and through the conversion of redundant buildings. Equally mixed-use developments are seen as being particularly successful, with on-site safety being improved through longer hours of use and the natural surveillance provided by buildings and spaces facing the canal.

New, innovative uses for the canal network are emerging and are encouraged, such as towpaths being used for telecommunication cables. Partnerships bringing together the public, private and voluntary sectors are being encouraged as a means for utilising the best combination of skills and funding for the future of the canal network. BW is already establishing long-term working relations with local authorities, interest groups and local communities interested in projects alongside their canals.

In 2004, BW produced a plan³⁹ identifying their priority restoration projects up to 2025. One of the major assessment criteria used to prioritise projects was the likely economic impact of restoration on employment and economic activity. One of the projects included is the Ashby Canal, where BW are working with Leicester City Council on the engineering design of the project. The project is identified as being very important for the regeneration of the surrounding area.

3.2.4 Environment Agency

The EA navigation strategy Your Rivers for Life⁴⁰ recognises the benefits of the country's natural waterways (rivers not canals) as an economic, environmental, social and cultural, health and educational resource. The main (relevant) objectives of the EA between 2004 and 2007 are:

- To implement key recommendations from the Waterways for Tomorrow paper (particularly those focussed around working with BW and other partners to identify and take forward sustainable development opportunities, sharing good practice and introduce new safety standards).
- To maintain and improve the condition of assets (locks etc) along navigable rivers.
- To ensure land and water in the Agency's control is made available, where possible for recreational purposes.
- To improve access to waterways for all, and optimise the social value of the waterway network.
- To agree a charging regime and strategy for future pricing.

The strategy also highlights the Agency's desire to work with the commercial freight sector to facilitate viable inland waterway freight movements in a manner consistent with the Agency's environmental objectives. The strategy also identifies a number of key targets and success criteria, which are summarised in the table overleaf:

³⁹ British Waterways (2005) Waterways 2025: Our Vision for the Shape of the Waterway Network

⁴⁰ Environment Agency (2004) Your Rivers for Life: Navigation Strategy 2004-07

Table 3.1 Key EA Targets Relating to Waterway Regeneration

Making It Happen Targets	2003-04	2004-05	2005-06	2006-07
By 2007 20% of navigation capital projects will contribute to wider waterway regeneration programmes.	5	8	14	20
By 2007 we will have sought to improve navigation infrastructure by delivering an 85% reduction of Agency navigation assets in poor condition (dependant on resources).	50	65	75	85
By 2007 we will have increased the number of boats, both motorised and non-powered, on our navigation by 5%.	2	3	4	5

Source: *Your Rivers for Life* p.g 40

3.2.5 English Partnerships

EP's overall aim is to achieve high-quality, well-designed, sustainable places for people to live, work and enjoy, their key priorities include:

- developing a portfolio of strategic projects;
- acting as the Government's specialist advisor on brownfield land;
- ensuring that surplus public sector land is used to support wider Government objectives, especially the implementation of the Sustainable Communities Plan⁴¹;
- helping to create communities where people can afford to live and want to live, and
- supporting the urban renaissance by improving the quality of our towns and cities.

EP's programmes are designed to:

- make best use of the nation's scarce supply of land by identifying previously-developed land and increasing its supply for development;
- reduce the stock of low demand and abandoned housing in the Housing Market Renewal Pathfinder areas⁴² and other areas suffering low demand for housing, whilst increasing the supply of new and refurbished high quality housing and amenities in those areas;
- deliver high-quality sustainable urban regeneration in areas experiencing economic restructuring;
- increase the quality and quantity of private-sector investment in housing and regeneration;
- set and promote best practice in urban design and construction standards across the regeneration and development industry;
- promote the use of modern methods of construction where appropriate; and
- improve regeneration skills.

EP works with a number of agencies at the regional, sub regional and local level. At the regional level much of EP's activity in the East Midlands is delivered in partnership with *emda*, and is focussed around the former coalfield areas. While at the local level EP work with the four URCs in the East Midlands to develop and deliver City Masterplans.

⁴¹ Office for Deputy Prime Minister (2003) Sustainable Communities Plan

⁴² There are nine Housing Market Renewal Pathfinder areas in the Midlands and North of England. The pathfinder programmes seek to address issues of housing market failure including low demand and abandonment.

3.3 Regional policy focus

3.3.1 Regional Economic Strategy

The RES 2006-20 retains the values of the earlier versions of the RES, which set out the East Midlands ambition to become a leading region in Europe by 2010. However, the latest edition sets out a longer term vision for the next decade or so up to 2020. In order to increase productivity and meet and then exceed UK targets the strategy identifies four key economic drivers that actions need to be focussed around:

- Skills: addressing the relatively high proportion of people with no qualifications and enabling more people who are in work to develop higher level skills.
- Innovation: helping to increase investment in research and development by businesses, particularly small and medium sized enterprises - and ensuring far more good ideas are translated into new or improved products or services.
- Enterprise: improving rates of company formation and survival, and creating a culture of enterprise which begins at school.
- Investment: improving levels of investment in the service sector, so the region is equipped to maximise the opportunities from this fast-growing part of the economy.

In a geographical sense the economic core of the East Midlands economy can be found in the 3 Cities sub area, which is constituted of Nottingham, Leicester and Derby and its surrounding areas. According to the strategy almost half of the population and 45% of businesses can be found in the 3 Cities. The strategy also recognises the relative rurality of some of the East Midlands region and acknowledges that this presents challenges, particularly around low economic productivity levels. The overall vision of the strategy is:

'...that by 2020, the East Midlands will be a flourishing region - with growing and innovative businesses, skilled people in good quality jobs, participating in healthy, inclusive communities and living in thriving and attractive places'.

The vision is underpinned by three broad objectives which are as follows:

- Raising productivity: enabling people and businesses to become more competitive and innovative.
- Ensuring sustainability: investing in and protecting natural resources, environment and other assets such as infrastructure
- Achieving equality: helping all people to realise their full potential and work effectively together to enrich our lives and our communities.

There is no explicit focus on waterways in the latest edition of the RES, however, under the environmental protection aim to enhance and the environment through sustainable economic growth, the region's waterways are identified as means of encouraging green infrastructure.

Table 3.2 (overleaf) shows how it is possible to link waterway regeneration in the East Midlands to that of the RES. The table sets out RES themes, priorities and indicators of success and then identifies areas where waterway activity could potentially contribute to priority actions:

3.4 Local Policy Focus

Lincolnshire Waterways Partnership

The Lincolnshire Waterways Partnership (LWP) was established in 2003 to deliver the County's Waterways Regeneration Strategy. The LWP comprises representatives from British Waterways, Lincolnshire County Council, the Environment Agency, Sustrans, Groundwork Lincolnshire, Local Authorities and voluntary organisations. The organisation won the partnerships category of the 2006 Waterways renaissance awards.

The LWP has adopted a Waterways Development Framework which is a strategic initiative aimed at optimising the use of the county's 746 miles (1,194km) of waterways. Published in 2002, it provides a vision for the waterways that brings together economic, community and environmental issues and raises the profile of Lincolnshire's waterways as a tourist destination for a variety of leisure uses. The framework comprises 98 objectives under 8 themes that, in addition to developing the tourist potential of the waterways, seek to protect or encourage aspects of environmental, historical or social importance

Table 3.2 How Waterway Regeneration could Contribute to RES Indicators of Success

Structural Themes	Strategic Priority	Sub Priorities where waterway regeneration could contribute	Indicator of Success where waterway regeneration could contribute	Contribution to Priority Actions
Raising Productivity	Employment Learning and Skills		<ul style="list-style-type: none"> To increase employment in high tech sectors and reduce employment in low tech sectors 	<ul style="list-style-type: none"> Waterway regeneration presents an opportunity for high tech sectors to grow or relocate e.g. the proposed purpose built R&D facility in Leicester, rather than a direct contribution to achieving higher skill levels in the region.
	Enterprise and Business Support	<ul style="list-style-type: none"> Attracting inward investment Building the visitor economy Harnessing culture in East Midlands 	<ul style="list-style-type: none"> Increase the rate of VAT registrations Maintain 3 year survival rates 	<ul style="list-style-type: none"> Waterway regeneration is often cited as a catalyst for further regeneration activity – and thus can positively contribute to business formation rates through the provision of employment space. Waterway regeneration could potentially contribute to the FDI target as a means for channelling investment. Most waterway economic impact studies focus on how they can contribute to increasing visitor spend. There is a clear link between waterway regeneration and targeting the growth in creative and cultural industries e.g. the Media City concept at Salford Quays.
	Innovation	<ul style="list-style-type: none"> Increasing investment in R&D Translating scientific excellence into business success Growing the regions key sectors 	<ul style="list-style-type: none"> To increase GDP expenditure on 2.5% of GVA by 2009 To increase the proportion of business turnover attributable to new and improved products to 6% by 2009 	<ul style="list-style-type: none"> Again waterway regeneration presents the opportunity to increase investment in R&D facilities. The proposed R&D development proposed for Leicester's waterway presents the opportunity to commercialise scientific excellence (university spin outs) Waterway regeneration can present a viable opportunity to develop land and property for collaborative innovation activities and inward investment by providing desirable and quality sites and building. Provides an ideal location to grow businesses related to transport, construction, food and drink and health care.

Ensuring Sustainability	Transport and Logistics	<ul style="list-style-type: none"> Infrastructure, accessibility and connectivity 	<ul style="list-style-type: none"> To increase the proportion of the East Midlands' workforce travelling to work by public transport, walking or cycling to 23% by 2009. 	<ul style="list-style-type: none"> Waterway improvements could present a small but realistic alternative to other forms of freight transport (particularly road) – thus reducing the impact of freight on roads and on the environment. Waterway regeneration also acts as a catalyst for other regeneration providing employment opportunities (potentially to disadvantaged communities); it also contributes to an improved environmental quality of life.
	Energy and Resources	<ul style="list-style-type: none"> Responding to the challenges of climate change Exploiting new and growing low carbon markets. Ensuring an infrastructure for a low carbon economy 	<ul style="list-style-type: none"> To move towards the national average in total CO2 emitted per £ million GVA produced by 2009 To move towards the national average in total waste produced per £ million GVA by 2009 	<ul style="list-style-type: none"> As well as proving more sustainable modes of transport e.g. cycle paths and walkways, waterways freight could play a small but increasing role in the logistics sector through waterway freight, complementing other activities to reduce carbon emissions and create low carbon markets.
	Environmental Protection	<ul style="list-style-type: none"> Protecting and enhancing our environmental infrastructure to ensure sustainable economic growth Protecting and enhancing green infrastructure 	<ul style="list-style-type: none"> To maintain current proportion of East Midlands' river length (% of total km) of 'good' chemical and 'good' biological quality up to 2009 	<ul style="list-style-type: none"> As well as proving more sustainable modes of transport e.g. cycle paths and walkways, waterways freight could play a small but increasing role in the logistics sector through waterway freight, complementing other activities to reduce carbon emissions and create low carbon markets. Ensuring sound methods of sustainable construction are utilised should be a essential component of any regeneration activity including waterway regeneration. Waterway regeneration can play a key role in encouraging green infrastructure, particular in terms of improving brownfield sites (former industrial sites and contaminated land), whilst also ensuring that future economic activity is linked to wider environmental concerns e.g. ensuring developers link regeneration activity to the waterway through the provision of environmentally friendly forms of transport etc.

	Land and Development	<ul style="list-style-type: none"> • Development Land • Housing 	<ul style="list-style-type: none"> • To maintain an average annual growth rate over a five year period of 1.5% in employment floor space by 2009 	<ul style="list-style-type: none"> • Crucially here waterway regeneration presents a key opportunity to increase the supply of quality employment land some of which may be commercially unattractive e.g. brownfield sites which need reclaiming or contain derelict buildings. • Waterway regeneration also presents an excellent opportunity for residential and mix use developments with examples of success to be found in many UK cities and towns.
Achieving Equality	Economic Renewal	<ul style="list-style-type: none"> • Revitalising local infrastructure and environments • Stimulating new markets and investment 	<ul style="list-style-type: none"> • Maintain rural economic activity rates above 80% and increase urban activity rates to 78% by 2009. 	<ul style="list-style-type: none"> • Waterway regeneration can potentially have a major impact on local communities directly through job creation but can also play a powerful role in encouraging collaborative activities between leisure, tourism and cultural bodies to encourage community participation and contribute to community cohesion. • Where waterway regeneration activities actively pursue high design standards for construction and ensure that green infrastructure and public realm are key components, economic impact and evaluative studies report that this has a positive impact on future development activity. • Waterway regeneration is often proven to be the catalyst for wider regeneration and investment activity. The most successful development also look to tie developers down with regard to local procurement contracts in order to maximise local benefits to the economy both in terms of employment opportunities and supply chains.
	Economic Inclusion	<ul style="list-style-type: none"> • Employability 	<ul style="list-style-type: none"> • To halve the gap between the East Midlands and the South East from 3.6 percentage points to 1.8 percentage points by 2009. • Increase economic activity rates in the 	<ul style="list-style-type: none"> • As identified above the most successful waterway regeneration schemes look to ensure that developers sign up to local procurement contracts so that local people are able to benefit directly through access to employment opportunities in construction or indirectly through new businesses that may emerge or opportunities related to other sectors that may emerge e.g. tourism and leisure. • Where (waterway regeneration is) done successfully in order to maximise the impact on surrounding communities this can also

			bottom decile of LADs/UAs to 75% by 2009	have a positive impact on tackling some of the root causes of deprivation such as worklessness.
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3.3.2 East Midlands Development Agency Corporate Plan

The *emda* Corporate Plan shows how core funding is used to produce deliverables in line with the RDA Tasking Framework⁴³ and how they will contribute to the delivery of the RES. The main priorities identified in the Corporate Plan are as follows:

- To deliver a competitive region and at the same time to ensure that the region has sustainable communities. Sustainable development and equality, diversity and inclusiveness are therefore cross-cutting themes which run throughout.
- The allocation of funding to deliver a balanced agenda across the three key drivers of the RES. In order to ensure the economic diversity within the region is reflected, a significant part of funding is allocated for spending at sub-regional level through SSPs.
- To contribute to the RDA Tasking Framework and, through regionally specific Key Performance Indicators (KPI) to the RES.
- At the regional level delivery is focused around the strands of activity identified in the RES, which forms the basis for planning.

The Tasking Framework incorporates a number of Public Sector Service Agreements (PSA) which are focused around the following themes:

- Regional Economic Performance
- Sustainable Development
- Productivity / Rural productivity
- Employment
- Enterprise
- International Trade and Foreign Direct investment
- Neighbourhood Renewal
- Science and Innovation
- Skills
- Sustainable Communities
- Sustainable Farming and Food

A further 26 KPIs have also been identified in order to show *emda* is contributing to the RES. The KPIs are identified in the table overleaf.

⁴³ Department for Trade and Industry (2005) England's Regional Development Agencies RDA Corporate Plans for 2005-08 Tasking Framework

Table 3.3 East Midlands Development Agency KPIs

Head Line	KPI No.	KPI Description
Job Creation	1	Jobs created and safeguarded through foreign direct investment (new or existing investors)
Employment Support	2	The number of graduates newly employed in small businesses
	3	The number of people over 45 receiving advice and guidance support to return to the labour market
Business Creation	4	The number of new businesses in disadvantaged areas
	5	The number of new social enterprise start-ups demonstrating growth after 12 months
	6	The number of ethnic minority majority owned or managed businesses created and demonstrating growth after 12 months
	7	The number of female majority owned or managed businesses created and demonstrating growth after 12 months
	8	The number of businesses majority owned or managed by people under 30 created and demonstrating growth after 12 months
	9	The number of new inward investment successes and the proportion which are knowledge driven
	10	Number of Tourism businesses achieving quality improvement
Business Support	11	The number of businesses assisted with management / leadership skills needs
	12	The number of businesses using business support services, including those using brokers and intermediaries to access support for skills and workforce development
	13	The number of businesses using business support services, including those using brokers and intermediaries to access DTI business support products
	14	The number of businesses using business support services, including those using brokers and intermediaries to access Innovation and support initiatives
	15	The number of businesses using business support services, including those using brokers and intermediaries to access support to improve resource efficiency
	16	The number of businesses assisted to make better use of ICT including trading on-line
	17	The number of companies assisted by Regional Investment Funds
	18	The number of new exporters and new export markets resulting from emda's activity
	19	Number of businesses participating in training through passport to export
	20	Number of crime prevention initiatives supported by emda
Regeneration	21	New or upgraded employment or housing floorspace (m ²)
	22	Broadband infrastructure
	23	Number of sustainable transport initiatives and activities supported by emda
	24	The number of new community facilities supported by emda
Skills	25	The number of adults assisted to gain a Foundation Degree or other high level qualification
	26	The number of people assisted to gain better quality employment (e.g. in priority sectors as defined in the RSP work)

Source: www.emda.org.uk

Waterway regeneration does not form a major focus in the current Corporate Plan. The main areas of activity are as follows:

- Poulton Drive, where *emda* have acquired a site as part of the proposed development of Trent Basin, the first phase of the much larger Nottingham Waterside proposals to regenerate the secondary industrial areas along the north bank of the Trent and to reconnect it with the City.
- The Agency has also acquired a former textile factory known as Albany Works as a site for relocations from Nottingham Waterside and have demolished the building.

