

# *The Packet*

*Issue 87 Autumn 2019.*



*Suggested Donation £1*

## **Contact the Committee.**

The committee meets on the second Monday of each month at the Coach & Horses, Victoria Road, Draycott, Derbyshire, DE72 3PS at 7:30pm. Thanks Mark and staff for provision of facilities.

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**Front Cover** Bottom Lock after the WRG Visit.

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## **The Visit of the Inland Waterways Association / Waterways Recovery Group.**

At the end of July, we hosted a Canal Camp for the Waterways Recovery Group (WRG) volunteers at Borrowash Bottom (Shacklecross) Lock in Borrowash. This was a camp of 18 volunteers and a cook, for a week to help complete the rebuilding of the lock walls and canal walls above and below the lock.

During the week the volunteers worked from Sunday to Friday, from 9am to 3>4pm each day. The team included some volunteers who had helped out last year and some new faces, with an age range of teens to seniors! One does not like to guess the age of people helping.



Bottom Lock before the WRG Visit

We had an excavator on site all week, driven by Colin the WRG team leader, which helped move the stonework and a lot of spoil from below the lock chamber. The spoil was used to infill behind the



completed the lower wing walls, to form the standing areas for the operation the lower lock gate balance beams.





'Tina's wall', the north off-side canal wall below the lock was completed to within a couple of metres of the wing wall brickwork. Tina and team were only stopped from completing the wall due to the scaffolding we had erected to allow the wing walls to be finished. Somehow, they don't like the stonework being removed from under the scaffolding poles! A job for our own volunteers to complete now that the scaffolding is out of the way.

The Worgies also managed to complete some stonework to the north side ground paddle area and rebuild the wall to the entrance for the bywash above the lock. We will complete the stonework with our own volunteers and construct the bywash channel later.

We also learnt a new skill from the WRG volunteers. How to make coping stones. If you visit the lock, you will see some new 'stone' coping stones to the top of the wing walls. These are actually cast concrete 'stones' to replace missing stones and repair some existing coping and anchor stones that had been damaged. The technique learned will allow us to repair some of the other stones on the lock walls to complete the restoration of the lock.

Given the extreme heat of the week, it's amazing the amount of work they were able to do. On the hottest day, we managed 3 ice cream breaks? Thanks to Don and Joyce for taking pity on us, and bringing the ice creams and ice lollies all week.

A great thanks goes to the IWA / WRG volunteers for all their help this year to transform the lock.



These are just a few photographs of the week. Including the formation flying of our own 'Red Barrow' display team, who worked on one of the hottest days to move the spoil from the lock to the top of the lock to fill in the holes. There are also 2 photos showing the lock chamber from a couple of years ago to as it looks now, after the heavy rain we had the following week. Don't know what we would have done if it had rained like that during the week they were here.



After the Visit.

We must have done something right, because we were asked the following week what could they do in 2020 to help our project?

David Savidge.

## **TRUST REPORT.**

Firstly, thank you to all who attended the first “open” AGM at the Royal Oak in Ockbrook. We had a strong turnout and were able to show the newly appointed Trustees Alan Graves (Derby City), Peter Watson (South Derbyshire) and Tim Scott (Erewash) from the Local Authorities that we have a strong level of public support. It makes a big difference when we ask for help.

Early in 2019 I was elected to the role of Chairman and I’m pleased to say that Paul Turner is recovering well from his last heart attack and has volunteered his support as my Vice Chairman. I believe that Paul is reducing his work commitments to make more time for us and his extra support is very welcome.

Our first act has been to make a significant change to the Constitution of the Trust in response to demands for greater visibility for the members of exactly what the Trust does. The changes aim to make the Trust more like a normal company as follows:

Members are equivalent to shareholders. They attend General Meetings and have a high level of control exercised by appointing directors/officers and approving accounts.

Trustees are nominated by stakeholders – Local Authorities, The IWA, and DSCS. They attend quarterly Trust meetings and act to safeguard the organisation and ensure it meets statutory and Charity Commission regulations and ensure we are following the agreed objective to restore the canal.

Directors are appointed by members to run the Trust day to day. They have delegated authority given by Trustee meetings and are required to “make it happen”. Most detailed decision making is through the Board/Development Group meetings. All directors must also be members.

Co-opted members are members invited by the Board to assist delivery. Currently they are Duncan Inwood (Planning), Mike Wingfield (Derby City Innovations), Mike Wood (Architect) and Andrew Baird (Webmaster) and they attend Board meetings as required.

Any member can be nominated for appointment as a Director at the AGM. There are obligations and responsibilities, which can be explained to any member wishing to help us in this way.

## **Strategy.**

The overall project is an enormous challenge at £60m or so for a group of volunteers. Our immediate aim is to raise the profile of the project and gain support across a wide cross section of the public and business communities. The project will succeed when others with larger resources see the value of the restoration. As you will see below we are continuing to gain support for the projects and are moving from “it will never happen” to “how long will it take?” We need to continually sell the benefits beyond those of pure navigation and also talk in terms of economic regeneration, wildlife improvement, heritage restoration and general public wellbeing. If we can do this, we can attract the funding at the necessary levels.

Critical to this approach is our demonstration of progress on the ground. Whilst the cottage restoration or the Derwent river trips are not restoring the canal per se they show we can get things done, that we have the support of the community and keep us in front of the public. It all helps to prove that we are a safe home for significant grant monies.

To assist this and in the face of increasing number of “opportunities” we have had a look at our organisation structure. Amongst other changes we have now set up engineering/technical, communications, planning, fundraising and legal subgroups in the Trust and clarified the Society’s role for managing volunteers and so far it seems to be more efficient.

Time will tell.

