

Consultation on Government proposal to abolish the Inland Waterways Advisory Council

August 2011

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Scope of the consultation

Topic of this consultation:	<p>The future of the Inland Waterways Advisory Council. There are two options under consideration:</p> <p>Option A Abolish IWAC as an Advisory NDPB and put nothing in its place Option B Do not abolish IWAC</p> <p>Option A is the Government's preferred option, for reasons explained in the consultation document.</p>
Scope of this consultation:	<p>This consultation seeks views on the proposed abolition of the Inland Waterways Advisory Council as a statutory Non Departmental Public Body, as provided for under the Public Bodies Bill currently before Parliament, following the Government's Arms Length Body Review. We are also seeking views on proposed new arrangements for the functioning of the Boat Safety Scheme appeals panel. We welcome your comments on any aspect of our proposals, but it would be helpful if you could focus on the questions we ask. There is no need to answer all of them if you do not wish to.</p>
Geographical scope:	<p>This consultation is being issued by Defra but is a GB consultation agreed with the Devolved Administrations.</p>
Impact Assessment:	<p>We consider that this proposal does not require an Impact Assessment (IA). It does not impose any new costs, administrative burdens, or information obligations.</p>

Basic Information

To:	<p>Stakeholders listed in the consultation list – and any others with an interest in inland waterways.</p>
Body/bodies responsible for the consultation:	<p>The Inland Waterways Team in Defra.</p>
Duration:	<p>22 August – 14 November 2011.</p>
Enquiries:	<p>Tel: 020 7238 6372 / 4805 Email: IWACresponses@defra.gsi.gov.uk</p> <p>The Inland Waterways Team Defra Area 3B Nobel House 17 Smith Square London SW1P 3JR</p>
How to respond:	<p>Email: IWACresponses@defra.gsi.gov.uk</p> <p>The Inland Waterways Team Defra Area 3B Nobel House</p>

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	<p>17 Smith Square London SW1P 3JR</p> <p>For Scottish responses, please also copy your reply to:</p> <p>Email: scotlandscanals@scotland.gsi.gov.uk</p> <p>IWAC Consultation Freight and Inland Waterways Branch Scottish Government Area 2GN Victoria Quay Leith EH6 6QQ</p>
<p>Additional ways to become involved:</p>	<p>The consultation list is already extensive. However, other interests not specifically targeted, will become aware of this consultation through the Defra website.</p> <p>There will be further discussions on the Public Bodies Bill, more generally in the Committee stages in the House of Commons.</p>
<p>After the consultation:</p>	<p>When this consultation ends we intend to make copies of the responses available to the public, through the Defra library at Ergon House in London. We will also summarise all responses and place this summary on our website in December 2011.</p>
<p>Compliance with the Code of Practice on Consultation:</p>	<p>This consultation complies with HM Government's Code of Practice on Consultation which can be found at: http://www.bis.gov.uk/policies/better-regulation/consultation-guidance</p> <p>Complaints If you have any comments or complaints about the consultation process (as opposed to comments on this issues that are subject of the consultation) please send them to:</p> <p>Consultation Co-ordinator Area 7C Nobel House 17 Smith Square London SW1P 3JR Or email consultation.coordinator@defra.gsi.gov.uk</p>

Background

Getting to this stage:	<p>Shortly after the 2010 election the Government instigated a review of public bodies. The results of this review were announced in October 2010, at: http://www.defra.gov.uk/news/2010/10/14/public-bodies/</p> <p>The Public Bodies Bill is the main legislative vehicle for implementing the outcome of the Government review of public bodies. http://www.publications.parliament.uk/pa/bills/cbill/2010-2012/0188/cbill_2010-20120188_en_1.htm</p> <p>IWAC is in the list of bodies in Schedule 1 (of the Bill) – bodies which can be abolished by secondary legislation, after the Bill receives Royal Assent.</p>
Previous engagement:	<p>Discussions on this proposal, as provided for in the Public Bodies Bill, have taken place in the context of the committee stages for the Bill in the House of Lords: see http://services.parliament.uk/bills/2010-11/publicbodieshl/stages.html</p>

Part 1 - Introduction

Introduction

1. This consultation invites views on the proposal to abolish the Inland Waterways Advisory Council (IWAC) which was announced by the UK Government on 22 July 2010 as part of its Arms length Body Review and agreed by Scottish Ministers. Although the Government's preferred option is to abolish IWAC, Ministers wish to consider respondents' views before reaching a final decision.