3.3.3

Regional Spatial Strategy for the East Midlands

The RSS, previously known as the Regional Planning Guidance (RPG) incorporates regional priorities for housing, the economy and regeneration, natural and cultural resources, and also includes the RTS. The main role of the RSS is to provide the framework within which local authority planning and transport policy can be prepared. The strategy which broadly identifies spatial priorities up to 2021 is split into 3 broad categories:

- The Core Strategy: sets out the policy context for the region and also for local authorities when they are producing Development Plans, Local Development Frameworks, Local Transport Plans and Economic Development Strategies. Of particular relevance is the Integrated Regional Strategy (IRS) which covers regional objectives relating to the social, economic, environmental and spatial themes of sustainable development (the main objectives of which have been incorporated into the 10 core objectives below). The RSS Core Strategy then translates the policy context in to 10 regional core objectives, which are:
 - ▶ To address social exclusion by regenerating disadvantaged areas.
 - ▶ To enhance the quality of urban and rural areas.
 - ▶ To improve the health of the region's residents (improved air quality, housing design etc).
 - ▶ To promote and improve economic prosperity, employment opportunities and competitiveness.
 - ▶ To improve access to jobs, homes and services by developing integrated transport options.
 - ▶ To protect the environment, encourage conservation and the sensitive use of natural and cultural assets.
 - ▶ To improve the regional record relating to biodiversity by managing, developing and maintaining habitats.
 - ▶ To promote the prudent use of resources, for example, by ensuring development and transport activities make efficient use of existing infrastructure.
 - ▶ To take action to reduce the scale and impact of climate change e.g. through flooding, by looking at the design and location of new development.
 - ▶ To promote good design in development for the benefit of the environment and to optimise social benefits.
- **Spatial Strategy:** Sets out the framework for meeting the regions development needs focussing on sustainable patterns of development. The strategy identifies priorities for development at various levels, including urban (Principal Urban Areas) and rural as well as

within identifiable Sub Regional Centres such as Grantham and Newark. The strategy contains specific policy recommendations for sub regional priority areas, which are based around the following:

- ▶ **Eastern:** developing the sub area and overcoming peripherality. Policy is focussed around strengthening the position of the principal urban area of Lincoln, consolidating, strengthening and regenerating sub regional centres and market towns and promoting the tourism sector in coastal locations. It also promotes infrastructural improvements (road and public transport), improved connections between the regions ports and multi modal accessibility improvements.
 - ▶ **Northern:** priorities include strengthening sub regional centres, promoting environmental enhancement and protecting and enhancing the cultural and natural assets of the sub area.
 - ▶ **Peak:** spatial priorities are focussed around the development (including conservation and enhancement) of the Peak sub area with a particular focus on appropriate business premises and affordable housing. While outside the sub region priorities will focus on retaining and generating local employment, restricting new housing developments (unless a need is identified) and maintaining high design standards in new developments to protect the environments. Managing tourism pressures (on the Peak National Park) is another focus.
 - ▶ **Southern:** managing spatial priorities for development in the sub area. Including the strengthening of the principal urban areas, regeneration of Corby, defining the role of small towns, preserving the quality of villages, ensuring sustainable development principles in other developments.
 - ▶ **Three Cities:** this sub region contains the principal urban areas of Derby, Leicester and Nottingham. Priorities are focussed around the Nottingham-Derby Greenbelt and the case for development, and across the 3 Cities, ensuring a mix of housing types, the provision of employment land that meets the needs of indigenous business, the regeneration of deprived urban areas and outer estates, the enhancement of transport links and providing mixed use developments in city centres to support vitality and viability. A sub regional spatial strategy is also recommended as part of the next RSS review.
- **Topic Based Priorities:** The RSS also contains guidance on a topic basis for the following:
 - ▶ **Housing:** specifically around housing provision, affordable housing targets, managing the release of land for housing, as well as ensuing 60% of additional dwellings are built on previously developed sites by 2021.
 - ▶ **Economy and regeneration:** priorities include ensuring there is a good quality supply of employment land; bringing forward town centre and retail developments where a need has been identified to minimise the impact of out of centre developments; the development of the rural economy through rural diversification, the provision of additional tourism facilities and the enhancement of existing ones including improvements to public transport infrastructure, and improvements to ICT.
 - ▶ **Natural and cultural resources:** sets targets for biodiversity, waste reduction and management, renewable energy and energy efficiency. All new developments should look

to minimise the impacts on the regions natural and cultural resources through sustainable development methods.

Policy 34 of the RSS specifically covers regional priorities relating to strategic river corridors, with particular reference to the Nene, Trent, Soar, Welland, Witham, Derwent and Dove. The policy states that rivers should be maintained because of the strategic importance of river corridors with particular reference to wildlife, landscape and townscape, regeneration and economic diversification, education, recreation, the historic environment, including archaeology, and managing flood risk. RTS priorities are focussed around reducing travel and increasing the quantity and quality of public transport to encourage greater usage. Policy 54 focuses on the development of a regional freight strategy, more detail on which is provided below.

3.3.4 East Midlands Regional Freight Strategy

The East Midlands Regional Freight Strategy (EMRFS) produced on behalf of the East Midlands Regional Assembly (EMRA) identifies that while there is potential to better utilise the regions' waterways for freight transport, realistically the waterways will only ever make a modest contribution towards more sustainable modes of transportation. The strategy highlights that:

'...given greater awareness amongst potential customers, there is already potential for certain commodities to be moved cost-effectively and reliably in quantity along the Region's principal inland waterways with worthwhile environmental benefits, which would not conflict with their leisure use. Still greater potential would exist given some targeted investment in capacity and facilities'.

The strategy goes on to note that while residential development schemes present a significant opportunity for waterway regeneration, they are a significant threat to the growth of water-borne freight. This is because residential developments limit the opportunities to locate waterway freight or trans-shipment facilities.

In policy terms an emphasis is placed on getting regional and local partners to work together through the EMRF Group⁴⁴ to identify and pursue realistic opportunities for expanding the usage of inland waterways and coastal navigation especially where these can make a useful contribution to modal shift.

The main aim of the strategy is that by 2010 the tonnage of freight carried on inland waterways in the region should be doubled over 2000 levels, mirroring BW national target. In order to achieve the target an Action Plan has been produced which identified key priorities, which can be seen in the table overleaf.

⁴⁴The EMRF Group includes regional and local partners who work together to coordinate the implementation and monitoring of the Strategy's Action Plans.

Table 3.4 East Midlands Water Borne Freight Action Plan

Action Plan	Lead Partner	Supporting Partners	Timescale
Research to identify, and pro-actively raise awareness amongst existing, and particularly potential producers/receivers of the opportunities for use of water-borne freight for their products and raw materials, and the range of government grants available to seed such developments. Action here will apply principally to the Trent Navigation, River Nene and coastal shipping.	EMRFG	FQP's British Waterways	2006/7 and ongoing
Achieve a balance, through the Regional Spatial Strategy, between competing demands for water-side locations, albeit with a planning presumption in favour of protecting water-side sites where there is clear potential for new water-borne freight flows. New commercial water-side developments on such sites would be required to assess the potential for water-borne freight access.	EMRA	Local Planning Authorities	Q3 2005/6 and ongoing
Prioritise the needs of water-side locations with potential for freight growth for good road and/or rail access to facilitate trans-shipment as appropriate through the RTS, in order to inform LTP, HA and rail schemes.	EMRA	Local Transport Authorities, HA, SRA, GOEM	Q3 2005/6 and ongoing
Investigate the potential for developing an inland port on the River Trent at Nottingham in terms of addressing Key Policy 4. (This proposal was supported by State of Freight in the East Midlands Report and is a Transport Investment Priority within Regional Planning Guidance.)	Relevant Local Transport Authorities	British Waterways, EMRA, emda, Nottinghamshire County Council, Nottingham City Council	2006/7
Reflect in action under 4.1, 4.2, 4.3 and 4.4 those bulk commodities such as minerals, domestic/industrial waste, unitised loads including containers and Abnormal Indivisible Loads which are by their nature particularly well-suited to movement by water. (See also Key Policy 8.)	EMRA, RFAG, Relevant Local Transport Authorities	FQP's, Local Planning Authorities, Local Transport Authorities, HA, GOEM, emda, British Waterways	Ongoing
Safeguard sites for seaport development and expansion where there is clear potential for new traffic that will help address wider regional objectives. This should be informed by positive regional input to the debate on the anticipated national Ports Strategy and the development of links to emerging coastal shipping services between local UK ports and waterways and the continent.	EMRA	Local Planning Authorities SSP's Port Companies	Subject to Ports Strategy timing
Identify road/rail access needs for ports serving the Region and prioritise such needs appropriately through the RTS to inform LTP, HA and rail schemes (and other Regions' RTSs).	EMRFG, EMRA	FQP's, Local Transport Authorities, HA, DfT Rail, NR, Regional Assemblies, Port Companies	Q4 2005/6
Assess the potential for targeted investment on pinch-points on the inland waterway network, such as bridge heights, especially where improvements can provide a disproportionate benefit in opening up the channel to vessels with more economic capacities.	EMRFG, British Waterways, EMRA		2006/7 Ongoing
Investigate the potential benefits of major longer-term capital investments for both inland waterways and ports.	EMRFG Port operators EMRA British Waterways emda		2006/7

Source: http://www.emra.gov.uk/freight/water_borne.htm

3.3.5

East Midlands Tourism Strategy

The EMTS sets out the role tourism is expected to play in developing the East Midlands as a top European region. The strategy has been developed as a framework to guide spending in the region and to influence the decision making of stakeholders. The strategy has been split into seven priority strands each of which has a number of initiatives attached to it. The strands are as follows:

- Branding and Marketing
- Attractors
- Infrastructure
- Business Skills and Training
- Performance Measurement
- Special Projects
- Delivery

Overarching these strands are two specific targets, which focus on the primary means for tourism to contribute to the RES:

- To raise the visitor expenditure to 4.5% of the region's Gross Domestic Product (GDP) in 2010. In 1999, it represented 3.5% of GDP.
- To increase visitor value rather than volume, by placing emphasis on increasing overnight stays. The target is to increase visitor spend in the region by an average of 1.6% per annum by 2005 and by 2% by 2010.

Under Strand 2 focussed around the region's attractions the strategy notes that the waterways or Wonderful Waterways as they are billed are:

'...an important part of the ambience of the rural environment and are increasingly seen as a focus for regeneration'.

There are also various initiatives to strengthen the East Midland's canal networks by filling in gaps and making connections. The region's extensive wetland habitats, including rivers, streams, canals, reservoirs and river corridors, are also thought to offer potential as visitor routes and destinations with scope to develop themed tourism experiences linking heritage and the natural environment. The aim of the strategy is to assist the continual development and enhancement of the region's waterways as a focus for regeneration and attracting visitors. In turn this links in to the Strategic River Corridors Initiative⁴⁵.

⁴⁵ The Strategic Rivers Corridors Initiative focuses on bringing a holistic approach to the management and enhancement of the region's strategic river corridors. A vision statement has been produced and is supported by those with an economic, environment and social interest in the region's strategic river corridors.

Activity already underway includes a ten year Strategy in Lincolnshire for its waterways⁴⁶. This is identified by BW, Lincolnshire County Council, and EA as a pilot for the East Midlands on how waterways can add to the sense of place and create new leisure and commercial opportunities. A project⁴⁷ just outside Peterborough will see the rivers Trent, Fossdyke, and Witham linked with the Nene; which will then connect with the Ouse, Middle Levels and Grand Union Canal to Nottingham. Once complete, this will open up the Fens waterways to the inland waterway network and offer more navigational routes than the Norfolk Broads.

3.3.6 Green Infrastructure Strategy in the East Midlands

Waterways are an important component of Green Infrastructure; the nation's natural life support system that also comprises wetlands, woodlands, wildlife habitat; public and private conservation lands, wildlife corridors, greenways, parks, forests, farms, and ranches. Investment in Green Infrastructure, particularly if it is carried out in a strategic and planned fashion, is acknowledged to stimulate significant environmental social and economic benefits. For example studies have shown that proximity to a park or water can enhance the value of a property by up to 18%.

Green Infrastructure investment is very much a priority for the East Midlands region. Consultants were appointed by the Regional Assembly's Environment Group to undertake a scoping study of Green Infrastructure in the East Midlands and to identify priority areas for action. In July 2006 a public benefit mapping project of Green Infrastructure in the East Midlands was produced to provide a snapshot of the region's hot spots in terms of the potential for investment in GI to deliver substantial public benefits. The report found that benefits are maximised where need and opportunity coincide.

3.4

Sub-regional Policy Focus

This section focuses on the activity of the SSPs, the primary role of which is to help deliver the aims and objectives of the RES at a local level through partnership working, encouraging, developing and supporting new initiatives and projects that address the specific economic needs of their sub-regions.

3.4.1

Alliance Sub Regional Strategic Partnership

Alliance identifies its over-arching vision for the sub-region as being that North Derbyshire and North Nottinghamshire will be recognised as a dynamic and leading contributor to the wealth and future economic success of the East Midlands by 2010. Alliance recognise that this requires a 'catch-up' phase during which the per capita sub-regional Gross Value Added (GVA), grows at a faster rate than other parts of the East Midlands. Alliance identify that the challenge of catching up with levels of prosperity across the rest of the East Midlands can be overcome by:

⁴⁶ Lincolnshire County Council (2002) Lincolnshire Waterways Development Framework

⁴⁷ The Trent Witham Ancholme Scheme

- Encouraging growth in key sectors (high value-added with good growth potential) which are advanced engineering and manufacturing, renewable energy and environmental technologies, logistics and high value business services.
- Awareness of early indications of cluster development and facilitating this.
- Encouraging the expansion of SMEs, especially those most obviously geared to the knowledge economy.
- Retention of competitive core businesses providing significant employment.
- A better supply of quality business accommodation.
- Raising skills levels to break the low/skill/low pay dichotomy.
- Improving aspirations and attainment levels in our most deprived communities.
- Ensuring that people and businesses in rural areas have an acceptable level of access to opportunities in training and business support services.

The Alliance's Sub Regional Investment Plan⁴⁸ (SRIP), which identifies priorities for 2007 to 2010 identifies the following priorities in relation to waterway regeneration:

- The Chesterfield corridor is identified as a local focus for investment and regeneration. The corridor is a major private sector office, retail and residential development in Chesterfield town centre's 'southern gateway'. This area has potential for a high quality, high density mixed use development, alongside the Chesterfield Canal and the River Hipper. Proposals include an 'urban village' centred around a new canal basin and up to 60,000 sq m of employment floor space. Chesterfield Borough Council is currently in discussion with private sector developers to bring the scheme forward.

3.4.2 The Derby and Derbyshire Economic Partnership

The Derby and Derbyshire Economic Partnership's (DDEP) overall aim is to stimulate, develop and exploit a range of sustainable economic opportunities in Derby and Derbyshire in order to improve the economic prosperity, quality of life and overall environment for business, individuals, communities and visitors. The Partnership states that activity will be focussed on a smaller number of projects which have been developed to deliver change across the sub region. DDEP has identified the following four priority areas linked to the RES as the framework for investment:

- Learning Skills for Employment and Life
- Energising Business and Entrepreneurs
- Infrastructure for a Modern Economy
- Peak District Rural Action Zone

DDEP Business Plan⁴⁹ (2005-08) states that they will look to work with partners to improve public transport facilities, cycle ways, footpaths, bridleways and waterways.

⁴⁸ Alliance SSP (2006) Sub Regional Investment Plan

⁴⁹ Derby and Derbyshire Economic Partnership (2004) DDEP Business Plan 2005-08

3.4.3 Northamptonshire Enterprise

Northamptonshire Enterprise (NE) is the merger of five established organisations Northamptonshire Partnership, Invest Northamptonshire, Explore Northamptonshire, Northamptonshire Observatory and the Economic Development Unit of the County Council. NE's vision is to become recognised as the voice for Northamptonshire in all matters relating to economic development, inward investment, tourism and destination management. Much of NE's activity will be delivered through the Northamptonshire Sub Regional Investment Plan⁵⁰ although as a newly formed Partnership NE's key priorities are:

- Ministerial support for the Northamptonshire Local Area Agreement (LAA) that includes economic development, enterprise and growth as one of its four blocks.
- The development of a co-ordinated approach by all agencies to deliver the Sub-Regional Economic Strategy (once finalised).
- The outcomes of emda's review of the SSP structure.
- The development of the growth agenda in terms of the significant business, jobs and skill growth challenges.
- The continuing evolution of regional and sub-regional responsibilities.

Pre merger the Northamptonshire Partnership has been involved in a number of feasibility studies, including the River Nene Regional Park Study⁵¹, which looks at the potential for the park to deliver a significantly enhanced environment, whilst benefiting tourism potential in Northamptonshire through a marketable and cohesive park concept with associated economic/employment investment, leisure and recreation, environmental education, accessibility, and renewed riverside investment.

3.4.4 Lincolnshire Enterprise

Lincolnshire Enterprise's (LE) vision is to make Lincolnshire an economically successful, accessible county comprising a network of inclusive communities with an enviable quality of life which is an integral part of the wider region. Key issues that need to be addressed at the sub regional level include:

- Low levels of productivity
- The brain drain of young people leaving Lincolnshire
- The low skill, low pay equilibrium
- Deprivation that is as severe, in places, as inner cities and former coalfields
- Rural 'lag'

⁵⁰ Northamptonshire Enterprise (2006) Sub Regional Investment Plan

⁵¹ Northamptonshire Partnership (2004) River Nene Regional Park Feasibility Study

The main aim of Lincolnshire Enterprise⁵² is to encourage the development of the knowledge economy to supply high value added jobs that attract and retain young and skilled people, and ensure that the benefits are felt throughout to ensure sustainable communities.

Lincolnshire Enterprise has identified the regeneration of the Grantham Canal as a priority projects over the next few years under the theme of Climate for Investment. LE is one of several partners in the project which is being managed overall by South Kesteven District Council. The land encompassing the former Grantham Canal basin has been recognised as a substantial tract of under-utilised, largely brown field land offering significant redevelopment and regeneration opportunities. The site is suitable for a mixed-use development, focused around a restored canal basin. This would include residential and employment uses, and possibly other leisure and speciality retail type uses. The project has been split into several phases which are as follows:

- Phase 1: which took place between October 2005 and December 2006 was focussed around a feasibility study, to collect baseline data and undertake a financial appraisal to establish the foundation stones to allow the development to occur. It is thought this initial work could lead to the development of a master plan for the site and a site development brief for planning purposes.
- Phase 2, 3, 4 and 5 will see the Governance Group, which was established in Phase 1 approach development partners to undertake the regeneration work (including site remediation). Phase 3 will focus on the production of tender documents for the developers so they can submit design and build proposals. The brokerage and delivery model will also be established. Phase 4 will be the start of the land remediation in preparation for development. It may also be the start on initial development with the reopening of the canal. Phase 5 will be the actual development, completion and evaluation. The regeneration of the canal basin is expected to be complete by around 2012.

3.4.5 Leicester Shire Economic Partnership

The Leicester Shire Economic Partnership's (LEP) overarching vision is to create the right economic conditions within the sub-region in order to improve the quality of peoples' lives and the environment they live in. Interventions are focussed around creating the right climate for economic growth and at the same time raising prosperity amongst the most deprived and least productive dimensions of the economy in a way that benefits urban, suburban and rural communities inclusively. The Partnership's Action Plan⁵³ is focussed around the overall objectives of strengthening and diversifying the economic structure and improving skills and average earnings (especially in the city). Projects developed are focussed around the following key programme themes:

- People and Skills Priority Areas
- Enterprise and Innovation
- Land and Buildings
- Sustainable Communities
- ICT

⁵² Lincolnshire Enterprise (2005) Lincolnshire Enterprise Business Plan 2005/08

⁵³ Leicester Shire Economic Partnership (2004) Leicester Shire Economic Partnership Action Plan

- Research

3.4.6 Greater Nottingham Partnership

The Greater Nottingham Partnership (GNP) is a strategic rather than a delivery body. The Partnership works with delivery partners to coordinate and facilitate strategy development across the Greater Nottingham area. GNP's vision for the Greater Nottingham sub-region is that Nottingham will be recognised as a leading UK city, that it will have a strong international profile throughout the European Union and beyond, and that it will drive competitiveness within the region. GNP will also strive to ensure that Nottingham's wealth will increase beyond the UK average, and that more of the prosperity resulting from this economic growth will be retained and reinvested within local communities and businesses.

