

Draft Minutes

London Waterways Commission

Meeting

Monday, 14 Sept 2009, Cttee Room 5

Present: See attached list

Apologies: Michael Mainelli, Lindy Kelly, Roger Squires, Gerry Heward, Jim Walker, Tom Bogdanowicz, Debbie Leach,

Item no.	Item discussion	Action
1	<p>Welcome, Minutes & Matters Arising</p> <p>Murad Qureshi.</p> <p>The Minutes of the previous meeting were agreed.</p> <p>Matters Arising</p> <p>Still no information on sewer discharges</p> <p>Jonathan Rosenberg had not received previous email regarding canalside freight sites.</p> <p>Brian Haley highlighted the canal freight opportunity at Stamford Hill Bus Garage</p>	<p>Robert Pitt to organise meeting of LWC Olympics group to examine Olympic Legacy proposals</p> <p>Kevin Reid to circulate/make available Sir Terry Farrell presentation</p> <p>Murad Qureshi to write to David Owens seeking replacement Thames Water rep and sewer discharge information</p> <p>Kevin Reid re-sent canalside sites paper 15/9/09</p> <p>Brian Haley to clarify the bus garage opportunity</p>
2	<p>Report back on Chairs' activities</p> <p>Murad reported back on a range of activities. He was keen to see a Press release regarding the Commission's Cruise Liner report.</p> <p>In his role as Chair of the GLA Environment Committee Murad intends to examine waterways in early 2010.</p>	
3	<p>Canal Freight</p> <p>Kim Milnes gave a presentation (attached with Minutes) on the background and opportunities for canal freight in London. He outlined the following key themes:</p> <p>BW & TfL aim to increase from the present minimal activity</p> <p>Significant increases in industrial type freight will bring conflicts, notably with residential land uses and residential barges.</p> <p>Some large scale dredging programmes will be required, these will be expensive.</p>	

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	<p>The current grant structure available is not particularly helpful.</p> <p>There can be long lead in times for setting up barge contracts</p> <p>There is a lack of experience in using large scale barge contracts –especially when compared to road haulage.</p> <p>There are a number of opportunities for increasing canal freight, these relate particularly to the Olympic and Legacy developments, and major infrastructure projects such as Crossrail and Thames Tideway Tunnels</p> <p>Del Brenner suggested that there were positive moves, such as the use of planning conditions on major developments requiring the use of water transport, eg Wood Wharf.</p> <p>Howard Davidson added that there can be other environmental benefits to dredging programmes and these could assist in funding the costs.</p> <p>Brian Haley suggested examination of TfL Freight Consolidation centres, but felt that progress with NLWA was unlikely.</p> <p>Commissioners thanked Kim and would like to hear progress at a future meeting</p>	
4	<p>Olympic Water Transport</p> <p>Richard Jackson reported that the ODA had invested £millions into restoration of the waterways, although the majority of sustainable freight transport was being done by rail. In order to progress water freight, positive leadership is important and its not enough to rely on the planning system.</p> <p>Some cargoes are being moved by water and this should increase, particularly with the Legacy developments as the infrastructure is now much improved.</p> <p>BW are programming the restoration of Carpenters Road and City Mill Locks</p>	
5	<p>British Waterways Structural Changes</p> <p>No one from BW was present at the meeting but it was suggested that Commissioners examine the website, where interested parties are invited to submit their views: http://www.britishwaterways.co.uk/twentytwenty/public-debate</p> <p>Simon Robbins also suggested the following two weblinks are useful, the second of which suggests that the re-organisation is delayed: http://www.british-waterways.co.uk/listening-to-you/meetings/bwaf http://www.boatingbusiness.com/archive101/2009/october/news/bw_reorganisation_delayed</p>	
6	<p>Mayor's Draft Water Strategy</p> <p>Alex Nickson gave an overview of the Strategy (attached with Minutes), noting that the consultation closes on 30 Nov 2009. The main aims of the strategy are:</p> <ul style="list-style-type: none"> • To use the water London already has more effectively and efficiently • To minimise the release of wastewater and diffuse pollution to the water environment • To reduce the threat to people and their property, businesses and infrastructure from sewer, groundwater and surface water flooding and to 	<p>Kevin Reid to circulate initial response by end of October</p>

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	<p>mitigate its effects</p> <p>Commissioners were interested in the Strategy and keen to make a response. It was agreed that the response would focus on matters relating to use of London's waterways and would be compiled through an email group lead by Kevin, nominees were Del Brenner, Roger Weston, Howard Davidson, Simon Robbins, James Trimmer. This will be discussed at next meeting.</p>	
7	<p>Budget</p> <p>Kevin reported that the budget for 2009-10 was not yet confirmed but that the former LCC funds (£21k) still existed in a reserve account.</p> <p>Del Brenner expressed concern about the legitimacy of the transfer of former LCC funds. Kevin responded that the transfer to the GLA in 2002 was agreed by the LCC and he would check for copies of paperwork. As yet there has been no other transfer of these funds.</p>	<p>Kevin Reid to report available information on transfer of former LCC funds.</p>
8	<p>Future Meetings</p> <p>Agreed as below, the next meeting would include a PLA Reception to mark its 100th Anniversary</p>	

Future LWC Meeting:

Monday 23rd November 2009 18:00 – 20:30

Monday 1st March 2010 18:00 – 20:30

Future Agenda Items:

Budget

Sewer Overflows – with an update on Thames Tideway Tunnel progress

Thames Estuary 2100

Olympics Legacy

Response to Mayor's Draft Water Strategy