Background

2. The Inland Waterways Advisory Council (IWAC) is a cross-border body which provides advice to Government and other interested persons on matters considered appropriate and relevant to Britain's inland waterways. IWAC is an independent, advisory non-departmental public body established by sections 110-110C of the Transport Act 1968. These sections were inserted by sections 74-77 of the Natural Environment and Rural Communities Act 2006. Section 73 of that Act provided that IWAC's predecessor body, the Inland Waterways Amenity Advisory Council created under the original provisions of the Transport Act 1968 to give advice on the amenity and recreational use of canals and rivers managed by British Waterways, was to become IWAC (and did so from April 2007).

3. The Council's remit covers all of the inland waterways in England and Wales. In Scotland its remit only covers those inland waterways that are owned or managed by, or which receive technical advice or assistance from, British Waterways.

4. Appointment of the chairman and Council Members is made by Ministers (Scottish Ministers appoint two Council members and are consulted prior to the appointment of the chairman) in accordance with the Office for the Commissioner for Public Appointments (OCPA) Code of Practice.

5. IWAC's statutory functions are set out in Annex A. Its remit is to:

- advise the UK Government and relevant navigation authorities on the framing and implementation of policies and decisions affecting the inland waterways in England and Wales;
- advise the Scottish Government on the framing and implementation of policies and decisions affecting relevant inland waterways in Scotland;
- provide advice to navigation authorities and other bodies involved, or otherwise interested, in the waterways about waterway matters of a strategic nature (this includes promoting best practice in the context of wider Government policy);
- provide a conduit by which waterway users and other bodies interested in the waterways can make their views on strategic issues known to Government and navigation authorities;
- perform its role as a statutory consultee under the Transport Act 1968 and other legislation (see Annex A);

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- contribute to the development of Scottish canals through attendance at the Scottish Canals Development Group and other appropriate bodies.

Part 2 – Options for change

Option A - The case for abolishing IWAC – England and Wales

6. As set out in the Defra consultation document ‘A new Era for the Waterways’ published on 30 March 2011, the proposal to move British Waterways in England and Wales into civil society in April 2012 outside of Government control and management and to set up a new waterways charity means that there will no longer be a need, in the Government’s view, for a statutory body to provide advice for policy development. Through its consultation, the UK Government is engaging directly with stakeholders in the design and implementation of the new structure. The proposed charity’s constitution and model of operation would take account of its need to seek views from representative stakeholders and other experts. The principal route for this would be via the proposed charity’s Council and the necessary expert working groups it will be able to set up. Further information on the Council is set out in the consultation document.

7. However, guidance and advice can be provided by the Association of Inland Navigation Authorities (AINA) which covers the interests of the navigation authorities. AINA is also able to provide advice to Government on a range of matters relating to inland waterways policy, so abolition of IWAC could reduce duplication in this respect.

8. In addition, the Government believes it is more efficient and effective to create ad hoc specialist advisory bodies to deal with specific issues. For example it set up an independent Advisory Panel on First Appointments and Transition to provide advice to Government on the appointment of the charity’s Trustees and on the governance structure of the proposed new charity - such as setting up the charity’s Council. It comprises members with wide experience of civil society and charitable bodies (see Annex C). Transition Trustees were appointed in May 2011 and they have the necessary skills, experience and expertise to work closely with the Government on setting up the new charity (see Annex D). The Government will also have flexibility to set up an advisory group when undertaking the planned review of the new charity in 2014, prior to the transfer of the Environment Agency navigations to the charity in 2015/16 which the Government announced in February 2011, subject to certain conditions.