In order to facilitate greater partnership working, joined-up delivery and leverage of mainstream funding across the Greater Nottingham conurbation, the Partnership has created the Greater Nottingham Development Strategy⁵⁴ to further the economic development of the sub-region. The strategy identifies eight thematic areas around which the Partnership will focus their activity and resources. These are:

- Developing Leadership
- Economic Diversity
- Innovation
- Connectivity: Transport
- Connectivity: Digital
- Developing Skills
- Quality of Life
- Physical Regeneration
- Tourism, Leisure and Culture
- Transport

GNP also recently agreed a Sub Regional Investment Plan⁵⁵ (2007-10) in which it identifies a number of waterway regeneration priorities. The three regeneration zones identified are Southside, Eastside and Waterside. Combined, these areas are expected to create new investment opportunities within the sub-region to the value of £2.5 billion over the next 20 years. The Waterside site contains over 100 hectares of land stretching along the north bank of the River Trent and is one of the largest regeneration areas currently under development within the UK. Waterside is expected to attract at least £1.4 billion of investment over the next decade and could provide up to 4,000 new homes for the city, providing opportunities for pioneering new sustainable development that will address changing work, life and leisure patterns. These will be connected by the proposed Trent River Park, which will run along the waterfront.

⁵⁴ Greater Nottingham Partnership (2004) Drawing Together: Nottingham as a Core City

⁵⁵ Greater Nottingham Partnership (2006) Sub Regional Investment Plan 2007-10

3.4.7 The Welland Sub Regional Strategic Partnership

The Welland Partnership's (WP) vision identifies economic development as being the key to sustainable communities. The primary aim of the Partnership is to work with its partners to promote sustainable communities through economic regeneration in rural areas. This will be achieved through supporting activities relating to:

- innovation and enterprise;
- the development of skills;
- the use of ICT;
- ensuring rural inclusion; and,
- enhancing the economic role and benefits of market towns.

The WP has identified a number of issues which face the sub-region and is specifically focussing activity around tackling these issues. They are as follows:

- A substantial shortage of skilled staff resulting in major recruitment problems for local firms and the difficulty of access to appropriate training resources.
- Many of the market towns are threatened with decline in the face of competition from surrounding large towns and cities. Infrastructure and service improvements are widely needed.
- Problems related to rural and market town High street crime and community safety and opportunistic rural crime.
- The general imbalance in services in the rural areas and isolated rural communities.
- Lack of opportunities for young people and an ageing population.

The Welland Strategic Plan⁵⁶ (2005-2008) identifies that BW, Harborough District Council and the SSP will work in partnership to deliver activities related to Foxton Locks. The development of the locks is very much focussed around regenerating the waterway for tourism purposes. The Foxton Locks Partnership has raised £2.8 million to undertake a three year (2006-09) regeneration programme to improve access to and restore major elements of the Foxton Locks site.

3.5 Local policy focus

This section focuses on the ambitions of the regions four URCs:

- Leicester Urban Regeneration Company
- Derby Cityscape
- Nottingham Regeneration Limited
- NorthNorthants Development Company

⁵⁶ The Welland Partnership (2005) Welland SSP Strategic Plan 2005-08

3.5.1 Leicester Urban Regeneration Company

The Leicester Urban Regeneration Company was set up in 2001 and was charged with a remit to revitalise 400 hectares in central Leicester including the commercial core and the waterside. The URC exists to drive forward redevelopment projects in Leicester. It aims to improve the image and environment of the city through regeneration.

A key role of the URC is to attract developers and investors to Leicester by promoting development opportunities and offering assistance and advice. The URC acts as a mediator between the public and private sectors to overcome any problems that may arise in the development process. This work includes streamlining planning procedures, introducing incentives for early development and working with partners to make use of their compulsory purchase powers.

Regeneration activity in Leicester is identified in the City Masterplan⁵⁷ which provides a framework for activity focused around the city centre, the ring road and the Grand Union Canal / River Soar. The Masterplan is backed by Leicester City Council, *emda* and EP. It identifies five major development projects:

- Creating a new office core
- Building a new science and technology park
- Developing the city's retail circuit
- Building a new live-work community
- Developing the waterfront

Activity in the waterfront is focussed around the River Soar and Grand Union Canal, which offer potential for waterway development. Plans for the waterfront include a mix of housing, offices and leisure space based around a new canal basin. The inner ring road will be downgraded and an extended New Walk will create a pedestrian link with the city centre. This will make the river more accessible and create an exciting new living and working environment for Leicester.

3.5.2 Derby Cityscape

Derby Cityscape was established in 2003 and is supported jointly by Derby City Council, *emda* and EP. The URC aims to be a catalyst for significant investment in the city over the next 20 years involving projects which are expected to total £275m. Derby Cityscape's role is to spearhead the physical regeneration of the city centre, concentrating its activities on an area defined by the Inner Ring Road as well as Litchurch and Castle Wards and the Roundhouse area of Pride Park. It seeks to:

- Advise and influence the City Council, the RDA and other interested parties on their policies and programmes relating to physical regeneration of the city centre.
- Broker the unlocking of funding opportunities.
- Co-ordinate and lead development activity in the city centre.

⁵⁷ Leicester URC (2002) Leicester URC Masterplan

- Develop close working relationships with other stakeholders to ensure that social, economic and physical regeneration activities are fully co-ordinated.

The regeneration priorities of Derby Cityscape over the next 15 years are identified in the revised (2006) Masterplan⁵⁸, which is composed of five main elements, most of which will include some element of waterway regeneration:

- New housing opportunities, including affordable properties in the city centre to encourage city centre living.
- Commercial and public office sector activity is focussed around creating the climate for new investment in the commercial office sector to take advantage of the demand for small and medium sized units.
- Reinforcing the Existing Retail Core through proactive management, improvements to the public realm and small scale mixed use development which will maintain the vitality and viability of these areas.
- Developing the tourism offer through the expansion of business and tourism infrastructure. This will involve investment in hotel, conference venues and visitor attractions as well as building on existing assets, such as the gateway to the Derwent Valley Mills World Heritage Site and the potential of the River Derwent frontages.
- Public realm and connectivity: it is considered vital to build further on the city's architectural and environmental heritage by improving pedestrian and visitor experiences through quality public realm projects.

The Heart of the City is a key URC project that will act as a focus for activity in Derby city centre, and provide a new quality leisure and tourist destination for residents, business and leisure visitors. The area will comprise a mix of cultural, leisure and entertainment uses with supporting elements of retail and living accommodation. Project activity will focus on both banks of the River Derwent to ensure the river is an integral part of the city fabric, as well as enabling the potential of this asset to be fully realised.

3.5.3 Nottingham Regeneration Limited

Nottingham Regeneration Limited (NRL) was established in 1998 to tackle physical regeneration in Nottingham. The URC focus is on facilitating and delivering physical regeneration across the whole conurbation but also ensure that economic and social benefits are maximised for the local area. Key partners include Nottingham City Council, *emda* and EP. The primary objectives of NRL are:

- To realise the potential of sites and buildings within the Nottingham conurbation.
- To secure the maximum amount of public sector investment in physical regeneration.
- To lever in the maximum amount of private sector investment to brownfield sites and underused and obsolete buildings.

⁵⁸ Derby Cityscape (2006) Derby Cityscape Masterplan

- To ensure that physical regeneration provides tangible and sustainable social and economic benefits to local communities.
- To provide a focus for physical regeneration across the whole of the Greater Nottingham area.
- To maximise the employment potential of new developments and link them to job and training opportunities.
- To prioritise action within the scope of *emda*'s Urban Action Plan⁵⁹.
- To ensure that the outputs align with the priorities of GNP.
- To generate surplus funds to reinvest in marginal regeneration schemes.

Similar to GNP regeneration activity is focussed around Nottingham's three regeneration zones: Southside; Eastside and Waterside. The Masterplan⁶⁰ focuses activity around the three regeneration zones, current activity in these areas includes:

- Waterside: NRL has entered into a joint venture partnership with BW to form Nottingham Waterside Limited. The company is now engaging the private and public sectors to bring forward development opportunities to benefit existing and new businesses and residents. The Partnership has now welcomed ISIS to the company - a national waterside regeneration partnership established by BW to unlock the potential of its 2,000-mile waterway network - ISIS is a partnership with AMEC and Igloo Regeneration Fund.
- Eastside: The regeneration of Eastside forms part of a strategy for Greater Nottingham as a whole. This strategy, some of which is based along waterside sites is aimed at improving the conurbation's offer and maintaining its position as a regional capital. In order to drive delivery, a sub-board has concentrated on three key sites - Sneinton Market, the Bus Depot and the extended Island site. The sub-board has engaged with the major land owner consortium in the area to explore ways of bringing forward these major opportunities for the city.
- Southside: The Southside covers an area of approximately 100 acres and although close to the city centre, has many underused sites and buildings with huge potential for commercial and mixed-use development some of which are waterside sites. The area will also see major public and private investment in the coming years via the Broadmarsh redevelopment and Station Interchange proposals.

⁵⁹ *emda* (2005) East Midlands' Urban Action Plan 2005-11

⁶⁰ Nottingham Regeneration Limited (2006) Masterplan

3.5.4 NorthNorthants Development Company

North Northants Development Company (NNDC) was created by the merger of Catalyst Corby URC and the North Northants Together Partnership. A major focus for the new Partnership's activity will be the Milton Keynes and South Midlands Growth Area⁶¹ which was identified within the Government's Sustainable Communities Plan. The purpose of NNDC will be to:

- To drive, co-ordinate and manage the delivery of sustainable growth through the procurement of infrastructure and employment led growth across North Northamptonshire.
- To lead and drive the regeneration of communities and places within North Northamptonshire.

NNDC's vision⁶² is to help create an attractive, confident, successful, growing and prosperous North Northamptonshire, with a flourishing and dynamic economy, well paid jobs, quality public services and balanced and sustainable communities.

3.6 Local waterways partnerships

3.6.1 Lincolnshire Waterways Partnership (LWP)

The LWP is the only example in the region of a strategic waterways partnership. The (LWP) was established in 2003 to deliver the County's Waterways Regeneration Strategy. The LWP comprises representatives from British Waterways, Lincolnshire County Council, the Environment Agency, Sustrans, Groundwork Lincolnshire, Local Authorities and voluntary organisations. The organisation won the partnerships category of the 2006 Waterways renaissance awards.

The LWP has adopted a Waterways Development Framework which is a strategic initiative aimed at optimising the use of the county's 746 miles (1,194km) of waterways. Published in 2002, it provides a vision for the waterways that brings together economic, community and environmental issues and raises the profile of Lincolnshire's waterways as a tourist destination for a variety of leisure uses. The framework comprises 98 objectives under 8 themes that, in addition to developing the tourist potential of the waterways, seek to protect or encourage aspects of environmental, historical or social importance

⁶¹ The Milton Keynes and South Midlands Growth Area is a sub-regional area incorporating Milton Keynes, Luton/Dunstable/Houghton Regis, Bedford, Northampton and Wellingborough/Kettering/Corby. A strategy has been produced for the Growth Area to provide guidance on the scale, location and timing of development and the associated transport, employment and social infrastructure needed to achieve the vision of sustainable communities.

⁶² NNDC (2007) Business Plan (Draft) - for more details please visit <http://www.nndev.co.uk/index.php>

Conclusions

The conclusions that can be drawn from the review of policy drivers are:

- There is strong national support for waterway regeneration:
 - ▶ The Government White Paper Waterways for Tomorrow identifies the potential of waterways (rivers and canals) to act as a catalyst for urban and rural renewal, while the Future of Transport White Paper focuses on the potential for water borne freight to contribute to wider economic, social and environmental goals.
 - ▶ The aims and objectives of BW are strongly focussed around enhancing waterways, particularly in terms of promoting social benefits and economic growth as well as the employment opportunities that waterway development presents.
 - ▶ EA has specific targets relating to navigable rivers some of which are tourism based, while EP support waterway activity through their work with URCs at the local level to deliver City Masterplans.
- Regional support for waterway regeneration comes in terms of the potential to contribute to:
 - ▶ RES strategic priorities, sub priorities, indicators of success and priority actions which are based around the overarching structural themes of raising productivity, ensuring sustainability and achieving equality. There is also potential for waterway regeneration to contribute to specific emda's KPI outputs (notably regeneration – employment floorspace and job creation – jobs created and safeguarded).
 - ▶ RSS core strategy objectives, spatial strategy objectives at various sub regional, urban and rural levels, as well as to economic, regeneration and transport priorities. Policy 34 of the RSS also specifically refers to the strategic importance of river corridors.
 - ▶ The EMRFS Action Plan, which identifies the potential for regional waterways to contribute to freight transport.
 - ▶ The EMTS, particularly in terms of Strand 2 which focuses on making the most of regional attractions including the waterways.
- Sub regional support comes through the SSPs, while local (city wide) activity is driven through the URCs. The review identified the following projects:
 - ▶ The Chesterfield corridor, where proposals include mixed use developments and an urban village along the Chesterfield Canal and River Hipper.
 - ▶ The River Nene feasibility study, which looked at the potential for the waterway to deliver an enhanced environment and tourism benefits to Northamptonshire.
 - ▶ The regeneration of Grantham Canal, which offers significant redevelopment and regeneration opportunities on brownfield land. BW has also identified this as a priority

project in Waterways 2025, their visioning document to shape the future of the waterway network.

- ▶ Southside, Eastside and Waterside regeneration schemes in Nottingham, involve a number of waterside regeneration projects, which will see £2.5 billion invested in the three areas over the next 10 years.
 - ▶ Foxton Locks has been identified as a priority project in Harborough where regeneration will be focussed around tourism.
 - ▶ The Stoke Bruerne Canal Museum has received significant investment from a partnership led by British Waterways who have designated the site a priority canal destination
 - ▶ In Leicester development activity is focussed around the city centre as well as the Grand Union Canal and River Soar. The City Masterplan includes five major regeneration projects, one of which is developing the waterfront by proving housing, office, and leisure space around a new canal basin.
 - ▶ In Derby regeneration activity is focussed around the heart of the city and will include the River Derwent. In the City Masterplan the express aim is to ensure that the river is an integral part of the city fabric.
 - ▶ The Fens Waterway project is identified as a priority in BW's visioning document for the future of Waterways up to 20025. The project will include a network extension that will strategically link the East Midlands, Lincolnshire, The Fens, Cambridge and Bedford.
-
- There is no holistic regional waterways strategy that underpins the approach the region as a whole is taking to addressing and maximising waterway regeneration. As a result the region lacks a defined and agreed set of priorities which key stakeholders have bought into and which would help ensure co-ordination and synergy between organisations working throughout the region on waterway related regeneration.

4.0 East Midlands Case Studies

4.1 Introduction

This chapter of the report sets out a series of case studies of waterway projects in the East Midlands. It demonstrates how waterside regeneration in the region is already helping to contribute to economic development and urban and rural renaissance. It reinforces the economic benefits of waterway development presented earlier in the report.

4.2 Newark Riverside

The process of regenerating Newark Riverside began in 1983 following the release of the Northgate Riverside Regeneration planning appraisal which provided guidance on future uses and development opportunities in the Northgate area. In spite of this, the area continued to decline to a state where both sides of the river were littered with redundant buildings and derelict sites. The dereliction was exacerbated by arson attacks and asset stripping of a number of vacant buildings and the closure and re-location of remaining businesses.

Earlier work by ECOTEC in 2001 undertaken on behalf of BW used Newark as a good practice case study and revealed that early on a critical success factor was the prioritisation of the riverside in a number of local strategies. These included the Newark Local Plan⁶³ and Derelict Land Strategy⁶⁴ while a specific Riverside Regeneration Strategy⁶⁵ (RRS) was also developed. Single Regeneration Budget Round 3 funding⁶⁶ was sought and secured to implement the RRS. BW were also a key partner in two physical regeneration projects along the River Trent: these were the Kiln warehouse and Kings Marina. The newly restored warehouse was converted into 19,000 sq ft of offices in three units while the marina, which opened in 2001 provides berths for 164 boats (including 25-30 residential moorings).

Critical success factors identified include two private sector investment projects along the riverside. The two residential developments mentioned include one at Brewers Wharf and the other on the north side of the river, which was led by the Nottingham Housing Community Association (NHCA). These projects were seen as key to providing the critical mass and confidence for other private sector led projects to take place. Subsequent projects have included the conversion of two listed buildings at Town Wharf on the south side of the river to new uses. The first has seen the renovation and expansion of the Town Wharf Warehouse and Café to an

⁶³ Newark and Sherwood's Local Plan (1994)

⁶⁴ Newark and Sherwood's Derelict Land Strategy (1993)

⁶⁵ Newark and Sherwood District Council (1996) Newark Northgate Riverside Regeneration Strategy

⁶⁶ In 1997 Newark was awarded £3.75 for this purpose; £2.43 from the SRB Challenge Fund, with the remainder from the Capital Challenge programme. A public-private partnership was formed, Gateways to Newark Partnership, to manage the process of change.

A3 unit (Pizza Express). The financing of this project included £25,000 contributed by the SRB Partnership for environmental improvements.

The total investment made by the public and private sectors along the waterfront at Newark was estimated in the BW Economic Impact Study to be somewhere in the region of £26m. An assumed ratio of 1 person year of employment per £55,000 - £65,000 of capital investment was used - reflecting both the new build and conversion components of the scheme - the total investment will have directly created approximately 400-470 person years of temporary employment. Key developments with employment impacts included the Waitrose supermarket, which supports 205 staff (151 pt and 54 ft), or an equivalent of approximately 100 FTEs.

It was estimated by BW as part of the Economic Impact Study that there was between 5,000 and 6,000 annual boat movements between Meadow Lane and Newark Town in 1999 and between 3,000 and 4,000 between Newark Town and Cromwell Lock. It was assumed for the purposes of the evaluation that 1,000 of these movements can be attributed to the riverside improvements, and that each boat is in the area for an additional day and carries four people, (each spending £11.59 a day), this might generate some £46,000 in local spend. This would be sufficient to support 1.5 FTE jobs. The table below provides a summary of all the employment related impacts associated with riverside regeneration in Newark as identified in the BW Economic Impact Study:

	Direct FTE	Additional FTE	Indirect and Induced FTE	Total FTE
Construction Related – Temporary	400-470	400-470	80-84	480-504
Offices (BW)	15	N/A	N/A	N/A
Offices (Private)	50	50	10	60
Retail and Leisure	106	53	11	64
Visitor Spend and marina	23.5	15	13	18

Further to this the property impacts associated with riverside regeneration activity were summarised as follows:

- Creation of 19,000 sq ft of converted office space (in a Grade II* listed building).
- Completion of 250 social and private housing units.
- Creation of 3,250 sq m of retail space, with a further 75,000 sq ft under construction.
- A new 4.1 hectare riverside park.
- A reinstated riverside walkway and other environmental/ infrastructure improvements.
- A 164 berth marina (on-going).

The following factors were identified as being critical to the success of the riverside regeneration activity in Newark:

- The financial support of the SRB3 and Capital Challenge regeneration programmes, against which public and private sector agencies have been able to match resources against.
- The vision and strategy development of the SRB Partnership.

- The completion of the NHCA and Brewers Wharf residential developments, which assisted in providing the critical mass so essential to encouraging further private sector development. The decision to include permanent residential moorings within the new marina was borne out of similar considerations.
- The high-profile Waitrose development, which helped to improve perceptions of the waterside corridor.