## **Fundraising.**

In the year to March 2019 we raised £121,000 (up from £47,000 last year) and with expected income of a further £107,000 already committed to us for the current year. We have had support from S106, Erewash grants, crowdfunding and donations and we are improving at identifying funding options. Following the trial employment of our fundraiser at a cost of around £14,000 for the year, we will build on the infrastructure achieved and contacts she created. We will now get Directors to write our applications as we believe we will be more passionate and therefore convincing.

We have also achieved loan funding to support the cottage development. We have total loan funding promised to date of around £500k from directors and members. This attracts interest, which is



below market rates, without the fees charged by banks. We have also reached £96k of pledges for the Draycott canal development, roughly half of which has been already donated in anticipation.

Whilst these numbers are way below the total required they are significant and growing year on year.

### **Bequests.**

A couple of years ago we advertised the value of legacies in The Packet. We thought it had fallen on deaf ears, but as is often the case it is only when the executor calls that you know about a potential legacy. The Inland Waterways restoration bodies record significant legacies each year, but we received our first one – of £22k – this year. It makes such a difference to what we can do especially when we add volunteer labour to it. Please have a thought about whether you might want us to do something your family will be proud of in years to come.

### **Land Purchase.**

Paul Turner is continuing to negotiate the purchase from Sustrans of a stretch of land from the M1 almost to Risley Lane, Breaston. Sustrans are not very quick, but it looks like we are edging to a reasonable agreement.



This could also set up an agreement to purchase the Sustrans stretch from Breaston to Hopwell Road, Draycott.

### **Planning Permissions.**

We seem to have spent a substantial amount of time dealing with planning permissions over the last six months. We rely heavily on the expertise of Duncan to assist us. The status is as follows as I write:

South Derbyshire District Council Outline Planning. This permission granted 8 years ago has come up for renewal. To do so would cost us several thousands of pounds in application fees together with survey



costs. As the original permission covers the original line of the canal and we now intend to divert by starting below Swarkestone Lock to go under the A50 there is little point in diverting money and time into this at present. Instead we will submit the right application when we are ready to restore that section. We are assured that SDDC recognise and support our plans.

### **Draycott Canal.**

The conditions applied from the Derbyshire Wildlife Trust require us to submit a planting schedule for the off-bank to enhance the area.

The current grasses are apparently not sufficiently supportive of wildlife diversity. We have now found a kind ecologist from Broomfield College, who is



preparing such a statement. We have also received concerns about security for our farming neighbour and are reconfiguring the slipway to improve security. Issues around sampling of spoil have also been dealt with. We hope to finally get a positive outcome to planning and return to fundraising in the very near future.

**Draycott Cottages.** We need permission for the change to commercial use for the cafe. We believe we have reached a reasonable compromise with neighbours regarding security and privacy, but have been required to undertake a heritage report to document the buildings and their history. This is under way at some cost, but has not hindered the work progress as it is mostly concerned with restoring/repairing work outside of the planning requirements.

**Spondon.** – Joint application with the developer Wheeldons. The County Archaeologist has insisted that we employ a registered archaeologist to supervise the excavation and record anything of interest that is found. Our argument is that we are experts in canals and that it was filled in only 50 years ago have been dismissed. We are still trying to obtain a softening of the attitude as this could cause us issues on each future stretch of excavation.

## **Derby City Boarding Platform.**

As part of the Trip Boat project we have had to obtain Planning Permission together with an EA permit and a legal licence to occupy to work on the area near Exeter Bridge. At last this was granted in early September, so the possible launch date is now planned for spring 2020, as funding will only be released once planning is in place.

If only these things were simpler our lives would be much easier and progress faster.

## **Cockayne's Bridge.**

In mid-June thieves set alight their getaway van on the Trust's land under Cockayne's Bridge. The fire below the bridge raged at over 1,000°C and so the bridge was quickly assessed to be structurally unsafe for vehicles. The



subsequent closure of the road was causing long tailbacks of traffic and great inconvenience to local motorists and businesses.

Derbyshire County Council's Highways Department wanted to get the traffic moving quickly, but it would take many, many months to plan and construct a new bridge. The Council's preferred solution to get the roads open again quickly was to support the bed of the road by infilling the bridge, whilst they looked for a better long term solution to replace the bridge in a more carefully planned manner. The Trust were therefore asked to agree to a temporary infilling of the bridge.

The Trust was already aware of a number of road scheme proposals being considered to improve road access to the HS2 hub at Toton and to deal with current traffic tail backs at the A52/M1 junction. The proposals include an option to close off access to the junction from Bostocks Lane effectively making it a no through road. This would simplify the canal crossing of Bostocks Lane and potentially affect the design of the Cockayne's Bridge replacement. The possible reduction in the height of the canal line would also allow the Longmoor Road bridge to be lowered and provide better visibility for vehicles. Of course proposals like this are neither certain nor quick to take effect. (*See pages 20 to 24 Ed*).

The Trust and DCC have therefore signed a legal agreement as follows:

- \*A temporary infill will be completed and the road opened without delay
- \*Access for a diverted footpath has been agreed by the Trust and will be built by the Council
- \*The Trust will be able to give the Council three years notice to remove the temporary infill
- \*DCC Highways will rebuild the bridge to a design that suits the canal restoration and the road and footpath.

We believe this is a common sense approach that reduces the immediate impact on local motorists and businesses, and provides for a solution that fits with the long term plans once they are formalised.

### **Projects Update.**

**Sandiacre.** The excavation work has allowed us to invest in a small tractor to speed up mowing and ground maintenance. Hopefully once we have completed the upgrade of the Sandiacre stretch of path this equipment will release our very busy volunteers to other projects. The next stage is to relocate the sewer and we are discussing with Severn Trent how (and at what cost) we might move the sewer around the Lock. We've had some expert advice and hope that this will mean the cost is more affordable. If we can move the sewer we can then look at completing the clearance and restoring Lock Lane Bridge – and we'll have a stretch of navigable water – albeit only about 40metres long!