9. IWAC has a statutory consultation role under the Transport Act 1968 on applications from navigation authorities for navigation orders relating to the re-classification of inland waterways. The Act provides for consultation with via notices in the London Gazette, the local press and by notices posted alongside the relevant waterway. The abolition of IWAC would have no impact on these consultation procedures which give all those with an interest an opportunity to object to a proposed Order.

10. IWAC also has a statutory role in relation to appeals on boat construction and equipment standards under the British Waterways Act 1995, although this function has only been exercised once and the appeals panel convened once only. The creation of the NWC would mean that stakeholders and experts will be able to influence applications for navigation orders or changes to boat safety requirements before they are made, removing the need for a statutory body. Abolishing IWAC will not only avoid duplication of roles but also deliver efficiencies. Alternative provision will need to be made for the membership of the appeals panel, in the unlikely event it has to meet again. The Government believes that there are three possible solutions:

Option 1

Retain the appeals panel with a membership of five: **two** appointed by the Board of the NWC and the **three** remaining members appointed by the Inland Waterways Association (IWA), Royal Yachting Association (RYA) and British Marine Federation (BMF). Although the 1995 Act currently provides for either IWA or RYA to nominate a member depending on the subject matter of the appeal, our view is that there is no legal bar to both bodies nominating members whatever the nature on the appeal.

Option 2

Retain the appeals panel with a membership of five: **three** appointed by the Board of the NWC, **one** member appointed by IWA or RYA depending on the subject matter of the appeal and **one** appointed by BMF). This has the benefit of not changing the current approach by which either IWA or RYA nominates a member with the relevant expertise depending on the nature of the appeal. The possible disadvantage is that Board appointees would outnumber those appointed by boating representative organisations which could lead to decisions in favour of the Board.

Option 3

Reduce appeals panel membership to four: **two** appointed by the Board of the NWC, **one** member appointed by IWA or RYA depending on the nature of the appeal, and **one** appointed by BMF. This has the benefit that there is no change to Board appointments, nor is there a change to the current approach by which either IWA or RYA nominates a member with the relevant expertise depending on the nature of the appeal. The possible disadvantage is that the number of Board appointments would not be less than those appointed by boating representative organisations as is currently the case under the 1995 Act. In addition there is the possibility of 'hung' appellates.

On balance **the Government favours Option 1** – though this will need to be adapted for any appeals in Scotland because IWA's purpose only relates to England and Wales as explained in paragraph 17.

11. While the UK Government appreciates the enormous amount of good work undertaken by IWAC and their contribution to thinking about the role of inland waterways in delivering benefits to society, the UK Government is clear that policy development is the role of Ministers, who are accountable to Parliament. In carrying out policy development, the Government will continue to work closely with users, communities, delivery bodies and stakeholder representatives, including such bodies as the Association of Inland Navigation Authorities (AINA).

12. The UK Government has therefore proposed that IWAC should be abolished, subject to Parliamentary consent. This proposal does not indicate that the UK Government will place less emphasis on the importance of the inland waterways. On the contrary, the Government's proposal to transfer the inland waterways in England and Wales into a new charity is designed to place the waterways onto a more sustainable footing. The proposed New Waterways Charity would have a continuing relationship with Government through a long-term funding contract.

The case for abolishing IWAC – Scotland

13. In Scotland, it is not proposed to change the status of British Waterways, which will remain in the public sector as a body operating only in Scotland. When the assets of British

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Waterways in England and Wales are moved into civil society, British Waterways Scotland will commence operation as a self-standing public organisation.

14. In light of the changes planned in England and Wales, the benefits of a cross-border advisory body are eliminated. Scottish Ministers have therefore accepted the UK Government's proposal to abolish IWAC, relying instead on advice from within Scotland.

15. At the time of the 2003 review of the Inland Waterways Amenity Advisory Council, which led to its reconstitution as IWAC, inland waterways had only recently been devolved to the Scottish Government and so the development of distinctive Scottish advisory groups was at a relatively early stage. Since then, a strong network of advisory groups has grown which is well placed to provide advice specifically tailored to the needs and potential of Scotland's canals, both individually and for the network as a whole. The Scottish Government therefore intends to look towards the existing canal liaison networks in Scotland for advice on issues affecting canals in Scotland. It has asked the BW Scotland Group to review the existing advice structures and provide advice on any changes which might be appropriate given the forthcoming changes.