4.3

Union Wharf

Union Wharf is at the terminus of the Market Harborough arm of the Grand Union North Waterway Unit and occupies a site of some 3.25 acres. The site has been in the hands of BW for in excess of 100 years. Historically, the site had been used as a canal wharf, but more recently parts of the site have been used as a timber yard by a private company and as a maintenance yard by BW (including a dry-dock).

Union Wharf is situated approximately half a mile to the north of Market Harborough (population of 40,000), on the west side of Leicester Road. The site is bounded on its northern, southern and western sides by residential areas and on its eastern side by the B4047. The site is two miles from the A6 bypass. Midland Mainline rail services operate between Market Harborough and London and Sheffield.

The recent regeneration of the Union Wharf at Market Harborough has incorporated both new build and the renovation of formerly derelict buildings. A mixture of uses has been provided, including four craft unit spaces and seventeen apartments. A former warehouse has undergone conversion to food and drink and office space and two further buildings remain available for conversion or re-development.

Regeneration of this site commenced in 1994 (development principals being agreed by BW and Harborough District Council) aiming to conserve the site's historic character, increase public access, increase leisure use of the area, offer a mix of moorings in the basin and ensure that new development is sympathetic to promoting use of the canal and complementary to the existing architecture.

The first stage of the project involved basin improvements and was completed in 1998, the second stage involved landscaping, supporting infrastructure, facilities for canal users and the development of four craft workspaces. This second stage was completed in 2000.

The development of three canal side buildings was undertaken by the private sector resulting in seventeen loft-style apartments completed in 1999. Investment in Union Wharf totalled around £1.72 million.

Economic outputs from Union Wharf regeneration include 11-13 temporary person years of employment due to the construction work and the creation of 8.5FTE jobs via the craft workspace, 4 of which would be additional to the local travel-to-work area. A rental level of £80

per m² (£7.50 per sq.ft) has been achieved for the craft workspace (2001 rates) this being higher than for employment space elsewhere in the town. The value of the canal side apartments has shown an increase since they were completed and their values are generally higher than for equivalent properties in Market Harborough.

As a result of the improvements at Union Wharf there have been economic benefits from the increase in boat movements and the employment associated with leisure canal boat use. This supports around 10FTE jobs generated as a direct result of the basin development. In addition to this there is the personal spend associated with boat hire estimated to be £11.59 per day. It has been calculated that spending by boating visitors amounts to £29,000 per year and in turn supports 1 FTE job. Since 1998 when the first improvements were completed it has been estimated that the increase in casual visitors has risen by 100% to around 100,000 visits per annum of which approximately 19% would be holiday visits and the rest day visitors.

Overall in the region of £1.5-1.8 million has been invested in Union Wharf through both public and private sector funding, with some buildings still remaining available for refurbishment. The total work to date is raising around £114,000 annually for British Waterways. The table below indicates the employment outputs that have resulted from this scheme:

	Direct FTE	Additional FTE*	Indirect and Induced FTE**	TOTAL FTE
Construction Related Employment (Temporary)	23-31	23-31	5-6	28-37
Craft Units/ Canaltime (craft and office units) employment	Up to 8.5	4	Up to 1	Up to 5
Employment in the Terminal Warehouse restaurant (potential)	6	3	1	4
Employment associated with additional tourism and leisure.	15	13	3	16

4.4

Nottingham Waterside

Nottingham's Waterside site⁶⁷ a total of 100 hectares of land, includes both the river Trent and the Nottingham Canal. The ten year plan for Nottingham's Waterside area will provide houses, workspace and leisure facilities for the city and the project is planned to attract at least £1.4 billion of investment and to provide up to 4,000 new homes.

Nottingham first proposed regeneration plans for its waterside in the 1970s, this resulted in the canal corridor being more accessible and provided initial environmental improvements. Building renovations to the historic Newcastle House played a part in the decision by the Inland Revenue to locate its new headquarters adjacent to the canal, and this new building in turn stimulated further regeneration projects across the Waterside site. At Castle Wharfe new offices have been built for the Nottingham Evening Post, British Telecom and the NatWest bank. In this area there are now bars and cafes that utilise the canal's curtilage and provide an attractive urban waterfront for the city.

The Eastside Project relates to an area cleared during the 1980s and 90s which offers the potential for a new city quarter. As a consequence of the canal corridor regeneration scheme there has been an overall increase in the level of development along the Southern edge of the city centre. Close to the Inland Revenue building and on an area classified as industrial wasteland, the transformed John. A. Stephens showroom and warehouse constitutes a £1.4million project.

Output include:

- The Inland Revenue Headquarters resulted in more than 2000 new jobs and created 40,000 m² (430,560 ft²) of office space.
- The Castle Wharfe development was key to regeneration of the canal corridor supporting both commercial and leisure use along the canal. This project generated 11,150 m² (120,000 ft²) of office space and 2787 m² (30,000 ft²) of space for leisure facilities, bars and restaurants on the waterfront.
- Residential development by the canal the 'Park Rock, Castle Boulevard' resulted in 38 apartments in 6 blocks. These were designed by Letts Wheeler Architects (2003-04) to reflect their historic setting and to accommodate a Scheduled Ancient Monument. Eight of the residential units have been designated as 'live-work' accommodation comprising dedicated workspace on the ground floor and residential space above⁶⁸.

⁶⁷ Powell, K. (2006) Nottingham Transformed. Merrell (pub.).

⁶⁸ Powell, K (2006) Nottingham Transformed. Merrell (pub.)

4.5

Chesterfield Canal

The Chesterfield Canal links the East Midlands and South Yorkshire and is 46 miles in length. The canal has been subject to substantial improvement works. The Chesterfield Canal Partnership (a partnership between the public, private and voluntary sectors) was formed in 1995 as a means to co-ordinate the Canal's restoration. The '2020 Vision' outlines the Partnership's key aims for the canal corridor which includes economic and social regeneration. It is anticipated that full restoration of the canal will create new employment, expand tourism and leisure and support commercial and industrial development in the area.

Chesterfield Waterside (a joint venture between Chesterfield Borough Council and Arnold Laver Ltd and Bolsterstone) is a project to regenerate a 16 hectare canal and riverside site close to the A61 and Chesterfield town centre. This will be mixed development with office, employment and leisure accommodation as well as an enhanced public realm. A need for high quality office space close to the town centre has been identified and over recent years the focus has been on the re-use of vacant and underused sites underpinned by a programme of environmental improvements for this area. A number of high profile regeneration schemes are now being delivered or proposed.

By 2003 the canal had been reopened from Worksop to Kiveton Park and from Chesterfield to Staveley. Local amenities including walking routes, interpretation of the canal's heritage and visitor facilities had been created and these support increased tourism in the area. The canal has played an important role in attracting inward investment to the area and the initial restoration and development work has been widely used in promotional literature aimed at potential investors and the tourism market.

Key outputs from restoration and development of the Chesterfield Canal include⁶⁹:

Project and Year	Construction jobs created (person years)	Long-term jobs created/ Safeguarded (FTE)	Number of new tourism facilities/ attractions	Average number of visitors (annual)	Value of visitor spend £ (Estimate)
Restoration from Chesterfield to Staveley (2003)	39	3	1	54,000	151,200
Chesterfield Canal Greenway	11	2	2	119,358	334,202
Tapton Lock Events Area (2005)	0.5	0.1	1	15,000	42,000
Marmalade Mooring (2005)	1.2	0.2	1	-	-
Trip Boat Operation (2004)	-	-	1	1,600	11,480
Next Navigation 1 (2004-)	-	1.3	-	105,000	294,000

⁶⁹ Data provided by the Development Manager, Chesterfield Canal Partnership.

Project and Year	Construction jobs created (person years)	Long-term jobs created/ Safeguarded (FTE)	Number of new tourism facilities/ attractions	Average number of visitors (annual)	Value of visitor spend £ (Estimate)
06)					
Staveley Town Basin (2006)	0.2	0.1	-	-	-
Next Navigation 2 (Renishaw) (2007)	5.3	1	2	105,000	294,000
Other access improvements and remedial works	0.9	0.1	-	-	-
Three Valleys Tourism Projects (2000 ongoing)	-	12	9	-	-
Three Valleys Tourism Projects (revenue) (2000 ongoing)	-	5.7	-	-	-
Walking for Health Project (2003-06)	-	2.5	-	-	-
TOTALS	58.1	28	17	399,958	1,126,882

4.6

The Ashby Canal

Due to concerns raised by local communities Leicestershire local authorities agreed to take an interest in the abandoned Ashby Canal, a relic of the mining industry. The Ashby Canal Restoration Project now aims to undertake canal restoration as a catalyst for the regeneration of a former mining area, to attract inward investment, generate employment and to create a green corridor that enhances local biodiversity. The estimated cost of the project is approximately £11million.

Further to the development of a Project Strategy for the Ashby Canal 2km of restoration work was completed in 2005 between Donisthorpe and Moira. This first phase of restoration subsequently proved to be popular as the restored canal and surrounding area provides a centre for leisure activities.

To date economic impact studies have not been undertaken in relation to the completed elements of the project but an economic impact assessment⁷⁰ has been undertaken in relation to the Snarestone-Measham section which has now been approved for restoration. Nonetheless, initial restoration of the first section is widely viewed as having been successful and was commended under the 'innovation' category of the Waterways Renaissance Awards in 2007⁷¹. The Ashby Canal links directly with the National Forest a major recreational and tourism destination. The

⁷⁰ Leicestershire County Council, Community Services Department (May,2006) Ashby Canal Restoration- Snarestone to Measham: Project Report and Business Plan.

⁷¹ BURA and the Waterways Trust (2007) The Waterways Renaissance Awards: The 2007 Winners.

proximity of the canal to the forest is considered to have been instrumental to the success of the Discovery Park 'Conkers' which attracts more than 200,000 visitors per year. Other visitor attractions are seen to have benefited as well including: the Moira Furnace, and Donisthorpe Woodland Park. Canal restoration has also boosted local tourism with the annual Moira Canal Festival playing a key role in this.

Canal side building development has also provided economic benefits for the area. The canal restoration project has resulted in environmental improvements and provided new sites that have become attractive to developers. New housing adjacent to the canal is in place and the canal area continues to be attractive to house builders. It has also been suggested that the restoration project has helped to increase the value of existing housing stock.

4.7 Conclusions

The conclusions which can be drawn from the case studies of waterway projects in the East Midlands are as follows:

- Waterways have been playing a key role in supporting regeneration schemes in the East Midlands for many years and there are many examples of waterway projects which demonstrate this.
- These four case studies alone have created significant economic benefits for the East Midlands including tourism and increased visitor numbers, development of brownfield sites, residential development, job creation and environmental and public realm improvements.
- It is worth noting that although there is robust economic impact data available for the Newark and Market Harborough schemes, hard economic impact studies were not available for any other waterway projects in the East Midlands, despite significant effort to source such material.
- In view of the substantial investment that has been made to date in waterway schemes in the East Midlands, and the further investment that will be required in the future, evidence of the real economic impacts is limited. Although it was generally easier to find projected impact assessments of proposed schemes and to get stakeholders to provide their own views on what they felt were the benefits of past waterway projects, there was a well defined dearth of post economic impact assessment that this study could rely upon.

5.0 Catalogue of Waterway Projects in the East Midlands

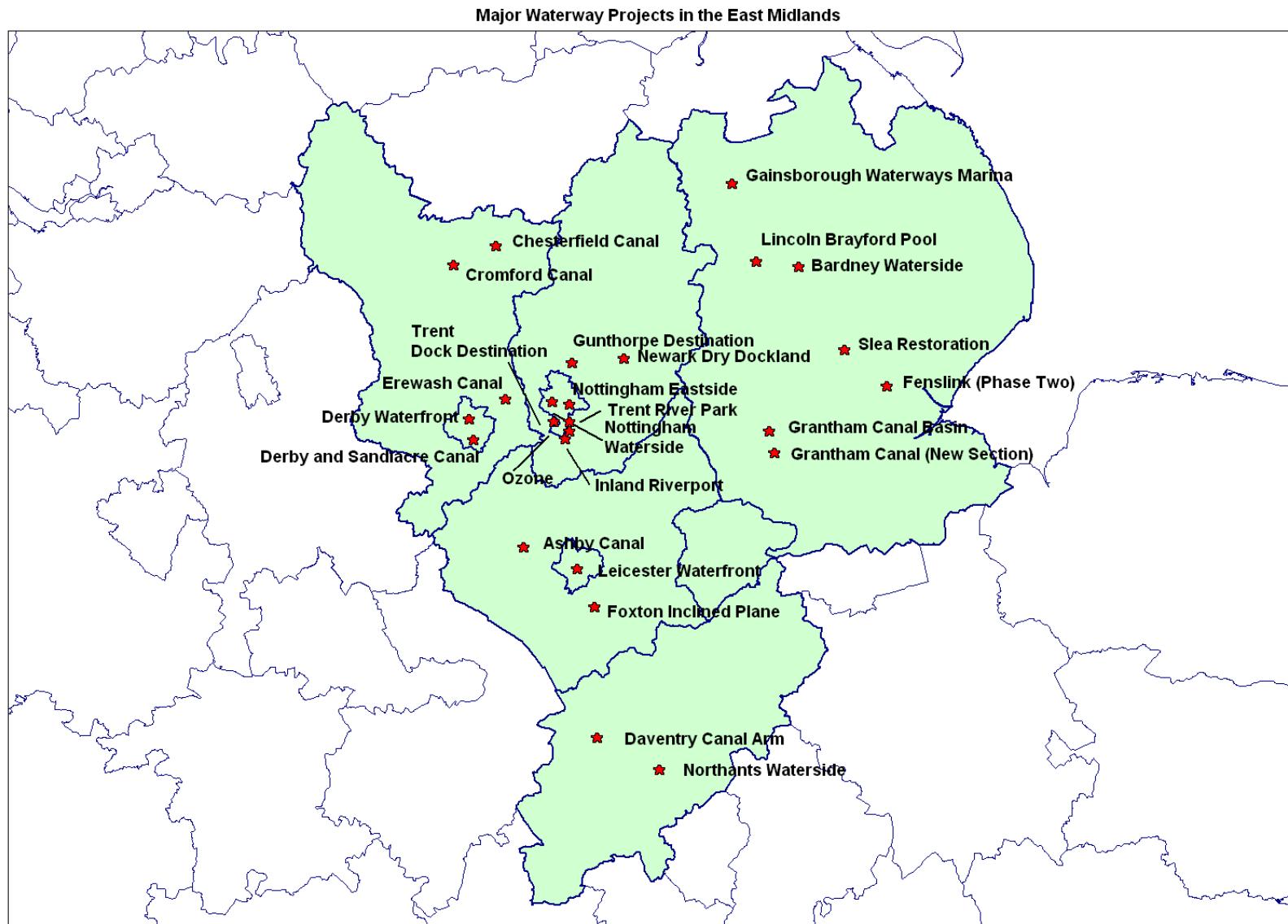
5.1 Introduction

This chapter of the report provides details of major waterway projects found throughout the East Midlands that have been identified in consultation with stakeholders during the course of this research. The chapter provides information of each project in terms of a description, the lead sponsor, the type of project it represents (with reference to the typology covered earlier in the report) as well as an indication of its status (i.e. whether it is aspirational, in the planning stages or ongoing).

There are significantly more projects found within the region that could be classified as being a waterway project but for the purposes of this study we have excluded those projects which;

- Do not fall into one of the definitions of waterway projects described in chapter one of this final report.
- Are relatively small in nature (consultees were asked to only highlight more strategic projects in relation to activity, cost and potential impact).
- Are small private sector led residential developments (i.e. we have not included details of all planning applications for waterside flats led by private developers across the region).
- Are already known to *emda* and which *emda* are involved in funding (i.e. Nottingham Waterside)

The map overleaf shows the geographical distribution of major waterway projects in the East Midlands.



5.2

Schedule of Waterway Projects

The table below provides a short overview of the major waterway projects in the East Midlands. It lists present and planned waterway projects (rather than past ones) and acts to show the extent of waterway regeneration happening in the region and the mixture of organisations involved in waterway renaissance. At this stage, the report provides a list of projects rather than attempting to prioritise them.

Project	Project description	Lead sponsor/project champion	Type	Status
1. Daventry canal arm.	The extension and diversion of the Grand Union Canal into Daventry Town Centre	Daventry Council (check)	Restoration/link	Aspirational
2. Chesterfield Canal	The Chesterfield Canal Partnership (lead partner is the County Council) is committed to restoring all 46 miles of the Chesterfield canal from Chesterfield to the Trent, including a new extension, the Rother link. The first stretch, from Chesterfield to Staveley, was completed in 2002 (9km) and is open to full navigation. A strategy for the restoration of the remaining 9 miles is in place which breaks down the work into 6 discrete, 'stand alone' phases.	Chesterfield Canal Partnership	Restoration/link	Ongoing
3. Chesterfield Canal-The Renishaw mile	The Chesterfield Canal Partnership is committed to restoring all 46 miles of the Chesterfield canal. However, the restoration strategy breaks down the work into discrete sections, or achievable chunks. The next section is Staveley to Killamarsh, which itself can be broken down into 3 distinct phases; Staveley basin, the Renishaw mile and the Doe Lea Valley.	Chesterfield Canal Partnership	Restoration/link	Ongoing
4. Staveley Basin	The construction of a wharfe and basin	Chesterfield Canal Partnership	Land/property	Ongoing
5. Chesterfield Canal-The Doe Lea Valley section	This is a 1.5m stretch of the canal, badly damaged badly by mining subsidence. The stretch would link the 2 attractions from Staveley to Renishaw creating a 8 mile stretch of navigable waterway from Chesterfield to	Chesterfield Canal Partnership	Restoration/link	Ongoing

Project	Project description	Lead sponsor/project champion	Type	Status
	Renishaw.			
6. Kiverton back to Norwood/Killamarsh	A complex 2.5 mile stretch that will be the subject of a separate environmental statement, and will include the restoration of the Norwood Locks and finding an alternative route around the collapsed Norwood tunnel.	Chesterfield Canal Partnership	Restoration/link	Planning
7. Cromford Canal	The Cromford Canal is currently cut off from the canal network. The Ambergate to Cromford has been restored, is filled with water but is not navigable. The Friends of the Cromford Canal are seeking to open it up at the southern end and link it in to the Erewash canal. The restoration of the canal will extend for 14.5 miles from the Erewash Canal at Langley Mill to Cromford and Pinxton.	Friends of the Cromford Canal	Restoration/link	Ongoing
8. Cromford Canal, smotherfly section	A 1.3km stretch on the Pinxton arm, which is about half the total length of the arm. The Friends of Cromford Canal has submitted a planning application to use the route of a river diverted by UK Coal for open casting, as the canal route.	Friends of the Cromford Canal	Restoration/link	Ongoing
9. Derby and Sandiacre Canal	The re-opening of the entire stretch (20km) of the Derby Canal between Sandiacre and Swarkestone, completing a 40km cruising ring linking to the Trent and Mersey, and Erewash, as close as possible to original route, from the Erewash canal to the Trent and Mersey Canal, via Central Derby. The project includes a proposal for a canal lifting arm.	Derby and Sandiacre Canal Trust	Restoration/link	Aspirational
10. Restoration of the Foxton Inclined Plane	The plane is on a site adjacent to Foxton Locks on the Grand Union Canal. The canal has been restored and is fully navigable. The partnership is	Foxton Locks partnership	Destination	Aspirational