### **Draycott Cottages.**

We are still working within our budget despite discovering the need to underpin a number of walls. We have also had to install a number of





steel supports where floors and walls were not structurally sound. All but one of the steels and most of the floor joists are now in and half the ground floors have been dug out and concreted. We expect this to be completed by end of October.

We have a borehole on site and are planning the installation of the waste management plant and gas and electricity supplies by the end of October. Culverts are complete except for inspection chambers and once these are complete we will be able to tidy the site. Our target is to have windows and doors installed by Christmas. If we achieve that we are on target to be finding occupants for the properties in the summer.

### **Borrowash.**

We again entertained Waterways Recovery Group in July and they have completed the lock chamber brick/block work. Again the next step will be to relocate sewers and our engineering group are well advanced in getting permissions to do so. They will also be planning a possible aqueduct over the Ockbrook.



### **Spondon.**

We are still working well with Wheeldon Brothers to build 300m of canal at Spondon. Our challenge is to find a home for the spoil to be excavated. Given that we will have a 300m stretch of water in late 2020!

### **Derby/Nottingham Cyclepath.**

We are investigating proposals by Derby City Council to rebuild the cycle track on the canal line from Derby to Nottingham. We believe that if DCC can obtain grant funding to finance this it will assist us to deliver the canal. We're just not sure how yet.

### **The Tram!**

We have had another bout of "news" that the canal line is a target path for the tram from Derby to Toton. Whilst news of a review of HS2 and its likely delay or cancellation is welcome we have nevertheless campaigned to get our arguments across to the public both in local

meetings and on regional TV. Erewash Borough Council have dismissed the proposals and there is a sign that Derby may do the same. Things certainly seem more positive in this regard and the possible tie in with the cyclists can only help our case.

### **Derby Trip Boat.**

As detailed above the funding has been held up awaiting completion of planning approval, which has just been granted. We have clear plans for the boarding platform to be built at Exeter Bridge and have been offered secure overnight moorings by a resident with an existing jetty, following difficulties encountered in discussions with Derby Rowing Club.

Funding has been extended to cover an electric recharging point at Exeter Bridge. We have now contracted with Paul Barber to build the boat so that it should be ready to sail at the end of March.

Mike Wingfield and Liz Gordon have taken on responsibility for this project and Mike has involved Rolls Royce and Derby University. Rolls Royce trainees have provided activities for children to promote canals; the University have provided advice on organisation of the boat trip volunteers and has worked with us to provide an automatic commentary app. The University is also looking at a system to work alongside the trip boat to clean the river of microplastics.

### **Volunteers.**

Our progress is now dependent on the hours we can put in – not only for cleaning bricks, building floors or mowing grass, but especially for the need to write funding bids, meet with interested parties, give talks and promote the project, organise visiting groups, research history, etc, etc, etc. I ask again for you to search your diary to see if you can spend some time moving matters forward. We'll find something you enjoy and help you to help us – just let us know!

Thank you all again for your support.

Chris Madge, Chairman of the Trust

## Membership.

Relatively quiet on the membership front, the numbers are steady with 715 members and groups. As ever, the membership loses a few and gains a few each month with the website currently being the main gateway used to join.

There are several types of membership available – Annual or Friend. Annual membership, for new members, is £15 with a joint, or family, membership a snip at £20. Life membership is £200. Payment is by any means from cash to BACS & everything in between. Friend membership is paid monthly by standing order and starts at £2/month but any number above that may be specified. Existing members could switch between the two if they so wish, just contact the membership secretary and it can be arranged.

There is also the Group and Corporate memberships. The former pays £25/annum and Corporate groups who would pay £50/annum. We have 5 of the former but none of the latter.

As ever a few more memberships would always be good and we also offer the gift membership for £20 so why not consider that for a friend or family member when stuck for a present idea, it represents great value for the year including the book the Heritage of the Derby Canal and free entry to two monthly meetings.

There has been a small change to the membership in that after the recent Trust AGM you are now a member of both the Trust and Society. It doesn't change how you pay, or how much you pay, but it does give access and voting rights at the Trust AGM so step up and have your say at the two AGMs each year. The Trust Board will continue to interact with bodies such as the Local Authorities and direct operations with the 'doing' being carried out under the Society umbrella. For the main part it is a money arrangement, with the Trust being liable to present annual accounts while the Society does not.

The winds of change are also blowing and there may be a change of Membership Secretary at the AGM. I'm not leaving as such but will become part of the Trust Engineering team, so watch this space for news on that elsewhere in the magazine.

Roger Ashmead,  
Membership Secretary.



### **Grandfather Stevens' Bridge - by Richard Harrison.**

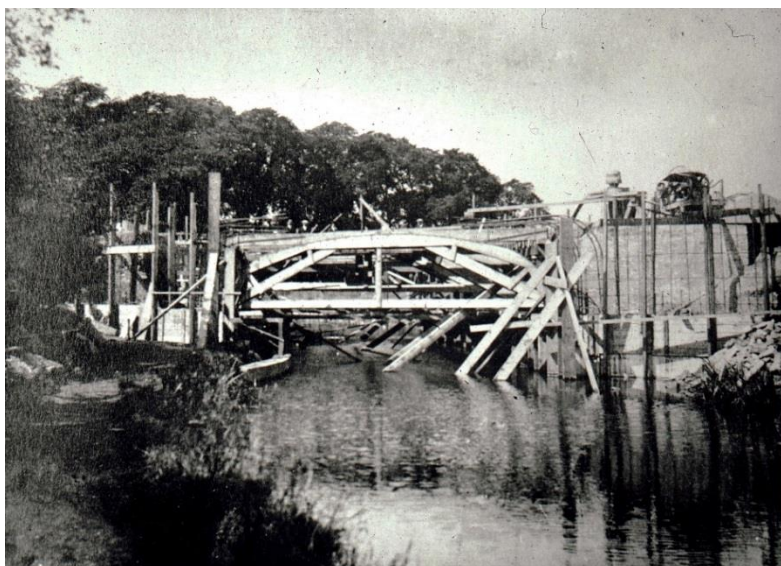
Well, that's how I know it! It's actually the bridge over the former Derby Canal, and I think it's the boundary between Sandiacre and Long Eaton. As a child, living in Curzon Street, Long Eaton, I used to walk along the canal to see this bridge, as I knew it had been built by a grandfather whom I never knew, but whose building firm E. E. Stevens and Sons was still trading at that time (the 1940s and 50s). I attended Longmoor School for Boys, and frequently came home via the Derby Canal.

*(We know it as Cockayne's Bridge – Ed)*

It was so peaceful, and the dragonflies buzzed around over the water.

The bridge looked huge and really grand to me, with its balusters and that beautiful gradient to the top. My Uncle Bill, one of the "and Sons", and at that time in charge of the firm, had worked on the building of the

bridge, and he would talk about it proudly. There was a brass plaque on the bridge in those days, saying who built it and when, but sadly it was stolen by vandals some years ago, when Uncle Bill was still alive. He had been mortified when he found this out.

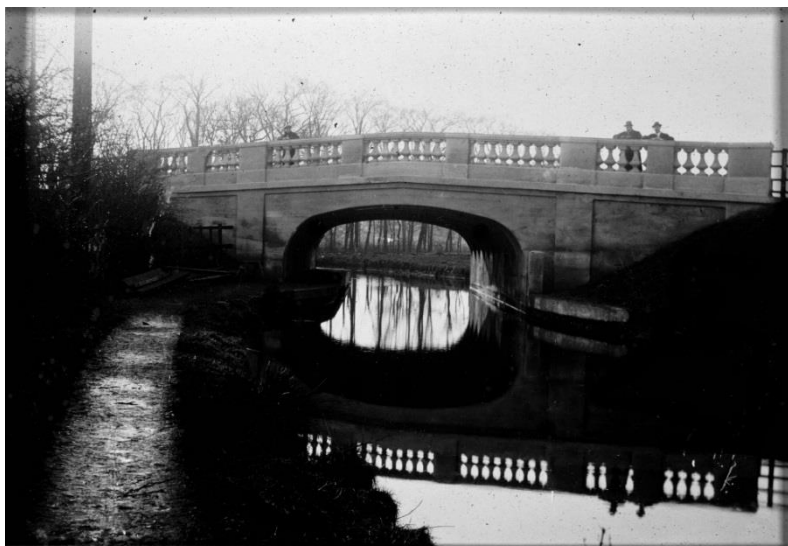


At four o'clock on the Friday afternoon of the 16<sup>th</sup> of August, 2019, on my way from a festival in Harrogate back to my home in Kent, I took the opportunity to revisit Grandfather Stevens' Bridge after more than fifty years. It was something I had been meaning to do for a long time, and so I drove over the Erewash Canal bridge from Stapleford into Sandiacre, then along Longmoor Lane towards Long Eaton. I was astonished to see "Road Closed" signs, but of course I had to go on to see the bridge and find out the reasons for the closure.

I found out that a van had been set on fire under the bridge, and had damaged it.

Now I have all sorts of emotions, especially the feeling that I had somehow been "drawn" to The Bridge just at this time - was it just a

coincidence, or were there supernatural forces at work (surely not)? I really hope that The Bridge can be saved, and restored. I also note that the Derby Canal is to be re-opened - hurray! Surely the whole community would wish to keep this landmark?



### ***A short history of E. E. Stevens and Sons.....***

Ernest Edward Stevens (1880 - 1938), my maternal grandfather, came from Whittlesey, near Peterborough, to Long Eaton in 1899, and founded his building firm five years later. He came from a long line of builders in Suffolk. His two sons, my Uncle Bill (Ernest Richard Stevens, known as "Bill" within the family, and as "Steve" in the town) and my Uncle Arthur, joined the business when they were old enough, and my Aunt Floss carried out the clerical work at the yard in Breedon Street. My Auntie Dorothy (Dorothy Alice Walker, nee Stevens) also worked in the firm, firstly transporting materials to site on her motor bike, and later as Company Secretary. My cousin Ian Walker and I also worked on a casual basis, during our school holidays in the 1950s, by which time Uncle Bill had converted the firm into Long Eaton Building Supplies. The firm was bought out by Travis Perkins around the turn of the 21st century, and I believe they are still there, in Breedon Street.

Apart from The Bridge, notable buildings erected by my grandfather were the Co-operative Stores at Kirkby-in-Ashfield, Thorpe Close, Long Eaton, and the Baptist School in Station Street, where he was also the Superintendent of the Sunday School. There is a commemorative window dedicated to him, next to the pulpit in the chapel, now of course known as Long Eaton Baptist Church.

## **The Derby and Sandiacre Canal Society.**

Advertising rates for “The Packet” magazine at issue date: March, 2019.

The Derby and Sandiacre Canal, <[derbycanal.org.uk](http://derbycanal.org.uk)>, magazine “The Packet”, contains news and updates about the Derby canal, its history and current work being carried out for restoration and maintenance of it. Most copies of this magazine are taken by people around Derby, Nottingham and the East Midlands generally but it is also taken nationally, some copies to Europe and a few even further afield. There are currently two issues per annum and some advertising space is currently still available.

Current rates for three issues of The Packet are:

- ¼ page; £24
- ½ page; £36
- Full page; £60
- Rear cover; £90

In addition to advertising in The Packet we also offer the facility to install a link from our website:

- Per annum; £50

All enquiries, contact Eddy via:

[edwin\\_case@outlook.com](mailto:edwin_case@outlook.com), or 07523896645





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A Load of Old Coddswallop. *By Society Member Ian Webb.*

During the recent restoration work by the Derby & Sandiacre Canal Society and the Waterways Recovery Group an excavator scooped out the soil and silt from the Borrowash Bottom Lock outflow and deposited it above the wing walls, revealing several old glass bottles.