Project	Project description	Lead sponsor/project champion	Type	Status
	in the final year of a 3 year scheme to enhance the physical and intellectual access to the site including refurbishing and improving facilities on the site. The ultimate aim of the partnership is the reconstruction of the inclined plane to working condition.			
11. Restoration of the Ashby Canal, phase 2, Snarestone to Measham	This project (phase 2) is to restore the Ashby Canal from its current terminus at Snarestone northwards for a distance of 4.5 km (2.5 miles) to a new canal wharf/terminus at Measham. Phase 2 includes a mixed use development led by the private sector at Measham Wharfe, and a marina located just outside the town.	Ashby Canal Restoration Project	Restoration/link	Ongoing
12. Restoration of the Ashby Canal, phase 3	Phase 3 will comprise the remaining link, a 7 mile stretch from Measham to Donisthorpe.	Ashby Canal Restoration Project	Restoration/link	Aspirational
13. Leicester city waterfront	The enhancement and development of 18km of river and canal-side in the City Centre.	Leicester City Council	Land/property	Ongoing
14. Northants waterside	The re-development of the riverside adjacent to Northants town centre, from Dustin Mill reservoir to Barnes meadow, including Becketts park enhancements. In addition, more than 20 waterfront sites have been identified as possible commercial development opportunities.	Northants Borough Council	Land/property	Aspirational
15. Wellingborough Riverside (Nene) development	The development of the riverside at Wellingborough.			
16. River Nene National Park	The Council has received £1.35m for the development of the River Nene Regional Park	Northants County Council	Land/property	Ongoing

Project	Project description	Lead sponsor/project champion	Type	Status
	(RNRP), from the DCLG's Growth Areas Fund to deliver "Breathing Spaces". The project will create 'new environmental zones' in the rural areas running along the River Nene between Northampton and Wellingborough. The plans include proposals to open up more navigable links and moorings which will increase accessibility throughout the area.			
17. Derby waterfront	The enhancement and development of riverside in the City Centre.	URC	Land/property	Ongoing
18. Erewash canal	The Erewash canal begins at Langley Mill and travels through Ilkeston and other areas of high deprivation down to Trent Lock on the Trent and Mersey Canal, a major waterway crossroads, in Long Eaton. Many parts of the towpath are in a poor condition and need renovating in order to attract more cyclists, and walkers and recreational use in general. Major canal-side developments could be included in ongoing plans to develop the former Long Eaton Upper school which borders the canal and housing led canal-side developments are part of the Stanton Regeneration Action Plan.	BW	Land/property	Aspirational
19. Chesterfield Waterfront	A £100-150m mixed use development based around the canal terminus at the end of the Chesterfield Canal. A design competition has been held and the successful design team will be appointed by summer 2007. It is unlikely this project will require any public funding.	Private sector (check)	Land/property	Ongoing
20. Chesterfield Canal-The Rother Link	The Rother Valley Link would provide an additional 7 miles of navigation and link the	Chesterfield Canal Partnership	Restoration/link	Aspirational

Project	Project description	Lead sponsor/project champion	Type	Status
	Chesterfield with the northern waterways via Rotherham. It would open up in conjunction with a fully restored Chesterfield canal, a 'cruising ring' of 108 miles for canal boating.			
21. Peak Forest Canal	The intention is bring the transhipment warehouse on the canal, a grade 2 listed building in a conservation area, back into use as a focal point for recreational activity in the area.	British Waterways	Land and property	Aspirational
22. Peak Forest Canal	To develop Whaley Bridge, the terminus of the Peak Forest Canal, as a gateway for walkers and cyclists to historic Bugsworth Basin and beyond to the Peak Forest Tramway Trail into the Peak National Park.	British Waterways	Destination	Ongoing
23. Grantham Canal Basin	The project would see the complete redevelopment of a 50 acre site for a large mixed use development that will be focussed around the basin (which would need to be restored). The site would include new residential, employment, retail and leisure uses.	South Kesteven Council	Land/property	Planning
24. Derby City Centre waterfront	The North Riverside development is the main project being developed by the URC, comprising hotel and residential development	Derby URC	Land/property	Ongoing
25. Development of marinas along the Chesterfield Canal, possibly at Retford or	There is a major shortage of both permanent moorings and places for boat hire companies to operate out of along the Chesterfield canal. Studies have demonstrated a shortage of boat	Chesterfield Canal Partnership (or private sector?)	Land/property	Aspirational

Project	Project description	Lead sponsor/project champion	Type	Status
Worksop.	hire companies in the area, and there is a 3 year waiting list for moorings. A basin would fulfill both functions.			
26. Bardney	There is a considerable waterside site presently used as a sugar factory which sits on the banks of the river Witham. Stakeholders have identified it as a possible location for a mixed use development including housing, recreation and leisure use (including a marina) but the site is still being used as a sugar factory at present.	Lincolnshire Waterways Partnership	Land/ property	Aspirational
27. Fens Link Phase Two	Phase 2 would connect the South Forty Foot Drain at Guthram Gowt into the River Glen and to the River Welland at Surfleet. The new link would provide a new route that connects together the Trent, Fossdyke and Witham with the River Nene and would therefore open up 240km of waterways.	Lincolnshire Waterways Partnership	Restoration/ link	Aspirational
28. Gainsborough Waterways Marina	The project would consist of a large marina located near the recently regenerated Gainsborough waterside.	West Lindsey District Council	Land/ property	Aspirational
29. Lincoln Brayford Pool	The project relates to general capital improvements for boaters as well as easier access to Lincoln's main tourism sites (Cathedral/ Castle uphill) from the existing pool.	Lincoln City Council/ Brayford Trust	Destination	Planning
30. Slea restoration	The project would link the Grantham and Sleaford navigations together, developing a completely new navigation that covers a distance of 25 kilometres.	Lincolnshire Waterways Partnership	Destination and restoration/ link project	Aspirational
31. Nottingham Eastside	Eastside aims to regenerate 17 hectares (42 acres) of brownfield industrial land, located to the southeast of Nottingham City centre. The site	Nottingham City Council/ Nottingham Development Ltd	Land/ property	Ongoing

Project	Project description	Lead sponsor/project champion	Type	Status
	includes waterfront on the Nottingham Beeston canal. The focus of the development will be a mix of high quality commercial office space and new homes arranged in a waterside setting.			
32. Newark – Town Lock Dry Dock and Depot	The project would consist of the development of a brownfield site situated within a conservation area. The Dry Dock on site is the largest inland dry dock in the country with significant heritage and amenity value.	BW	Land and property	Aspirational
33. Trent River Park	The Trent River Park is a concept (rather than a specific project) which aims to promote the role of the river as a regeneration corridor within Greater Nottingham. The initiative extends from Attenborough nature reserve water park in the south, to Gunthorpe bridge in the North East, a distance of 20 kilometers of waterside.	Trent River Partnership	All types	Ongoing
34. Nottingham Waterside	The site is found about a mile to the south east of Nottingham city centre and consists of over a 100 hectares of land which includes the north bank of the River Trent. The site contains mainly industrial premises at present which means its riverside location is seen to be greatly underused at present. The plan for Nottingham Riverside is to become a major new waterfront urban quarter for the city providing an environment with new residential, leisure, cultural and commercial facilities.	Nottingham Waterside Limited	Land and Property	Ongoing
35. Development of an Inland port on the River Trent near	This project relates to developing a small inland port facility in Nottingham (near Colwick) which would provide an opportunity for the river to be	None	Land and property	Aspirational

Project	Project description	Lead sponsor/project champion	Type	Status
Nottingham.	used for transporting freight to and from the district (rather than relying mainly on the road network).			
36. OZONE	<p>Nottingham OZONE is located to the south of Nottingham City Centre, covering the areas of the Meadows and Embankment. The Ozone is centred on four themes: community, energy, lifestyle and opportunity.</p> <p>Plans include the restoration of the grade II listed gardens, new sports and leisure facilities, improved transport and road links and an energy pavilion providing education and training needs for the local community. Proposals to power up to 400 homes in the area, through the use of renewable energy from the River Trent and through a wind turbine, are also being worked up.</p>	Notts CC, British Waterways, Environment Agency, Meadows Partnership Trust and Nottingham Regeneration Limited.	Land and property	Planning
37. Grantham Canal new section	The project proposes to link the existing Grantham canal to the River Trent at Gamston which is located about four miles south east of Nottingham City Centre. The project proposes to dig out a new route (along a disused railway) in order to link the two existing waterways together.	Grantham Canal Partnership	Destination	Aspirational
38. Destination Sites: Gunthorpe and Trent Lock	These are new projects lead by British Waterways with the intention of growing visitor numbers by increasing the interaction with the local community and improving the offer to attract more tourists / day visitors.	BW	Destination	Aspirational
39. Stoke Bruerne Village	Preparation of a Conservation and Investment Plan by BW and others as a precursor to	Stoke Bruerne Canal Partnership	Destination	Ongoing

Project	Project description	Lead sponsor/project champion	Type	Status
	substantial investment in order to improve the village as a tourist destination.			

5.3 Conclusion

The conclusions that can be drawn from this chapter are as follows:

- There are lots of activities already happening in the region aimed at regenerating the waterways.
- There is a mix of organisations taking forward waterway projects throughout the region including UDCs, Local Authorities, Trusts and a variety of other regeneration partnerships.
- There are many actual or planned waterway projects in the region, all at differing stages of development. The research has identified 16 aspirational projects and 23 that are either at the planning stage, or are ongoing.
- The waterway projects are distributed throughout the region, with a particular focus on urban areas
- That there is ample opportunity to exploit waterway projects in order to meet RES objectives across the region.
- Although all projects identified in the table above have the potential to make a significant contribution to the economic and social regeneration of the area, in some cases there is not sufficient information available to enable a meaningful assessment to be undertaken. Although these projects have not been scored as part of the prioritisation process found in chapter seven, they should not be ignored altogether. There maybe substantial regeneration potential in certain projects, for example the Erewash canal, that could emerge in the next few years once some preliminary feasibility and impact assessment work has been carried out.

6.0 Assessment Framework

6.1 Introduction

This chapter outlines an assessment framework that will guide the selection and prioritisation of potential waterway projects which could be supported by *emda* and its partners. The framework, which is effectively a tool for assessing current and future waterway projects, prioritises schemes on the basis of impact, risk, strategic alignment and need.

6.2 Assessment domains

The framework represents a logical and transparent mechanism for *emda* to follow as opposed to a more ad-hoc approach that is based on an unstructured decision making process. Being consistent with a process of this nature will be important in terms of justifying to partners why some waterways projects are of more interest to *emda* than others.

The assessment framework has been developed in conjunction with both *emda* and BW⁷². The criteria within the framework have also been established in consultation with key stakeholders where ECOTEC were able to test and refine criteria with those who are currently championing waterway projects across the region.

The main criteria contained within the framework covers a range of issues. At the centre of the framework are four principal considerations;

- **Impact**- the extent to which projects will benefit a locality.
- **Strategic alignment**- the extent to which a project will help a key strategic policy be realised.
- **Risk**- the likelihood of a project coming to fruition, based on a number of risk factors.
- **Need**- the extent to which a project meets identified local needs, and/or tackles socio-economic deprivation.

Set within these four main considerations for prioritisation are sub criteria, which look in more detail at key issues that help determine whether a project is one *emda* and its partners should be interested in pursuing or, alternatively, something which is not yet ready for funding.

⁷² A paper was produced for comment as part of the interim reporting stage and discussed at the interim meeting in early March 2007.

6.3 Prioritisation criteria

We set out below a more detailed description of the assessment domains and prioritisation criteria that the assessment framework adopts.

6.3.1 Impact

This criteria take into consideration the likely impact of the project in economic, social and environmental terms. Although the environmental and social impact of the project are considered, it is the hard economic benefits in terms of jobs created/jobs safeguarded, remediation of brownfield land, re-using redundant buildings, increasing visitor numbers, generating inward investment that should be most pertinent. Where possible, quantitative information should be used although softer more qualitative information may have to be relied upon for those projects where estimates cannot be calculated.

The impact of a project on the environment should also be assessed against a range of factors including the provision of additional green space, increased bio-diversity, improved water quality, the restoration or preservation of cultural and architectural heritage.

6.3.2 Strategic linkages

This criteria is split into two, firstly looking at linkages to the RES, and secondly at linkages to other relevant strategies.

- **RES linkages:** Clearly the most important assessment in this criteria, and the one that should be given the highest rating, is the extent to which the project is likely to help the RES be realised. Any project that does not align to the RES and therefore does not fit with the priorities of the region should not be considered. However, almost all of the waterways projects that are in the planning pipeline will, in some way, align to the RES. The assessment process should therefore seeks to differentiate between projects by measuring the extent to which each project meets key areas of the RES, e.g. priority actions and success indicators.
- **Other strategic linkages:** This criteria looks at the extent to which the project is named as a priority for investment in other strategies within the region/ sub-region especially BW's priorities as well as those of the Inland Waterways Amenities Advisory Council (IWAAC)⁷³.

⁷³The Inland Waterways Amenity Advisory Council (IWAAC) is a statutory body set up under the 1968 Transport Act to advise the Department for Environment, Food and Rural Affairs (DEFRA), the Scottish Executive and British Waterways (BW) on strategic policy for the use and development of the 2000 miles of inland waterways managed by BW.

6.3.3 Risk assessment

The level of risk to project delivery is a vital criterion in the project assessment and prioritisation process. The question of risk is particularly acute when many projects are at an early stage in their development process and as such have been the subject of limited, if any, feasibility work. It is likely therefore that a relatively high proportion of planned projects will not come to fruition.

Whilst high risk projects should not necessarily be low priorities, the likelihood of a project materialising is a crucial consideration in investment planning. The level of risk needs to be set against the likely benefits and impact of a project, as part of the investment planning/decision making process.

The element of risk should be measured against a range of sub-criteria including:

- **Funding gap:** This sub-criterion should look at the extent to which (capital and revenue) funding is in place and whether that funding has actually been committed. It should assess the size of the funding and the extent to which the viability of a project is dependent on a funding bid being successful.
- **Presence of a project champion/lead sponsor:** The criteria should look at whether a project is being championed by a dedicated individual within a key organisation. If there is an organisation championing a project and driving it forward then the risks to delivery will be considerably reduced.
- **Land ownership profile:** This criteria should explore who owns any land or property relevant to the project. Ideally the land on which the potential project is located will be within the public sector (e.g. in the ownership of a local authority or BW) rather than in multiple private occupancy. The need to acquire any land or buildings will add to the uncertainty in terms of project costs and feasibility.
- **Brownfield/ greenfield mix:** This criteria looks to assess whether the project will be developed on greenfield or brownfield land, with the latter being more desirable in terms of prioritisation.
- **Other site constraints:** This criteria should seek to capture any other risks (other than those mentioned above) relating to possible constraints on the use of the land, such as contaminated land, flood risk or restrictive covenants.

6.3.4 Need

This final domain should look at the levels of need for the project and assess whether there is a recognised demand for the outcomes that the project hopes to achieve. For instance, whether there is a proven need for the new office space a project will create, whether the area has been designated for growth, whether the project creates jobs for an area of high deprivation or whether a new tourism project is meeting an increase in tourism numbers for a sub-region.

Need should also be assessed in terms of the project's proximity to areas of deprivation. The framework should look to prioritise projects that are close to areas that are within the 10% most deprived parts of the country (according to the Index of Multiple Deprivation 2004⁷⁴) on the basis that the economic benefits of a project will help alleviate deprivation in these areas.

6.4 Summary

The table below summarises the domains and criteria of the assessment framework outlined in this chapter.

Table 6.1 Assessment framework summary

Domain	Criteria
Impact	Economic benefits
	Social benefits
	Environmental benefits
Strategic linkages	RES linkages
	Other strategic linkages
Risk assessment	Funding gap
	Presence of a project champion/lead sponsor
	Land ownership profile
	Brownfield/ greenfield mix
	Other site constraints
Need	Proximity of project to areas of deprivation
	Demand for the outcomes of the project.

Source: ECOTEC, 2007

⁷⁴ Index of Multiple Deprivation (IMD) 2004 measures the position of a locality against a range of different domains that relate to levels of deprivation.

7.0 Application of the Assessment Framework

7.1 Introduction

This section of the report seeks to apply the assessment framework to the catalogue of identified waterway projects in the East Midlands. However, for the purposes of this research it has been necessary to adopt an amended and slightly simplified version of the framework.

7.2 A simplified approach

The assessment framework set out in the above chapter is the recommended tool for assessing and prioritising future waterways project in the region. The decision to simplify the framework was taken primarily because many of the projects are at an early stage in their development and as such there are major gaps in the information available. These gaps make it difficult to populate all the relevant sections in the preferred, more extensive framework described in the previous chapter. Factors that have influenced the decision to adopt a simpler framework include;

- Many waterway projects have been divided up into sections, or phases, to reflect their complex nature. This has caused problem in sourcing data about these specific sections. For instance, impact assessments for canals often relate to the impact of the entire corridor rather than a specific phase.
- The lack of consistency /standardised approach to measuring issues such as impact and feasibility. Some projects have measured direct impacts while others have included indirect impacts, some have attempted to provide outputs for the project while others have not, while some projects have focussed on softer outcomes (such as benefits to local wildlife) while others have solely concentrated on the economic benefits of their waterway project.
- The hidden impacts of projects. Some of the projects that were highlighted during the first phase of this study often, at first glance, had very few direct impacts attached to them. For instance, the restoration of a canal in a very isolated part of rural Lincolnshire could potentially have very few direct impacts in terms of creating jobs or increasing the tourism offer of the isolated location where the canal is found. However, if reinstating the canal improves the tourism offer of a destination further up or down stream then the impacts of this canal restoration project is considerably greater. However, these wider impacts are sometimes not considered in terms of the impact of the project (often because they are more difficult to calculate) meaning the true potential of the project could be lost.
- Most projects within the study are at very different stages in their development. There is, almost inevitably, an inherent bias within the assessment process towards those projects

that are further advanced and have, for example, identified actual or potential sources of income, or carried out more feasibility work thus reducing the risk element. Rather than overlooking fledgling projects simply because they are further back down the development pipeline (often simply because they have been going for less time) the assessment process needs to recognise those projects with clear impact potential but which require more development work.

- Some projects have made claims or assumptions in relation to the likely impact of their project, in economic and social terms. However, there is very little empirical research into the impact of waterways restoration to substantiate these claims. Where studies have been carried out into the economic and social impact of waterways projects, they have been outside the region in areas of the country (e.g. on the Kennet and Avon canal), where the socio-economic conditions and profile are very different from the East Midlands.
- Whilst all projects are united by the common theme of water, it is very difficult to make meaningful comparisons between the two main types of projects in this study, i.e. canal restoration and city centre waterfront initiatives. The former tend to be led by highly committed partnerships that are often volunteer led, require enormous investment from the public sector and have the very simple aim of restoration. Waterfront projects on the other hands are usually led by regeneration companies, funded primarily by the private sector and, to a large extent, are market led rather than strategy led. In fact, it could be argued that the City Centre waterfront projects are too complex for a clear assessment of their ‘worth’ to be made at this stage, in the absence of additional research and feasibility work.