Our job, as volunteers, was to rake out any old bricks or stones so that the earth could be used to fill in behind the recently laid lock wall coping stones, all this was done on the hottest day ever recorded in England, in July 2019.

We were surprised on how many bottles were retrieved from this silt, they were duly collected and photographed, prior to being placed in storage until such time that they can be displayed to the public.

One particular bottle looked of particular interest, so I took it home, washed out all the mud and discovered embossed in the bottle side was “THOMS WEBSTER – TRADE MARK – DERBY” with a recumbent stag in the centre, also an unusual broken top.

So I set about investigating its origin and gleaned some remarkable facts.




The Bulmer's Directory of Derby published in 1895 states:

Bottle specification:

5.6cm outside diameter

6 f.oz capacity

14.5cm high to bottom of neck

<p><i>“Webster Thos. (Executor of), mineral water manufacturers, Webster Street.”</i></p>	<p>0.5cm thick wall</p>
<p>Thanks also to the ‘Derby of Yesteryear’ Facebook page contributions: Neil Aspinshaw says it is a bulb neck codd bottle, (less lip) of around 1890. Webster’s was one of Derbys oldest mineral water companies and used the “buck in the park” logo from about 1880 to when they closed around 1920. They were one of Derby’s biggest mineral water companies. Webster himself died in March 1887.</p>	
<p>Steve Craddock adds - It's a bulb neck codd bottle, and I'd date it probably 1890s. They came in 2 sizes 6oz and 10oz. There would have been a marble in the top of this but Victorian children often used to smash the tops off the bottles, as is the case with this one to get the marble so that they could use it to play marbles. The reason for the marble was because these bottles were filled upside down and the pressure of the gas forced the marble into place against a rubber seal. When it was time to open it, they used a special opener which was a piece of wood which fitted over the top of the bottle and gave it a good wallop. Hence the saying coddswallop.</p>	
	<p>This is the name given to the wooden device placed over the neck of a codd bottle and given a push (wallop) to dislodge the marble in the neck of the bottle. The word has also been used to describe the process of opening a codd bottle - [en.m.wiktionary.org]</p>
<p>Andy Gaucher recalls - When we were kids we used to find a lot of bottles like this discarded on the old canal between Shelton Lock and Swarkestone Lock, most were beer bottles but a few were rat poison with a glass ball still inside. There may have been some from Thomas Webster &amp; Co Ltd, a brewery based in Derby around the early part of the 20th century.</p>	
<p>A search of Wikipedia revealed “A Codd-neck bottle is a type of bottle used for carbonated drinks. It has a closing design based on a glass marble which is held against a rubber seal, which sits within a recess in the lip.</p>	



In 1872, British soft drink maker Hiram Codd of Camberwell, London, designed and patented a bottle designed specifically for carbonated drinks.

The Codd-neck bottle was designed and manufactured with thick glass to withstand internal pressure, and a chamber to enclose a marble and a rubber washer in the neck. The bottles are filled upside down, and pressure of the gas in the bottle forced the marble against the washer, sealing in the carbonation. The bottle is pinched into a special shape to provide a chamber into which the marble is pushed to open the bottle. This prevents the marble from blocking the neck as the drink is poured.”

This explains the unusual shaped top, a bulbous neck crimped to stop the glass ball from dropping down. The top may have been broken off by some Victorian child after the glass marble!



The Codd bottle also gave its name to a well-known English phrase – “Coddswollop.”

This was a sarcastic reference to what was inside the bottle. No self-respecting beer-swilling gent would be seen dead with a bottle of “Coddswollop” (soda pop)! - [sha.org]

## **Strategic Highway Network. Sandiacre.**

### **A1.1 Options**

A1.1.1 The East Midlands Gateway Connectivity Study has considered three options to resolve congestion at Junction 25 of the M1.

#### **A1.1.2 Junction 25a – Diagram 1**

This option involves creating a new junction on the M1 where it crosses over Lows Lane / Ilkeston Road at Stanton Gate. As in all the options considered, it was the principle of a connection that was tested and not a specific junction design. The most likely design however, would comprise slip roads to and from the M1 running down to crossroad or roundabout junctions on Lows Lane and Ilkeston Road respectively, utilising the existing M1 underpass.

This option also envisaged a new link road from Ilkeston Road just south of Stanton Gate, across Stapleford Meadows, along the Erewash Valley and under the A52 to the proposed HS2 Hub Station at Toton sidings. The rationale of the proposals is to separate out traffic associated with the HS2 Hub Station from the already overloaded M1 Junction 25.

#### A1.1.3 A52 West - Diagram 2

This is the option published previously as part of the East Midlands HS2

Growth Strategy. It involves creating a new junction on the A52 to the west of Junction 25 and Risley village. This would be linked to the local road network via a new road to the B5010 Nottingham Road to the north, and a new road back to the Longmoor Lane underpass of the M1 to the south east. Importantly, this option would also see local links to Junction 25 from Risley and Long Eaton via Bostock's Lane stopped up. The rationale of this option is to remove local through traffic and turning movements from Junction 25 by transferring them to the new junction on the A52.

#### A1.1.4 Direct Access – Diagram 3

This is a new option and proposes a complex internal improvement to Junction 25, taking the form of slip roads from the M1 passing under the leading limb of the junction roundabout and then joining the inside of the trailing limb in both the north and south directions. This would allow right turning traffic heading north up the M1 to Nottingham to avoid crossing paths with traffic leaving the junction for Derby, and south bound traffic turning right to Derby to avoid crossing paths with traffic leaving the junction for Nottingham. For the configuration to work the Bostock's Lane link to Long Eaton has to be stopped up. To compensate for this, a new local traffic subjunction is proposed where the M1 crosses Longmoor Lane. The existing sliproads south of Junction 25 would be extended all the way to this junction as scissor lanes, much like the current arrangement between Junction 24 and Junction 23a. There would be further slip roads south of the new sub-junction. The sub-junction itself would most likely take the form of a crossroad or roundabout either side of the M1, linked by the existing Longmoor Lane underpass. Finally, to accommodate traffic to the HS2 Hub Station, the east facing slip lane from the M1 onto the A52 would also be extended as a scissor lane to a new junction on the A52 to serve the station.

## A1.2 Study Findings

A1.2.1 The study found that the construction of a Junction 25a has a negative impact on transport conditions, that the A52 West option has a moderate positive impact on traffic conditions and that the Direct Access option has the strongest positive impact on traffic conditions. Consequently, it is the Direct Access option that Highways England is most likely to seek to progress.

A1.2.2 In detail, Junction 25a benefits local traffic by enabling traffic from Ilkeston to use the M1 to access Long Eaton and the A52 and vice-versa whilst avoiding the bottlenecks in Sandiacre and Risley. This however, is to the detriment of the much larger volume of traffic using Junction 25 to interchange between the M1 and the A52 which would be delayed by the additional local traffic queueing through the junction. The net increase in overall travel time means that the scheme cannot demonstrate financial benefits to justify its cost, and importantly does not meet the criteria laid down in long standing HM Treasury rules which are designed to ensure the prudent and effective use of public funds.

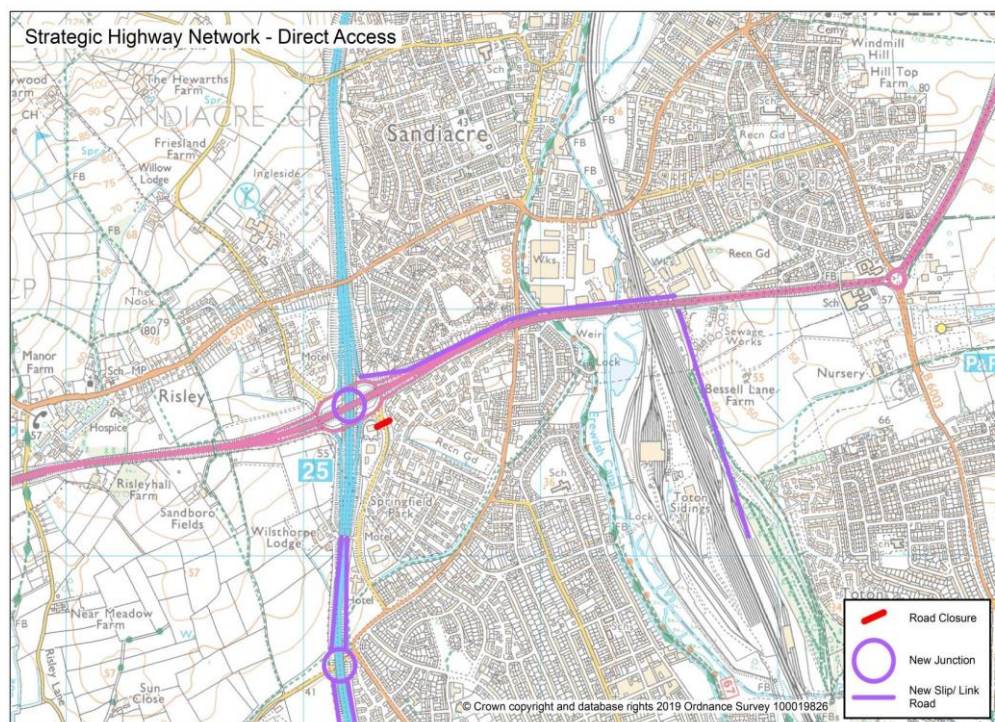
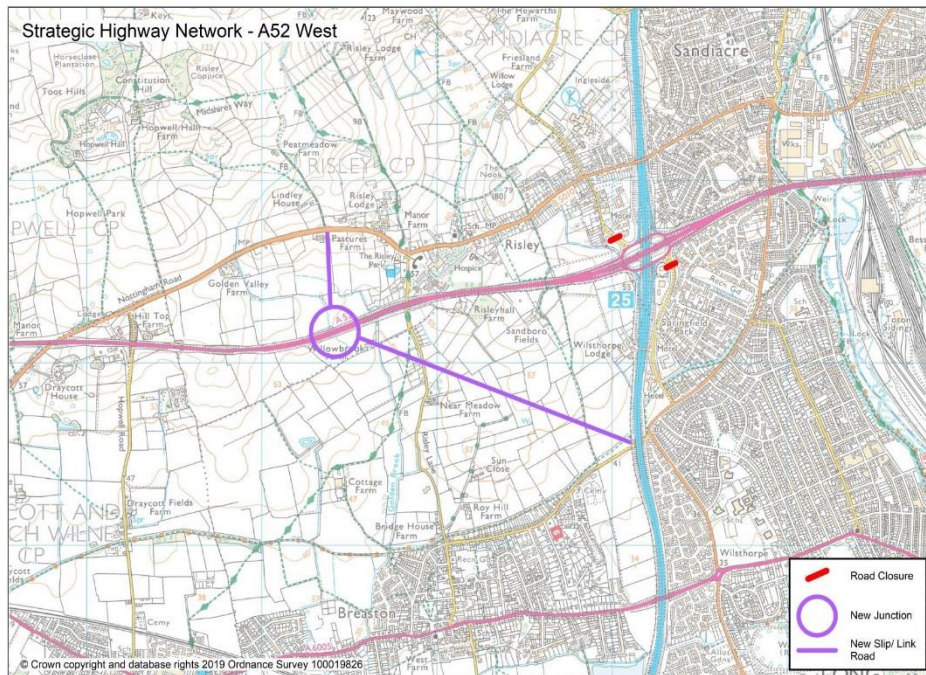
A1.2.3 The A52 West scheme is effective in freeing up Junction 25 by removing local traffic. Those time benefits however, are eroded by the significant increase in travel time for local traffic to move between Long Eaton and Ilkeston, and from either of these towns towards Nottingham via the A52 or any destination via the M1. The Direct Access option is considered to be the most beneficial as it benefits strategic traffic on the M1 and A52 without creating dis-benefits for local traffic.