It was therefore decided that some of the criteria of the assessment framework be merged into an overarching domain, thus allowing the framework to better absorb these gaps in information and intelligence. For example, just one overall score has been attributed to the risk element of a project, rather than a separate score for each component of risk (i.e. presence of a project champion, likelihood of acquiring statutory approvals, land ownership profile, funding package and any land constraints). However, all these factors have been taken into account when calculating the overall score.

The remainder of this chapter provides the results of the prioritisation process.

<p>Grantham Canal Basin: There is a recognition that much of the land adjacent to the Grantham's town centre is under-utilised with much of the land being either vacant or under developed. At the centre of this site is an old canal basin. The project would see the complete redevelopment of a 50 acre site for a large mixed use development that will be focussed around the basin (which would need to be restored). The site would include new residential, employment, retail and leisure uses. The project is likely to take about ten years to complete and is presently in the planning stages. A feasibility study is underway to look at viability, development parameters, contamination and external funding opportunities. South Kesteven Council are the lead organisation for the project.</p>								
Impact and benefit	4	Strategic links	4	Need	3	Risk	2	Total Score- 13
Other comments								
Grantham is presently seen as a town which has a significant opportunity for growth and one which is under performing at present. A new redeveloped town centre (that has the canal basin as a key element) would have a significant impact for the town as a whole because of the scale of the redevelopment in comparison to the size of Grantham itself. The development would increase the town centre by 30%. The project is likely to bring comparatively large scale economic benefits for the town because new employment land/ premises will be part of the project. Because Grantham is strategically located on the A1 and has a mainline railway demand is likely to be high. It is estimates that 8,000 new jobs will be created from the development.	The Grantham Canal has been designated as a regionally significant project by IWWAC, although the redevelopment of the canal basin itself has not been specifically identified as a priority. The project links with the RES Priority Action (2f) looking at increasing visitor spend. The project would have the biggest impact on sub-priority 7b which relates to securing the supply of quality employment land as it will increase Grantham's town centre by 30% and bring back large swathes of redundant land.	Grantham does not suffer from severe deprivation although neither does it enjoy high levels of prosperity. Grantham has been designated Growth Point status by the Government with an estimated future population growth of 28%. There is a real need to expand the offer of the town in order to meet this increased demand.	The initial key risks are as follows: <ul style="list-style-type: none">- some of the land is in private ownership meaning negotiations with land owners will need to take place. There is an expectation that Compulsory Purchase Orders will need to occur which will delay project timescales.- there is contaminated land on the site which will need some remediation work.- Because the project is large scale and multi faceted (and therefore complex) the opportunity for delays is felt to be larger than a single themed project (the restoration of a stretch of canal).- The funding gap is approximately £20 million.	This project would have a very high impact in Grantham because of the size of the project compared to the size of the town itself. Grantham should be contributing more to the regional economy (because of its location) but has continually underperformed in the past. Critically, the project would provide a significant amount of new land for employment uses in an area where demand is high. Feasibility work has been undertaken although the project is still in need of some developmental work before it is ready for implementation. Narrowing the funding gap for the capital works is going to be key and this is where emda could effectively intervene in this project.				

Fens Link phase Two: Phase 1 of the Fens link is related to cutting a lock in Boston connecting the River Witham through into the South Forty Foot. This element of the project is well enhanced. In essence, phase 2 would connect the South Forty Foot Drain at Guthram Gowt into the River Glen and to the River Welland at Surfleet. The new link would provide a new route that connects together the Trent, Fossdyke and Witham with the River Nene and would therefore open up 240km of waterways. The cost of Phase 2 is approx £15million.

Impact and benefit	4	Strategic links	2	Need	3	Risk	2	Total score-11
								Other comments
The project is expected to have a significant impact on raising the profile of the Fens waterways as a tourist destination because of the amount of waterways it opens up. The tourism offer for South Lincolnshire would therefore be greatly enhanced according to Lincolnshire Waterways. £14 million per annum in revenue generation is expected when phase 2 is complete (through increased tourism spend). 1,750 jobs will be generated in an area which has many wards in the top 20% most deprived in England. The project will have a particular impact on Spalding and Boston- towns which have local economies that are presently (over) dependant on agriculture.		Although the project would help the RES be realised in relation to building the visitor economy and increasing visitor spend and helping to develop land and property, the project is not specifically mentioned by either IWWAC or key sub-regional strategies as a priority.		The local economy around the fens has been growing at a low level for sometime with agriculture still remaining a large part of the economic base. Any new projects which enhance the tourism offer will link well with the need for economic diversification and the need to deal with high levels of rural deprivation.		Key risks associated with the project are: - the funding gap is relatively large at present with most of the £15 million budget needing to be filled. - The success of Phase 2 is dependant on phase 1 being completed as well as the Bedford and Milton Keynes Waterway being finished. - The direct impact of the project is lessened because of its rural location and the new channel does not directly run through any key settlements.		The project would have a high impact in terms of improving the tourism routes in Lincolnshire, but only when the whole of the Fens link project is completed. The key issue is in terms of a funding gap, with phase 1 'using up' the resources of a lot of key partners.

Gainsborough Marina: The project would consist of a large marina located near the recently regenerated Gainsborough waterside. Because the Trent is tidal at Gainsborough the marina would have the advantage of being accessible to both ocean as well as river going craft.

Impact and benefit	3	Strategic links	1	Need	4	Risk	2	Total score- 10
								Other comments
Gainsborough is one of the most deprived towns in Lincolnshire and has suffered significant economic decline with many of the towns large employers closing. The project would help the town expand its fledgling tourism offer by encouraging more visitors into the town and its surrounding hinterland. The project would enhance the existing new waterside development as well as the expanded new retail offer for the		The marina would help realise the priority actions of the RES in terms of new employment land being created and helping expand the visitor economy. However, although the existing Gainsborough Waterside was a priority locally, the inclusion of a marina has not been a primary priority in any sub-regional or local strategy.		Any increase in visitors and spend in the local economy would significantly help Gainsborough's high need in terms of local economic growth. The need for a marina in the town is less clear and because the town has a small visitor economy the demand for its use could be		Project risks are as follows: - There is no firm project lead at present, it has been identified as a possible opportunity by British Waterways and West Lindsey District Council but no one is championing the initiative at present. - Because the rise and fall of the river Trent is fairly significant at Gainsborough,		The project is too far back in the planning pipeline for it to be effectively assessed in terms of impact and risk. Although a marina would enhance the existing waterfront regeneration of the town considerably a location elsewhere in the area may well be more successful in increasing the visitor economy of the sub-region. Feasibility work is therefore key for any next stages

town.		limited.	the lock gates for the marina would be comparatively high cost. - Gainsborough is not a key tourism destination meaning the demand for leisure cruising to and from the marina may be comparatively limited.	of the this project.
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Lincoln Brayford Pool: The Brayford Pool is potentially an important destination point for Lincoln's tourism offer. However, at present the Pool (and therefore Lincoln) is not recognised as a waterway destination nationally. There is significant improvement needed in the provision of modern and safe visitor facilities and public amenities as well as better pedestrian links to the City Centre. The project, therefore, relates to general capital improvements for boaters as well as easier access to Lincoln's main tourism sites (Cathedral/ Castle uphill). The newly reformed Brayford Trust is looking to commission a masterplan of the area focussing on opportunities for water space planning and improvement.

Impact and benefit	3	Strategic links	2	Need	4	Risk	2	Total score- 11 Other comments
Lincolns tourism industry is comparatively strong, but this offer is weakened by a generally poor destination point in terms of the Brayford Pool. Improving the Pool is very likely to increase the total number of visitors to the city as Lincoln would become a more popular destination for boaters. Improvements to the pool would also have an impact in relation to adding new tourism products to Lincolns overall offer. In particular this would include boat trips on the Pool and River Witham as well as new retail opportunities along the waterfront.		Any support to expand Lincoln's tourism offer is likely to have a fairly large impact on helping the RES expand the visitor economy. Because the project generally relates to smaller scale capital works, any other impact on helping strategies to be realised will be limited.		There is a well recognised need to improve the Brayford Pool in Lincoln- key stakeholders and boaters all recognise its shortfalls.		The key risks associated with the project are as follows: - the Brayford Trust has recently been re-formed after past issues between them and Lincoln City Council (the owners of the Brayford Pool). - the perception of boaters to the Brayford Pool as a visitor destination is poor at present and it will take time for the boating community to respond to any improvements that are set in place.		The project is fairly straightforward in terms of it aiming to improve a facility which is lacking in quality at present. Although the project scores relatively low, it could be viewed as a quick win because of the scale of the project compared to the potential impact it will have on Lincoln's visitor economy.

Ashby Canal, Snarestone to Measham: Phase 2 of the restoration of the Ashby Canal from its current terminus at Snarestone northwards for a distance of 4.5 km (2.5 miles) to a new canal wharf/terminus at Measham. Phase 1 of the project, the northern most section between Donisthorpe and Moira, has been completed, and included the Moira furnace museum and 1.5 miles of canal sections around it. Phase 2 includes a mixed use development led by the private sector at Measham Wharfe, and the creation of a marina located just outside the town.

Impact and benefit	4	Strategic links	5	Need	3	Risk	2	Total score 14
								Other comments
The project will have a significant impact on a former mining area. An Ashby Canal Economic Impact Assessment was carried out in 2005 that estimated the restoration of this section would; -Attract 150,000 visitors per annum into the area boosting spending within the local economy by some £2.7m -Stimulate £6.45m of inward investment from the private sector to develop 5,300 square metres of mixed-use residential, retail and business units -Create over 160 temporary jobs and over 70 permanent jobs -Reclaim derelict and under-used land to create a recreational and wildlife The restoration of the canal, and the proposed marina, will be a catalyst for the regeneration of Measham.		The project is designated as of regional significance in the IWAAC (2006 report). The project is identified as 1 of the 18 schemes that BW "wishes to support" over the next 20 years, with this stretch being one of only 12 listed as priority 1. The project would make a major contribution to achieving the RES, i.e. Priority Action (2f)-helping to sustain and enhance the visitor economy Priority Action 7(b)-increasing the re-use of previously developed land Priority Action 6 (b)-improving an environment damaged by coal mining	North West Leicestershire does not suffer significant levels of economic and social deprivation (195/354, ILC, 2004). However the canal will run through pockets of deprivation, notably Measham, which experiences significant economic, social and environmental problems following the closure of the deep mining industry. There is relatively low boating density on adjacent navigable section of the Ashby Canal. This project will lead to more boats travelling to head of navigation because of extended cruising opportunities.	The main risk relates to funding. The estimated costs for this section are £13.1m and whilst funding will be sought from a range of sources BLF (Changing Spaces), WREN (an application has been submitted for £250,000) and Section 106, nothing has been secured. HLF funding is very unlikely as no structures will be restored, and part of the canal is new. The feasibility of the restoration was demonstrated by a feasibility study by Atkins (1994). The power to acquire the necessary land and to construct and maintain the canal was obtained through a Transport and Works Order Act in October 2005. BW has the right, but no obligation, to take on the management/ maintenance once canal is restored. There is a Considerable local support in the form of the Measham Canal Restoration Group, Measham Development trust and Ashby Canal trust, all of whom are actively engaged in the restoration project.	The canal will need to generate £23,000 a year to meet the estimated running costs-the business plan estimates that these can be met with income from marina moorings. The land has to be acquired within 5 years (from October 2005), at a total cost of £1m, and restoration work must be well under way, in order to comply with the TWA. There is a full time project champion in post.			

Chesterfield Canal, Staveley to Killamarsh section, The Doe Lea Valley section: The Chesterfield Canal Partnership is committed to restoring all 46 miles of the Chesterfield canal. However, the restoration strategy breaks down work into discrete sections, or achievable chunks. The next section is Staveley to Killamarsh, which itself can be broken down into 3 distinct phases; Staveley basin, the Renishaw mile and the Doe Lea Valley.

Impact and benefit	3	Strategic links	5	Need	4	Risk	4	Total score 16
								Other comments
This is a 1.5m stretch of the canal, badly damaged badly by mining subsidence. The project would not have a major economic impact. However this stretch would link the 2 attractions from Staveley to Renishaw creating a 8 mile stretch of navigable waterway from Chesterfield to Renishaw, which is long enough to appeal to large numbers of boaters. The project would therefore generate significant social and recreational benefits. .		Designated in IWAAC (2006) as being of “national strategic importance” The project has close links with the RES, helping achieve Priority Action (2f)-- as it would help sustain and enhance the visitor economy. Priority Action 7(b), by virtue of increasing the re-use of previously developed land. Priority Action 6 (b)-by improving an environment in an ex coalfield area badly damaged by mining subsidence.	Chesterfield suffers significant economic and social problems, being in the most deprived quartile of local authority areas (66/374). The closure of the collieries during the 1980s and 1990s along with the associated contraction of the engineering and chemical industries, has caused serious economic decline in the Staveley area resulting in problems of unemployment and economic and social deprivation. The stretch would complete the link from Staveley to Renishaw		-There is a significant funding gap, as the total costs of this stretch have been estimated at £2.7m (1.2m for a new lock, 1m of restoration works and 0.5m for an aqua- viaduct). However, the costs of restoration works could be reduced substantially with the use of volunteer and open cast operators. Also, provided they get a licence, UK Coal will provide £1m to pay for the restoration works. -The land is in private ownership. However, the landowner, Chatsworth estates has agreed in principle to either grant a 999 year lease, or to gift the land. -Very strong partnership in place (Chesterfield Canal Partnership). -A very active voluntary group also exists which is committed to the project. -The County Council will maintain the stretch once restoration works have been completed.			

Chesterfield Canal: The Chesterfield Canal Partnership, led by the County Council, is committed to restoring all 46 miles of the Chesterfield canal from Chesterfield to the Trent, including a new extension, the Rother link. The first stretch, from Chesterfield to Staveley, was completed in 2002 (9km) and is open to full navigation. Yorkshire Forward, the Regional Development Agency for Yorkshire and the Humber, and English Partnerships, have invested £10m in reclaiming Kiveton colliery which includes the preservation of the canal line from Kiveton to Killamarsh for future restoration. A strategy for the restoration of the remaining 9 miles is in place which breaks down the work into 6 discrete phases.								
Impact and benefit	4	Strategic links	4	Need	4	Risk	2*	Total score 14
								Other comments
The restoration of the Canal will have a significant economic impact, particularly in terms of regenerating some old industrial and mining areas. A Coopers and Lybrand survey (1998) concluded that the economic impact of restoring the canal would be significant The Gibbs (2001) study estimated the canal restoration would generate 1,050 jobs and 1,789 temporary construction jobs and 3.1m additional visitors each year.	Designated in IWAAC (2006) as being of "national strategic importance" Only 1 of 9 projects identified in the Inland Waterways 2006 report as a priority project, and of being ready to fund The project has close links with the RES, helping achieve; Priority Action (2f)-- as it would help sustain and enhance the visitor economy Priority Action 7(b), by virtue of increasing the re-use of previously developed land Priority Action 6 (b)-by improving an environment in an ex-coalfield area badly damaged by mining subsidence.	Chesterfield suffers significant economic and social problems, being in the most deprived quartile of local authority areas (66/374, ILC, 2004). The canal passes through some highly deprived areas, including old coal and steel towns, which have been in decline for a number of years. In some areas the canal would be one of the few amenity areas accessible to the local community (e.g. Renishaw). Current access to the canal involves a 13m section of the tidal river Trent, which is a deterrent and the corridor is generally difficult to reach.	The main risk relates to funding. The costs of restoring the remaining sections have been estimated at £35m. Whilst pockets of potential funding have been identified, no substantial sums have been secured. A large proportion of the land is in multiple, private, ownership. However, negotiations to arrange land transfers are going well and are at an advanced stage. Major engineering obstacles need to be overcome, including Norwood locks and the collapsed Norwood tunnel(a Yorkshire Forward funded study is currently looking into options for overcoming these options). A very strong partnership (Chesterfield Canal Partnership) is driving the project. A very active voluntary group also exists which is committed to restoring the canal.	<i>* The risk could be substantially reduced if a phased approach was adopted</i>	Implementation can be broken down into achievable sections, to be implemented when funding becomes available. The risks attached to the first three phases; Staveley basin, the Renishaw mile and the Doe Lea Valley are relatively low, in financial and engineering terms. A full time project officer is in place, with funding secured until at least 2010.			

Chesterfield Canal, Staveley to Killamarsh section, The Renishaw mile: The Chesterfield Canal Partnership is committed to restoring all 46 miles of the Chesterfield canal. However, the restoration strategy breaks down work into discrete sections, or achievable phases. The next section is Satveley to Killamarsh, which itself can be broken down into 3 distinct phases; Staveley basin, the Renishaw mile and the Doe Lea Valley.								
Impact and benefit	3	Strategic links	4	Need	3	Risk	5	Total score 15
								Other comments
The project would not have a major economic impact. However, it would deliver significant social and recreational benefits, and generate income from as the stretch is very picturesque and will be very popular with canoeists, anglers, walkers, cyclists etc.		<p>The restoration of the canal was designated in IWAAC (2006) as being of "national strategic importance".</p> <p>The project would help deliver the RES in the following areas;</p> <ul style="list-style-type: none"> -Priority Action (2f) by increasing visitor spend. -Priority Action 7(b), by virtue of increasing the re-use of previously developed land 		<p>Chesterfield suffers significant economic and social problems, being in the most deprived quartile of local authority areas (66/374). This stretch of the canal runs adjacent to a new housing estate which has access to very few social and recreational facilities.</p> <p>The closure of the collieries during the 1980s and 1990s along with the associated contraction of the engineering and chemical industries, has caused serious economic decline in the Staveley area resulting in high unemployment and economic and social deprivation.</p>		<ul style="list-style-type: none"> -The land is in mixed ownership, but is in the process of being transferred to the County Council. -The funding for the works, estimated at £547,000, is almost in place, through EMDA, WREN, a section 106 agreement and voluntary labour. -A very strong partnership in place (Chesterfield Canal Partnership). -A very active voluntary group also exists which is committed to the restoration of the canal. -DCC will maintain the stretch when the restoration work is carried out. 		

Cromford Canal: The Cromford Canal is currently cut off from the canal network. The Ambergate to Cromford has been restored, is filled with water but is not navigable. The Friends of the Cromford Canal are seeking to open it up at the southern end and link it in to the Erewash canal. The restoration of the canal will extend for 14.5 miles from the Erewash Canal at Langley Mill to Cromford and Pinxton. The plans also include the creation of a canal basin, Ambergate Marina, at Langley Mill.								
Impact and benefit	3	Strategic links	4	Need	3	Risk	1	Total score 11
							Other comments	
The impact of the project, in economic, social or environmental terms, has yet to be measured. However, the 'national significance' status conferred upon the project by IWAAC was on the basis of the project's capacity to make a significant contribution to rural and urban regeneration, high wildlife value and high heritage value. The project is of national heritage significance by virtue of its proximity to a World heritage Site, including Arkwrights Mill.		The IWAAC report, December 2006, graded the canal restoration as of national significance, one of only 23 in England and Wales. The project would make a major contribution to achieving the RES, i.e. RES Priority Action (2f)-- as it would help sustain and enhance the visitor economy Priority Action 7(b), by virtue of increasing the re-use of previously developed land		Although parts of the canal are very picturesque (west of the tunnel) east of the tunnel there are significant levels of economic and social deprivation, e.g. around Ironville.		-The feasibility of the project, which is at a very stage in development, has yet to be established in financial, engineering or environmental terms. -There are some major engineering hurdles to overcome, including the collapsed tunnel at Butterley. -No significant funds have been secured or identified. -Some stretches, notably Ironville to Langley Mill, will need to overcome opposition from the Wildlife Trust who are yet to be convinced that the proposals should be supported. -The land on the middle stretch of the canal, Langley Mill to Ambergate, is in multiple ownership, much of it private sector (although the situation is more straightforward on the rest of the Canal which is in the ownership of DCC, BW or UK Coal) -An organisation needs to be set up to lead on the project (e.g. a Trust)	Extensive feasibility work is required before any major capital works can be carried out. A preliminary impact study needs to be carried out into the likely impact of the canal's restoration in economic, social, recreational and environmental terms. Subject to a positive set of conclusions, more detailed work could be carried out on the Langley Mill to Ironville section. Consideration should also be given to funding a project officer, once studies are done.	

Cromford Canal , Smotherfly section								
Impact and benefit	2	Strategic links	4	Need	4	Risk	4	Total score 14
								Other comments
The impact of this project in economic terms will be limited. However, the restoration of this stretch of the canal would contribute towards raising the profile of the overall project and giving it, and the Trust, some much needed impetus. The high IWAAC priority was designated on the basis of the project's capacity to make a significant contribution to rural and urban regeneration, high wildlife value and high heritage value.		The IWAAC report, December 2006, graded the canal restoration as of national significance, one of only 23 in England and Wales. The project would link in very closely to the County Council's 'Green Corridors' initiative, which aims to develop a series of multi-use, recreational routes in this area, of which this project could be one. The project would make a major contribution to achieving the RES, i.e. Priority Action (2f)-- as it would help sustain and enhance the visitor economy Priority Action 6 (b)-by improving an environment damaged by coal mining		The canal runs through some very deprived areas, and will restore environments damaged by industrial decline. The restoration of this section could be a demonstration project, giving the wider project some much need momentum and a higher profile.	All land along this stretch, and the whole of the Pinxton arm, is in the ownership of DCC or UK Coal The proposed work is the subject of a current planning application. The majority of the funding is already in place (including a £60,000 application to the sub regional partnership), with a funding gap of approximately £40,000 which could be bridged by outstanding grant applications to Charitable Trusts. There is not yet an organisation in existence to take the lead on the project (the Council favours the formation of a Trust to fulfill this role). The stretch is not linked to any other parts of the canal network, hence a subsequent failure for other works to materialise would reduce the longer term impact of this project.			

Daventry Canal Arm: The extension and diversion of the Grand Union Canal into Daventry Town Centre, including the construction of locks, or a lift, to navigate the change in levels, and a 100 berth marina.							
Impact	4	Strategic links	3	Need	3	Risk	Total score 12
							Other comments
The arm will link the town centre to the Grand Union Canal and help Daventry gain the benefits of 'canal town' status. This in turn will generate significant numbers of additional tourists, and inward investment, although no impact studies have been carried out to substantiate or quantify this. The IWAAC report states that the project offers significant regeneration opportunities for Daventry. There is the potential for significant leverage as the Council has estimated that £5m could be raised from land sales for the development of flats, and a marina, all of which will be used to fund the canal work. The Parkman study concluded that the central marina and canal corridor will provide a strong tourism brand for the area.	The project is of local significance (IWAAC report, 2006). The project is designed to enhance and complement plans for a major waterside development in the town centre. The project would make a major contribution to achieving the RES, i.e. RES Priority Action (2f)-- as it would help sustain and enhance the visitor economy Priority Action 7(b), by virtue of increasing the re-use of previously developed land	Daventry does not suffer from significant levels of economic or social deprivation. However Daventry does fall within the ODPM Growth Area Funding Programme, and has been identified in the South Midlands Sub-Regional Strategy as a 'sub-regional centre'. As such it is likely that the town will increase in population from 23,000 to around 40,000 by 2021. The Parkman study concluded that a town centre residential development and 'water feature' without a canal connection would struggle to create the necessary footfall and local interest.	The key risk relates to funding. The total costs have been estimated at £12m, leaving a funding gap of £7m and no indication how this might be filled. There is some opposition to the project from press and public, linked to the cost and how the money should be spent on other things. The Daventry Waterspace feasibility study (Mouchel Parkman, 2006) concluded the project, including the locks or lift, is feasible in engineering terms. However a more detailed feasibility study is required at an estimated cost of £100,000 for which funding has yet to be secured. The project could be phased, starting with the town centre area. This stretch, estimated at £2-3m, could provide a range of leisure opportunities. A large proportion of the funding could come from the private sector. The project would 'stand alone', i.e. is viable and coherent even if the remaining link to the Grand Union is never completed.	Implementation could be broken down into discrete phases, to be implemented as and when funding becomes available. The next stage is for further study work to be carried out, including a section focussing on the viability of undertaking the first stage of the link, in and around the town centre. Daventry Town Council is committed to the project, and has designated an officer as a project champion			

Derby Canal: The re-opening of the entire stretch (20km) of the Derby Canal between Sandiacre and Swarkestone, completing a 40km cruising ring linking to the Trent and Mersey, and Erewash, as close as possible to original route from the Erewash canal to the Trent and Mersey Canal, via Central Derby. The project includes a proposal for a lifting arm, to move boats (between river and canal) as the town centre water frontage is on the river rather than the canal.								
Impact and benefit	4	Strategic links	3	Need	3	Risk	2	Total score 12
Other comments								
The project will have a major impact, both in terms of the economic impact on the town centre through increased visitors and inward investment, and in terms of re-connecting Derby to the national canal system. However, no impact studies have been carried out to substantiate or quantify this. The Derby Arm, i.e. the lift or wheel used to navigate the difference in levels between canal and river, could be an iconic structure, and a major tourist attraction. The Falkirk wheel, a similar structure in Scotland, is the second biggest tourist attraction in the country. An audience and access survey estimates the restoration will create 2,000 temporary jobs, and 2,500 permanent jobs on completion.	One of 19 projects that is ready to fund according to the IWAAC 2006 report. Designated as being of regional significance in the same report. The new route through the City Centre is protected in the City of Derby Local Plan. The Council have successfully fought off opposition to the canal restoration plans from commercial interests. The project would make a significant contribution to achieving the RES, i.e. Priority Action (2f)-- as it would help sustain and enhance the visitor economy Priority Action 7(b), by virtue of increasing the re-use of previously developed land	The canal runs through some of Derby's most deprived areas. The City Council is in the top one third of deprived areas in England and Wales, according to the Index of Local Conditions (93/374). The canal is currently of limited recreational benefit-the project will generate substantial and new opportunities for sport and recreation.	The major risk to the project relates to funding. The estimated cost of restoring the entire canal has been estimated at £37m. Although the Trust has had some success with funding bids (HLF, BLF etc.) a large funding gap remains. Charitable Trusts, HLF and Landfill Tax Credits identified as potential funders, but nothing secured. It is not a high enough Derby City priority to trigger any large scale Council funding. Major engineering obstacles need to be overcome (e.g. negotiating the M1) A TWA will need to be obtained, at an estimated cost of £750,000, as the canal was formally abandoned. Extensive feasibility work has been carried out that has confirmed the viability of the scheme in engineering terms (Atkins 1994 study). An EIA report identified some problems, but none insurmountable. The majority of the land is in LA ownership, and will be allocated to the Trust when the work is finished. The Maintenance issue needs to be resolved as BW never owned the Derby Canal, to take on a restored canal they	A bid of £150k has been made to fund a project officer post for 3 years. 50k required for further detailed engineering feasibility study into the lift/canal arm, and more study work needed on making the Derwent navigable. The project could be divided up in to discrete, stand alone elements and implemented in a piece meal fashion as and when funding becomes available. The City Centre link, given the likely economic benefits for the city centre, should be a priority.				

			<p>would need a guarantee that sufficient income could be generated to cover the costs.</p> <p>The project has a very committed project champion/leader in the Derby and Sandiacre Canal Society, backed by a charitable Trust.</p>	
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Derby Canal, City Centre Link: The restoration of one section of the Derby Canal in and around the City Centre								
Impact and benefit	4	Strategic links	4	Need	3	Risk	2	Total score 13
								Other comments
The project could have a major economic, social and recreational impact, re-connecting Derby to the national canal system. However, no impact studies have been carried out to substantiate or quantify this. The Derby Arm, i.e. the lift or wheel used to navigate the difference in levels between canal and river, could be an iconic structure, and a major tourist attraction. The Falkirk wheel, a similar structure in Scotland, is the second biggest tourist attraction in the country.		The restoration of the entire canal is designated as being of regional significance in the IWAAC report. The URC strategy has identified the redevelopment of the City Centre waterfront as a priority within their Master Plan (however, closer links need to be made between this project and DerbyCityscape's Master Plan). The project links with RES; Priority Action (2f) by virtue of increasing visitor spend. Priority Action 7(b), by virtue of increasing the re-use of previously developed land		The City Council is in the top one third of deprived areas in England and Wales, according to the Index of Local Conditions (93/374). The Derby waterfront has been identified, in the report that underpinned the URC strategy, as being under-utilised and with significant un-tapped potential. The canal is currently of limited recreational benefit-the project will generate substantial and new opportunities for sport and recreation.		-The costs for this section have been estimated at £2-3m (including two weirs at £1m each) -More feasibility work is required to establish the viability (particularly in financial terms) of this link -A bid of £150k has been made to fund a project officer post for 3 years. -A TWA will need to be obtained, at an estimated cost of £750,000 as the canal was formally abandoned.		A study is required into the economic, and environmental impact of different design options for the City Centre link (estimated costs, according to EA and IMA) are £50,000. .

Derby Waterfront: The Derby URC (Derbyscape) Master Plan contains a number of projects that seek to maximise the regeneration potential of the waterfront in order to generate an economic impact and community benefits. The majority of these proposals are contained within the North Riverside area and include a high density residential development, a hotel, a venue for the performing arts, new riverside paths and 3 new pedestrian bridges over the Derwent.								
Impact	2	Strategic links	3	Need	3	Risk	3	Total score 11
								Other comments
The regeneration of the waterfront has the potential to have a significant economic impact on the City. However no studies have been done to assess what the level of impact might be. Some of the most deprived communities in Derby are in close proximity to the developments and will benefit from the enhanced 'offer' in terms of leisure and recreation facilities.		The proposals are prioritised within the URC Master Plan which contains proposals for 5,000 new homes and 185,000 sq. metres of floorspace, a significant proportion of which will be within the North Riverside/waterfront area. The project links with RES Priority Action (2f) looking at increasing visitor spend.		The City Council is in the top one third of deprived areas in England and Wales, according to the Index of Local Conditions (93/374). The waterside in Derby is under developed and under used. The project is needed to unlock the potential for the waterside to contribute to the regeneration of the City.		The URC are carrying out the land assembly and the private sector will be carrying out much of the development. There is a recent history of relatively low investment in the City Centre. Not all funding for the public infrastructure is in place, although 1 of the 3 planned pedestrian bridges has already been funded through the Government's Growth Point Initiative.		More research is needed to highlight how public funds could be most effectively used to support the proposals, particularly given the high level of private sector interest and activity.

Restoration of the Foxton Incline Plane The plane is on a site adjacent to Foxton Locks on the Grand Union Canal. The canal has been restored and is fully navigable. The partnership is in the final year of a 3 year scheme to enhance the physical and intellectual access to the site including refurbishing and improving facilities on the site. The ultimate aim of the partnership is the reconstruction of the inclined plane to working condition.								
Impact and benefit	3	Strategic links	3	Need	2	Risk	2	Total score 10
								Other comments
5000 boats come through the Grand Union canal each year. The site as a whole is aiming to attract 500,000 visitors a year, double current numbers by 2016. The Plane could be an iconic structure, and a major tourist attraction. The Falkirk wheel, a similar structure in Scotland, is the second biggest tourist attraction in the country.	The Foxton inclined plane is designated as a nationally significant project in the IWAAC report. The project links with RES Priority Action (2f) relating to increasing visitor spend.	Harborough does not suffer from significant levels of economic or social deprivation (336/354, ILC, 2004).	Scheduled monument consent will be needed for the plane to go ahead. The costs of restoring the plane have been estimated at £10m according to an engineering feasibility study carried out in the 1990s (adjusted for inflation). None of the funding is yet in place, and no likely sources have been identified. There is a strong partnership in place (Foxton Locks partnership) comprising local authorities, Inland Waterways and BW. There is also a Foxton Inclined Plane Trust that is working alongside the partnership to develop the project.	The proposed next step is to undertake a £1200 study into the possibility of securing the £10m. Subject to a favourable conclusion to the above, the next stage would be to commission a £50, 000-100,000 technical feasibility study.				

Leicester Waterside: Leicester Waterside is a unique development opportunity, the enhancement and development of 18km of river and canal-side in the City Centre. It offers both huge benefits to Leicester and high-quality opportunities for successful and profitable development. The aim is to provide a high quality environment comprising new work and office space accommodation, new education, health and community facilities and a major leisure destination that will deliver benefits for all the community.								
Impact and benefit	4	Strategic links	3	Need	4	Risk	3	Total score 14
								Other comments
The development of such a large site will have a major impact on the local economy, in terms of jobs created and inward investment generated. The planned range of recreational and community facilities will also ensure the project is a major leisure and destination area and as such will attract significant levels of visitors and tourists. A major £100-150m development, comprising 3000 new homes, restaurants and a 20 berth new canal basin/marina with new pedestrian links to the town centre, is being developed by LRC. This development will cover a 13 acre site and is designed to stimulate developments on other parts of the 100 acre waterside area.		The wider potential of the Waterside area and its benefit to the City as a whole is recognised in the Leicester Regeneration Company (LRC) Masterplan in 2002 where Waterside is one of the key LRC Projects. The project would make a major contribution to achieving the RES; Priority Action (2f)-- as it would help sustain and enhance the visitor economy Priority Action 7(b), by virtue of increasing the re-use of previously developed land	Leicester City is the second most (of 40) deprived area in the East Midlands region. The area is one of the largest areas of untapped waterfront regeneration potential in the country. The provision of community facilities and public spaces will ensure all residents of the city can benefit from the development.	Land ownership is very fragmented with many small businesses operating on the site, many of which will need to be re-located, and land assembly is a long and complex process. The waterside is cut off from the town centre by the inner ring road, a problem that is yet to be overcome, although various options are being explored. Section 106 monies will be used to fund infrastructure and public realm works. The costs of maintaining new public spaces will probably exceed what the Council is able to meet, hence a new maintenance/management company may have to be set up		Public funding could be used in a number of different ways to support the regeneration of this area-e.g. acquire key sites, re-locating existing businesses or to help achieve the right mix of land uses. More research is needed to highlight how public funds could be most effectively used to support what is a highly complex scheme, with a very high level of private sector interest and activity.		
	- URC needs funds to ensure a mix of developments, i.e. offices as well as apartments and houses-EMDA would be securing economic outputs. Office rental levels			Feasibility studies are being carried out The financial viability of the scheme has yet to be demonstrated-should be clear by the summer. An application is being made to EP for a contribution towards the costs. Remaining				

	<p>in the City are not sufficient for the market to generate office rather than residential.</p> <p>URC needs funds to ensure a mix of developments, i.e. offices as well as apartments and houses-EMDA would be securing economic outputs. Office rental levels in the City are not sufficient for the market to generate office rather than residential.</p>		<p>costs will be provided by private sector/developers.</p>
Science and Technology Park (one of three sites constituting Abbey meadows).	The development of a Science and Technology Park, including 300 waterside homes.		<p>URC is the lead sponsor EMDA have contributed towards the costs of a road</p>

Northampton Waterside: The re-development of the riverside adjacent to Northampton town centre, from Dustin Mill reservoir to Barnes meadow. The priority projects have been identified as gateway buildings, Dustin Mill Reservoir (including artificial beach), the enhancement of Beckett's Park and improved cycleways, footways, skatepark and multi-use sports area enhancements. The project is being led by Northants Borough Council.								
Impact and benefit	3	Strategic links	2	Need	3	Risk	2	Total score 10
								Other comments
The project will open up the Nene Valley and will link the waterfront with the town centre. The Taylor Young report of 2006 identified 21 potential waterfront opportunity sites, with the potential to unlock commercial opportunities which enhance the waterfront. 6 sites are identified as immediate opportunity sites. The development of a significant number of these sites would have a major impact on the local economy. Two of the prioritized sites are prominent waterfront sites, the Carlsberg sports club area, and the area between St Peter's way and Foot meadow. The former is a prime riverside location with the potential to enhance the image and identity of the town and riverside setting. The latter is "highly visible and important" site on the riverside close to existing regeneration activity. Three development options are put forward for each.		The project would make a major contribution to achieving the RES; Priority Action (2f)-- as it would help sustain and enhance the visitor economy Priority Action 7(b), by virtue of increasing the re-use of previously developed land.		Northants is within the Milton Keynes South Midlands sub-regional Growth Area, and is identified as an important regional centre. Northampton does suffer some economic and social deprivation (145/354, ILC, 2004). The development of the mainly leisure based projects in the Master Plan is likely to generate significant social and community benefits.	The cost of implementing all the (community/leisure) projects in the Master plan are estimated at £11m. Although a number of possible funding sources are identified, no significant funding has yet been secured. More work needs to be done to demonstrate the viability of the prioritized commercial sites in the regeneration opportunities study. The management/maintenance arrangements are still to be resolved-a number of options were put forward in the Master Plan.			The project appears to have two linked, but separate dimensions, a leisure and recreational development, and a highly complex possible range of private sector led commercial developments at various sites on the river, or canal. More research is needed to highlight how public funds could be most effectively used to support which aspect of what is a highly complex scheme, with a very high level of private sector interest and activity, seemingly without an overall action plan.