## A1.3 Consequences for Erewash.

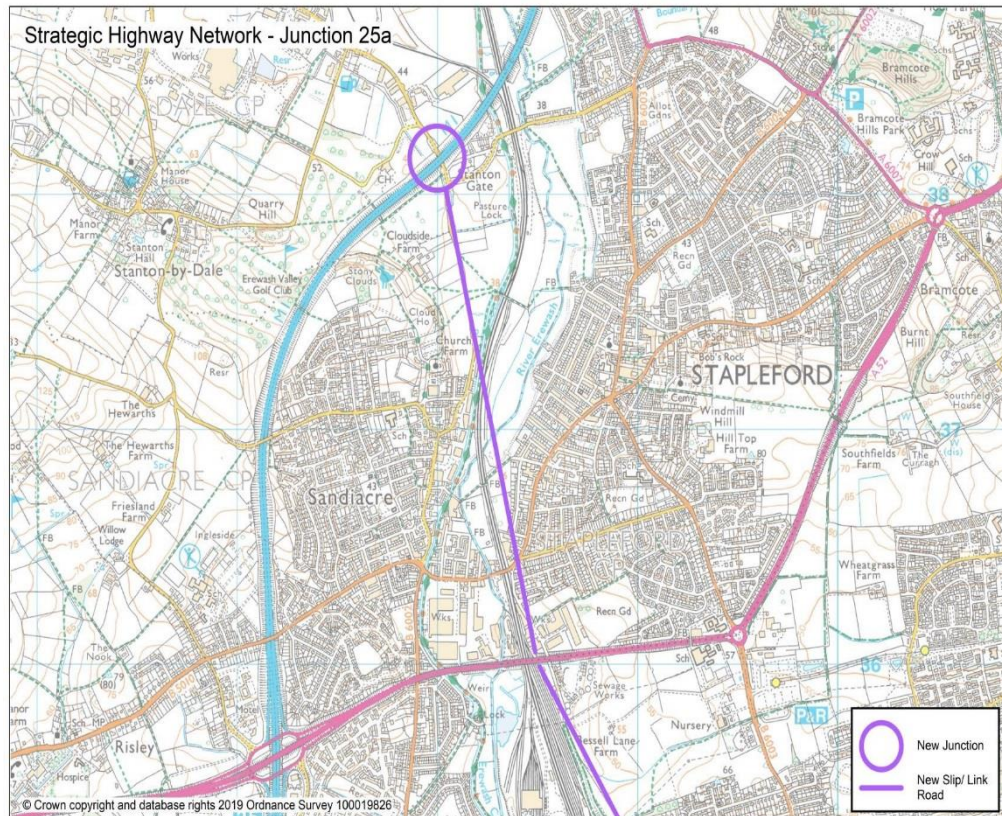
A1.3.1 The Direct Access option would improve the economy and amenity of Erewash by reducing problems at Junction 25. Nevertheless, some elements of the construction could have negative impacts. The southern slip road from Longmoor Lane onto the M1 southbound would run directly behind houses on the Petersham Estate. Although there may be enough physical space to accommodate such a slip road on an embankment without impinging on any of the back gardens, it would be hard to screen such a slip road from those houses and gardens. There is a similar amount of room for a slip road on the north side of the A52 to access the Hub Station however, the whole width available is taken up



with the existing embankment. An innovative engineering solution would be required that could be harmful to the amenity of adjacent residents by for example, replacing the upper part of the embankment with a retaining wall to support the new slip road. Further investigations should be undertaken to ascertain whether the additional capacity of this new slip road is actually required.







## From the Archives.



The canal runs from the top left at Nottingham Road Railway Station, parallels the road and divides at Erasmus Street going west to the river opposite the Silk Mill, southeast past numerous wharves and across the river at the weir and then parallels Siddals Road. The only traces now are where it passed under the railway, and the weir which now powers a water turbine.

### ***Save Our Waterways.***

This year's cuts amount to £9million or 15% of BW's grant – a very large percentage by any standards – and are as a result of total mismanagement of payments to farmers via the Rural Payments Agency of DEFRA.

Grant to be paid to farmers was seriously underestimated and the department has spent millions in correcting the payments system and, on top of that, the EU has imposed a substantial fine.

The Treasury has a contingency fund to cover this sort of thing but has refused to step in, telling DEFRA that it has to find the money itself – hence the cuts to BW's grant, other organisations are similarly affected.

Following this, protests were made at various places on the system, the most effective being at the Post Box in Birmingham whilst the subject was being discussed on TV. A protest was planned by the Australian Canal Society to take place in Sydney Harbour!!

We obviously had an effect as DEFRA tried to bury bad news in a low key announcement made on the afternoon of the last working day before Christmas.

This said that BW's grant for 2007/8 has not been restored to previous levels and no account had been taken for inflation. The figures are 2006/7 £55.5m i.e. the reduced amount due to the fiasco, and the same for 2007/8. The original amount was £62.5m.

What's more, Waterways Minister, Barry Gardiner, stated on the radio that BW's reductions for 2006/7 were 'one off cuts that have been made this year' which infers that future funding would be at normal levels – then came the attempt to bury the bad news.

An Adjournment Debate in Parliament on 6th December demonstrated that many MPs are well aware of the views and concerns of boaters, and that not only do they also want DEFRA to reverse its cuts, they too recognise a need to seek alternative secure long-term funding for waterways. The funding cuts have also been a topic of discussion at Question Time in the House of Commons, with Barry Gardiner being

called to account. Sir Peter Soulsby also raised the issue at Prime Minister's Question Time on 13th December, to which the PM gave a sympathetic response without offering any more funding.

The Waterways Minister visited the London Boat Show in January and, when pressured to resolve the BW funding shortfall, tried to waive aside concerns and pretend that there wasn't a problem. He is reported to have behaved even worse later at a press conference.

A protest cruise past the Houses of Parliament took place on the 16<sup>th</sup> of January and nearly all TV news programmes and some major newspapers covered it, together with Radios 4 and 5 live. Press coverage exceeded expectations. Our own Bob Laxton was there.



As we know, BW is doing much for the public benefit but, the DEFRA's tone offers little recognition of this as they grapple with the pressures of trying to put right the calamitous mismanagement of its finances over the past couple of years. Drawing the current waterways issues to the attention of so many government ministers and MPs has, at least, had the benefit that they have had to be briefed about the inland waterways, and knowledge of the country's canals and river navigations at Westminster is now much improved and the asset much better appreciated.

Canal restoration and waterway regeneration create considerable benefits; BW's £60 million a year grant in aid has triggered and catalysed £6,000 million of social and economic investment, as well as all the other benefits of a vibrant waterway network. The direct and indirect downstream activities and spin offs are immense. Loss of funding is already leading to a decline in waterway network maintenance and a reduction in capacity for restoration and regeneration. Of equal



concern is the potential this could have for a loss of confidence by investors and funding agencies, with waterway

regeneration schemes and communities put at risk. Unless we check the spending cuts, there is also a risk of a continuing downward spiral.

Almost certainly the biggest issue facing BW now and in the future is funding to maintain the waterways and the implications that would arise if grant-in-aid does not rise at least in line with BW's costs.

Organisations based in a certain area and individuals can identify problems that could be anticipated to arise in their locality, such as tunnel collapses (drawing on history), lock flights being closed, bridges collapsing, lack of dredging, problems encountered in developing tourism if lockkeepers were not present to help boaters etc., without these staff this will not happen and will lead to more and more stoppages, both short and long term.

The resolve of waterway campaigners to make their voice heard and 'Save our Waterways' has made a real impact with government and political observers, and although the past cuts to the grant for BW and the Environment Agency have yet to be



restored, there appears to be a halt to the cuts. The next few months will be vital in the campaign, as ministers are setting budgets for all parts of government, which will affect spending over the next 3 years. We consider that it is therefore essential that the next round of waterway protest events, due to take place over the weekend 3<sup>rd</sup> to 4<sup>th</sup> March, are well supported. IWA is urging all groups to show their support – and in particular to demonstrate support right across the waterway community, and to show strength of support from the wide diversity of people who use the waterways. A range of events are already under preparation.



***The person responsible is at present on gardening leave in Northern Ireland and is being paid £114,000 per year for doing so (it used to take me 5 years to earn that amount).***

***Red Diesel.***

The EU has rejected the government's application to continue to derogation that allows red diesel to be used by boaters. Unfortunately, there is no scope in European Law to appeal against the decision. The derogation ended on the 31st December, but it is not possible to introduce new arrangements quickly and for the moment boat owners may continue to use red diesel.

It is imperative that the decision should be implemented in the least harmful way, and the following points have been raised for discussion: Exactly what boats will and will not be affected;

The possibility of exemptions for those that use most of their fuel for heating, e.g. static residential boats;

1. Working boats that nominally carry freight, especially where they swap between being commercial and recreational;
2. Hotel boats and hire boats be treated, whether or not they have passengers on board, ferries used on a commercial transport basis, and boats providing passenger trips;
3. Whether the EU minimum tax level on diesel can this be applied current uses of red diesel affected by the ruling. There is no reason why the UK's high road fuel duty should be charged to recreational boats and has urged the UK government to charge only the minimum duty for boats;
4. How would work boats be treated, including those used by navigation authorities, commercial operators, and charitable bodies?
5. When will the new regulations take effect?
6. The possibility for revenue earned from taxation on sales of fuel to waterway users to be ring-fenced and granted back to navigation authorities to spend on improving the waterways;

As the stain from red diesel will last many years in existing fuel tanks, how H M Revenue and Customs intend to police that the correct fuel is being used is not known yet. IWA is also working closely with British Marine Federation, the Association of Petroleum Suppliers and other waterways groups to try to ensure the least damaging and disruptive arrangements for waterway users.

IWA, The RYA, The British Marine Federation and The Federation of Marine Suppliers, and other waterway organisations, had campaigned for many months to retain the exemption: the increased costs of boating will lead to a decline in participation. This would have a detrimental impact on the industry that serves the boating and water sports markets, and could give rise to concerns about safety through making the use of petrol more economic. There is also likely to be an impact on jobs and tourism, with little or no gain in duty revenue for the Government as the potential for any increase could be negated by the loss of other taxes if participation in boating and spending reduce and marine businesses face a downturn. The decision will also result in social exclusion as doubling the cost of fuel will exclude those less able to pay.

Red diesel price per litre is kept at a lower level than DERV, due to a reduced rate of duty. The EU specifies minimum levels of duty for mineral fuels. Diesel fuel used for commercial purposes has reduced rates, and the UK was among countries that had a derogation to extend this saving to pleasure craft.

If you think that is bad enough, I cannot see BW being able to carry on without a substantial increase in licence fees, as a result of the DEFRA fiasco.

### **Donations to the Canal Trust while you shop.**

Amazon has created its own donation to charities link as you shop for things on line. As with 'Give as you live', you need to access the Amazon shop via a web site called [www.smile.amazon.co.uk](http://www.smile.amazon.co.uk). When you first register you are asked to nominate your charity. You just type in the box The Derby and Sandiacre Canal Trust. When you reach the Amazon shop via the smile link you will see DSCT in the top banner. As with 'Give as you live' which takes you to a lot of other shops, 0.5% of your purchase will go to the Trust to help our restoration plans. So don't forget to add the smile link to your favourites'



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