<p>National Watersports Centre (Holme Pierrepont): Holme Pierrepont is currently a purpose built 270 acre facility for watersport activity found about 5 miles east of Nottingham city centre. The site is currently the largest provider of water sports in Europe.</p> <p>The responsibility for the site will soon pass from Sport England to Nottinghamshire County Council. Although some long term ideas for the facility have been discussed, the site is felt to present a huge potential for water based regeneration close to Nottingham (over and above the watersports facility themselves). The 'project' is fairly nebulous at the moment as the options for the centre are presently being drawn up by Nottinghamshire County Council. However, one option which is being considered is the building of a new marina, accessible from the River Trent, on approximately half of the site (with the remainder of the site to include a health club, spa, restaurants and bars. The marina, which would have approximately 600+ moorings, would be marketed at tourists and day-trippers, offering a 'complete short break package'.</p>							
Impact and benefit	4	Strategic links	3	Need	2	Risk	2
<p>Total score-11</p> <p>Other comments</p>							
The site could provide a link between the Grantham Canal and the River Trent which would open up new cruising options and enhance the offer to boaters using both waterways. The project would help secure the future of the Holme Pierrepont resource for the region and bring in a new dimension to visitors to both Nottingham and Holme Pierrepont itself. New jobs will be created in terms of construction (which would be fairly significant) but more sustainable employment would be generated through the development of restaurants, bars etc at the location.	If the site is developed to its full potential it could link in well with RES Priority Actions relating to <i>securing the supply of quality employment land and building the visitor economy (particularly the latter because of the size and potential of the site)</i> . The project is not identified as an IWWAC priority although the site is referred to in most sub-regional Strategic documents.	There is a need for the current uses on the site to remain and continue. In terms of a need to expand the site into another 'new' use, the demand and need for this is less clear and will need to be tested in the developmental work.	The risks for this project are as follows: - the project is only one option Nottinghamshire County Council are considering, meaning its support for the concept is at the early stages. - the level of public support for this option is limited at present, other options (including the site being developed into an extreme sports centre) have got stronger public support at present. - No feasibility or impact assessment has been developed so far meaning definite plans for the site are likely to be some way off.	The Holme Pierrepont site has the potential to be a large hub of activity related to sport, tourism and general leisure which is in easy reach of Nottingham. The extent to which the opportunities of this asset are realized depends on Nottinghamshire County Council. Capital funding is likely to be required from emda, although the size of request will become clear in the near future.			

<p>Grantham Canal Trent Link: The project proposes to link the existing Grantham canal to the River Trent at Gamston which is located about four miles south east of Nottingham City Centre. The project proposes to dig out a new route in order to link the two existing waterways together although the most economical route has not yet been determined. There are opportunities for wider regeneration development in particular marina schemes exist along the whole section of the new link which joins the canal at Cotgrave. The project is being led by the Grantham Canal Partnership.</p>							
Impact and benefit	4	Strategic links	4	Need	2	Risk	1
<p>Total score-11</p>							Other comments
Grantham Canal is recognised as the single most important leisure, employment and recreational opportunity within the borough boundaries. If properly developed the asset would provide a significant improvement in the tourism and leisure opportunity for the area that no other local asset could provide. The channel would provide a completely new stretch of waterway and open up a channel that would provide new areas of land for employment and residential uses. The link would provide an enhanced offer to two of the regions main waterways and therefore increase the traffic on the Trent and Grantham Canal itself.	The Grantham Canal is a primary national priority for IWWAC. The project would help the RES to achieve sub priority 2f as it would help sustain and enhance the visitor economy. Depending on the route, the project is also likely to open up large amounts of new development land by the sides of the canal.	The Grantham Canal in its entirety is a key priority and the need for the waterway to be enhanced for the wider benefit of the area is well recognised. The need for the link itself is less clear and the new route isn't likely to run near to areas of deprivation. Grantham was awarded Growth Point Status (*) in 2006. As such it will enjoy substantial growth over the next few years, including the development of 2,750 new homes by 2016.	The risks associated with this project are as follows: - the canal is perceived as 'not going anywhere' at present in that it finishes at Grantham with no direct link into a cruising ring thereafter. - the link is likely not to follow an old canal route meaning a completely new line would need to be dug. This is likely to cause more problems than if the route followed an old canal route for instance. - the project has been unsuccessful in bidding for Millennium Commission funding in the past. Although this doesn't mean future bids will also be unsuccessful, the project needs to make itself more attractive to potential funders.	The Grantham Canal is one of the key potential drivers for positive economic change in the area. Although there has been a number of bids for funding and developmental work going on for a number of years, more specific work on the exact route and its feasibility is required. Because it is a completely new waterway the added value of it is relatively high compared to work on an existing channel. Funding for developmental work is likely to be key early on.			

*45 towns and cities were awarded Growth Point status by the Government in 2006, in an effort to meet the shortfall between housing supply and current and future demand.

<p>Trent River Park: The Trent River Park is a concept (rather than a specific project) which aims to promote the role of the river as a regeneration corridor within Greater Nottingham. The initiative extends from Attenborough nature reserve water park in the south, to Gunthorpe bridge in the North East, a distance of 20 kilometres of waterside. The objective is to create a model park for the 21st Century which exploits water as a focus for sustainable regeneration of both the built and natural environment. The overall scheme has a number of projects contained within it including Nottingham Riverside, Holme Pierrepont and the Attenborough Nature Reserve. The Trent River Partnership has been established which consists of 13 partners, including Local Authorities and British Waterways and is being led by Groundwork.</p>							
Impact and benefit	3	Strategic links	4	Need	5	Risk	4
Total score- 16							Other comments
Although the Trent River Park is a partnership rather than project its impact includes: - developing linkages between projects along the river corridor understanding of the bigger picture in terms of waterway regeneration and potential of the river corridor Disseminating best practice among partners. The above impacts cannot be measured in economic terms although the indirect impact of the initiative in bringing forward projects is thought to be high .		The Trent River Park approach itself has limited strategic alignment because there are no strategies which specifically aim to link waterway projects along a single river corridor. However, the projects which the Trent River Park are helping to champion are all aligned in some way to the priorities of local strategies.		There is significant need for a more strategic approach to waterway regeneration along this key regional waterway. A more joined up approach to link planned projects with each other is seen as essential.		A risk associated with this project is in relation to poor partnership working amongst organisations although this is not an issue at present.	This project will ensure the strategic focus of regeneration along this key stretch of the Trent. At present revenue costs in terms of staff is required to sustain its continued future which in comparative terms is small scale.

<p>OZONE: Nottingham OZONE is located to the south of Nottingham City Centre, covering the areas of the Meadows and Embankment. The Ozone is centred on four themes: community, energy, lifestyle and opportunity. Plans include the restoration of the grade II listed gardens, new sports and leisure facilities, improved transport and road links and an energy pavilion providing education and training needs for the local community. Proposals to power up to 400 homes in the area, through the use of renewable energy from the River Trent and through a wind turbine, are also being worked up.</p> <p>The project is being developed by Notts CC, British Waterways, Environment Agency, Meadows Partnership Trust and Nottingham Regeneration Limited.</p>								
Impact and benefit	3	Strategic links	3	Need	2	Risk	2	
							Total score- 10	
The direct benefits to the area around the planned site is significant. However, the direct economic benefits associated to the site are not as significant because the project relates more to lifestyle improvements as opposed to economic growth. Because the project does involve training and workforce development activity for the local community some indirect economic impacts will be felt.	3	The project would help the RES to achieve sub priority 2f as it would help sustain and enhance the visitor economy. Depending on the route, the project is also likely to open up large amounts of new development land by the sides of the canal.	3	The need for OZONE is well defined in the funding bids attached to the project although because there is a residential and leisure focus, the project will not directly meet issues connected with economic decline.	2	The main risk associated with the project relates to its ability to close the funding gap- the overall project costs are high and are reliant on a small number of large funding applications coming to fruition.	2	Other comments This project has a high profile in the sub-region and will have a high impact in relation to a promoting sustainable living within Nottingham. However, the level of economic impact compared to the level of funding means its value for money (in economic terms is limited)

7.3 Conclusion

The simplified assessment framework has been used to determine the relative strengths and weaknesses of over 30 waterways projects in the region. The scoring system has allowed us to rank each project and identify which projects should therefore be a priority for *emda* and its partners at this stage.

The table below summarises the scores given to each project, with the highest scoring project appearing at the top of the table.

Table 7.1 Summary Table of Scoring Framework

Project Name	Impact/ benefit	Strategic Links	Need	Risk	Overall Score
Chesterfield Canal, Staveley to Killamarsh	3	5	4	4	16
Trent River Park	3	4	5	4	16
Chesterfield Canal, The Renishaw Mile	3	4	3	5	15
Ashby Canal, Snarestone to Measham	4	5	3	2	14
Chesterfield Canal	4	4	4	2	14
Cromford Canal, Smotherfly Section	2	4	4	4	14
Leicester Waterside	4	3	4	3	14
Derby Canal, City Centre Link	4	4	3	2	13
Grantham Canal Basin	4	4	3	2	13
Daventry Canal Arm	4	3	3	2	12
Derby Canal	4	3	3	2	12
Fens Link Phase 2	4	2	3	2	11
Lincoln Brayford Pool	3	2	4	2	11
Cromford Canal	3	4	3	1	11
Holme Pierrepont	4	3	2	2	11
Grantham Canal, Trent Link	4	4	2	1	11
Derby Waterfront	2	3	3	3	11
Foxton Incline Plane	3	3	2	2	10
Gainsborough Marina	3	1	4	2	10
Northampton Waterside	3	2	3	2	10

Project Name	Impact/ benefit	Strategic Links	Need	Risk	Overall Score
OZONE	3	3	2	2	10

The prioritisation framework is a comprehensive and extremely useful tool in relation to assessing which waterway projects across the region should be a priority for support. However, there are certain factors that may unduly effect the ranking of certain projects that need to borne in mind, perhaps most notable being an inherent bias within the framework towards those projects that are at a more advanced stage in their development process. Consideration also needs to be given to the difficulty in accurately assessing the likely impact of a project given the fact that no major empirical, post project impact studies appear to have been carried out on completed waterways projects in the region.

8.0 Conclusions and Recommendations

8.1 Introduction

This final chapter of the report sets out the strategic conclusions from the research and identifies a number of key issues which have implications for the approach *emda* and its partners should take in relation to the development of the region's waterways over the short to medium term. It also includes our recommendations in relation to these issues and to the identified objectives of the study.

8.2 Strategic conclusions

In summary, the main strategic conclusions drawn from our research are as follows:

- Waterway projects bring about significant economic benefits to the locality in which they are found, particularly through increased employment (both direct and indirect), land and property impacts as well as through an increase in the general competitiveness of an area. There are numerous case study examples of waterway projects throughout the UK that demonstrate the type and level of economic benefits flowing out of waterway regeneration activity.
- Waterway projects can also bring about softer impacts in relation to area based regeneration including an improvement in the image of an area, an increase in the quality of life of residents as well as better transport links. These softer impacts should not be undervalued.
- There is significant policy support for waterway regeneration at local, sub-regional, regional and national levels. Many strategies refer to waterway regeneration in their content with many seeing it as a way in which their priorities can be realised. Key regional strategies which mention waterway regeneration include the RES, the RSS, the EMRFS and the EMTS. At the local level, there are very few strategies or masterplans which don't mention waterway projects as some form of priority.
- There are a number of examples in the East Midlands that demonstrate how past waterway projects have brought about real and meaningful regeneration to a locality. Water has therefore already been a catalyst for change within the region and local economies have enjoyed new jobs, new development land, new leisure opportunities and new community infrastructure as a consequence of the regeneration of their watersides. However, there is a lack of ex-post assessments on the economic impact of waterway projects within the region.
- There are a significant number of waterway projects either being planned or implemented throughout the East Midlands. These projects are often large and complex in nature and range

from restoration and link projects, destination projects to increase the visitor economy through to land and property development next to or near waterway channels.

8.3 Key issues

This study has also highlighted some key issues which are important to consider in the future if *emda* and its partners are to maximise the impact of waterway regeneration for the region.

8.3.1 Major shortfalls in funding

In terms of guiding and shaping *emda*'s investment priorities with regards to waterways, a key early issue for consideration is a significant and growing gap between what funds are required to implement key waterway projects and the level of funds that are actually available. The estimated cost of implementing just the canal projects in the region is £400m, of which only a very small proportion has been secured. A number of projects will be seeking substantial sums at a time when the availability of funds is significantly diminishing. Both British Waterways and the Environment Agency have suffered substantial cuts to their funding, and local authorities tend to be facilitators of projects, rather than major funders. Perhaps of most concern is the diversion of lottery money from good causes to support the Olympics, as both the Heritage Lottery Fund and Big Lottery Fund have been generous supporters of waterway projects over the last decade

The funding climate for waterways projects is significantly less favourable than it has been for a number of years, and the likelihood is that over the next few years a growing number of waterways projects will be chasing diminishing sources of funding.

8.3.2 The need for more feasibility work and empirical research

Many of the more aspirational waterways projects in the region have undertaken little, if any, development and feasibility work. Of those that have undertaken such work, very few are at a point where works can be carried out without further financial or technical feasibility work being undertaken.

There is also a shortage of local empirical evidence research, i.e. ex-post project impact studies, to support the assertion that waterways projects have a major beneficial impact on the local economy. Although some of the schemes in this study (e.g. the Ashby Canal) have invested in predictive studies, there are very few examples of projects in the region that have systematically measured their impact *after* implementation.

8.3.3 The need to divide projects into achievable sections

The nature of waterways projects is such that they tend to be large scale, complex and high cost. The change in the funding climate, referred to above, has made it increasingly unlikely that schemes will be successful in securing sufficient funding to be implemented in their entirety. The implication of the financial position has led to a greater propensity amongst project champions to adopt a phased approach to project development. Many of the canal restoration projects for example are being divided up into discrete, phased stretches to be implemented when, or if,

funding opportunities emerge. The danger to this approach is that the entire project is never completed, which in turn can threaten the long term viability of the sections that have been carried out.

8.3.4 The absence of a regional waterways strategy

The huge gap between what the projects identified in this report will cost to implement, and the funds that are likely to be available, makes the question of a strategic, prioritised approach a crucial one. However, the development and implementation of waterways projects across the region are taking place in a strategic vacuum. A relatively large number of multi-million pound projects are being developed in isolation from each other. The situation is perhaps exacerbated by the fact that many of the projects are being developed by volunteer bodies, (e.g. Trusts, Societies or Friends of) whose remit, influence and interest, naturally, often does not extend beyond the project they are championing.

The similar nature of these projects is such that they will inevitably be looking to the same funders for support and, given the current climate, only a small proportion will be successful. On the basis that waterways projects invariably need to incur considerable developmental costs on feasibility studies prior to making a bid, the risk is that considerable funds will be invested in abortive development work.

8.3.5 The absence of a regional waterways partnership

Linked to the lack of a strategic framework for waterway projects is the fact that there is no overall partnership of key bodies focussing on maximising the value of investment in waterways projects (apart from the Lincolnshire Waterways Partnership). Sub-regions could learn from the experiences of the successful, award winning and highly regarded Lincolnshire Waterways Partnership.

The lack of either a regional strategy or a regional waterways partnership leads to a number of problems, including:

- Limited linkages between projects, even in some cases where they are on the same stretch of waterway
- Funding bodies not being aware of the region's priorities
- Abortive work as too many projects chase the same sources of funding
- Limited dissemination of best practice between projects
- Development being opportunistic, fragmented and ad hoc approach rather than strategic
- Opportunities for joint working (e.g. marketing and promotion, procurement etc) being missed.

It is our opinion that the region is therefore not yet realising the full potential of the waterways to contribute to economic development and urban and rural renaissance. One of the main contributory factors in this 'underperformance' is the absence of a regional, or sub-regional strategic framework for waterways investment. Although this research has highlighted projects

which *emda* should seriously consider investing in the short term, it does not represent a strategy for the longer term maximisation of the regions waterways potential.

8.4 Recommendations

Based on the findings of this research study and the issues highlighted above, the following recommendations are put forward:

Recommendation 1: Develop a Regional Waterways Strategy

Critically, it is recommended that *emda* and its partners should facilitate the development of a regional/sub-regional waterways strategy based on a shared understanding of the region's priority waterways in the longer term which is agreed by partners as well as *emda* itself.

Recommendation 2: Develop a Regional Waterways Partnership

In order to achieve the above *emda* should facilitate the development of sub-regional partnerships (with a remit similar to that of the Lincolnshire Waterways Partnership) which could fulfil a number of vital functions including

- agreeing priorities for investment in waterways projects across the region
- commissioning impact studies into implemented projects in the region to providing an evidence base to support investment in waterway projects
- promoting joint working between projects (e.g. on marketing and promotion)
- commissioning new projects
- disseminating best practice
- overseeing the implementation of projects and initiatives in the strategy

Recommendation 3 : Earmark Funding for Feasibility work

It is recommended that a number of waterway project ideas highlighted in this report should be supported in terms of additional survey work to truly establish the viability and/or impact of these schemes. Thus funding for developmental and planning work is as important as funding for capital works itself. *emda* and its partners should therefore consider allocating a proportion of funding to undertake a series of feasibility and impact assessments for major waterways projects to accelerate forward potential projects and also to highlight early on project ideas that are not feasible or have low impact.

Recommendation 4: Earmark Funding for Post Project Impact Studies

emda and its partners should encourage future waterway regeneration projects to undertake evaluation and ex-post studies on impact. This could be done by way of a condition attached to any *emda* grant funding. This will lead to greater understanding of what economic and wider regeneration benefits can be expected from investment in waterways projects in the region, which in turn should make an even stronger case for funding such projects.

Recommendation 5: Fund 'Stand Alone' Phases of Projects

The large scale nature of waterways projects and a deteriorating funding climate makes it likely that future waterways restoration will be more fragmented. *emda* and its partners should therefore consider funding or supporting discrete sections of bigger projects, but critically only where that section is 'stand alone', i.e. will have a satisfactory impact (in economic, social and environmental terms) regardless of whether subsequent phases are carried out.

Recommendation 6: Prioritise waterways in regional and sub-regional strategies

emda and its partners should ensure that waterway regeneration continues to be a priority in the various strategies and policies found throughout the region. These would include the RES, the Corporate Plan, the EMTS and also the Business Plans of the sub-regional partners and those of the LAs throughout the region. *emda* and partners should push the value of waterway regeneration (using evidence contained in this report) to ensure priorities of partners (and therefore funding) is focussed around this theme area.

Recommendation 7: Prioritise projects

emda and its partners should use the assessment framework presented in this report in order to prioritise which projects they should be looking to support in the future. The framework provides a robust mechanism, incorporating a wide range of evaluation criteria, against which waterway projects can be effectively measured against each other.

Recommendation 8: Support the priority projects

emda and its partners should seriously consider the priority projects highlighted in this report as they are characteristic of being high impact, low risk, having high strategic alignment and which link in with recognised levels of need. ECOTEC would recommend that the top seven projects with the highest scores are prioritised in the first instance.

Recommendation 9: Undertake regular project reviews

emda and its partners should review this report and its findings at three year intervals. This would allow the *distance travelled* by projects over this time period to be assessed, for any new information to be absorbed (e.g. findings of new feasibility studies, results of funding bids), and any appropriate changes to relative priorities made.

Recommendation 10: Fund additional research

emda and its partners should consider funding a study to establish whether there are further waterway projects, as yet unidentified, which would make a significant contribution to the economic development, regeneration and renaissance of the region.