16. Where Scottish Ministers intend to reclassify the status of a canal, they are currently required under the Transport Act 1968 to consult with IWAC. The Act also sets out requirements for Ministers to publish the proposed order in the Edinburgh Gazette (and other press), and display notices posted along the relevant canal. This process was recently followed during the reclassification of the Forth and Clyde and Union canals, with additional activity undertaken to draw the attention of wide range of Scottish users to the proposed order. Scottish Ministers believe that the statutory requirements in the Act for publication coupled with good practice administration processes for consultation will be sufficient in future to ensure that users' views are known, and that the IWAC function can cease.

17. IWAC also has a statutory role in relation to appeals on boat construction and equipment standards under the British Waterways Act 1995, although this function has never been exercised in relation to Scotland. Appropriate alternative arrangements will be made for the membership of an appeals panel convened under the British Waterways Act 1995. Scotland's canals are transit canals, linking coast to coast. There is a user group dedicated to considering the interface between the canals and the marine environment, with the Royal Yachting Association actively involved. IWA is not active in Scotland. Therefore for any appeals in Scotland the Scottish Government proposes that appeals panel could comprise one person appointed by the BW Board in Scotland (reflecting the smaller size of the Board), one by the Royal Yachting Association and one from the British Marine Federation. The provisions for the proposed Order could be aimed to deliver this alternative approach.

Consultation with IWAC

18. The Government's proposal has been discussed with the chairman of IWAC and individual members have been notified.

Consultation with Devolved administrations

19. IWAC is a cross border body and the proposal for its abolition has been agreed to by the Scottish Government. Responsibility for inland waterways is not a devolved matter in Wales but the Welsh Assembly Government has been kept informed of developments.

Option B - Other options

20. IWAC could remain in place. The arguments for and against seem to be:

For

- There would continue to be a statutory source of independent policy advice to Ministers and navigation authorities
- Arrangements to consider appeals on boat standards under the British Waterways Act 1995 would continue as Parliament prescribed at that time
- IWAC could contribute to the review planned for 2014 to consider whether the Environment Agency's navigations should transfer to the NWC

Against

- Policy advice is better undertaken by Government working with stakeholders and by other advisory bodies which can be set up quickly to deal with specific issues
- There will be less need for Government to seek advice on inland waterways with the move of the waterways assets to civil society in England and Wales
- There is no pressing need to have a statutory advisory body appointed by ministers to advise a navigation authority which is in civil society and independent from Government
- Savings to public expenditure will not be achieved
- IWAC's role will largely be subsumed by the proposed creation of the NWC and its Council and it would no longer provide value for money
- IWAC's statutory role in connection with boat construction and equipment standards is not in demand
- In Scotland there is already a strong network of advisory groups which is well placed to provide advice specifically tailored to the needs and potential of Scotland's canals, both individually and for the network as a whole.

In the event that the UK Government decided, in response to the NWC consultation, not to proceed with the move of assets in England and Wales to the charitable sector the proposal to abolish IWAC would not proceed.

Impact of abolishing IWAC

21. The abolition of IWAC will have no regulatory or other cost impact on public, business or charities. Impacts on public bodies have a threshold of £5m. Therefore an Impact Assessment is not necessary. Abolition of IWAC was however mentioned in the Impact Assessment for setting up the new waterways charity in England and Wales.

22. Abolition of IWAC will yield savings of around £200,000 per year to Government in respect of the costs of research projects, the Chairman's fees and Council members' expenses and the cost of the small secretariat which supports the Council. The Scottish Government contribution to IWAC was £33,000 annually.

23. An Equality Impact Assessment (EIA) was undertaken on the creation of the new waterways charity in England and Wales. In the light of our argument that the NWC will, through its Council, subsume the role of IWAC in England and Wales, a separate EIA for the abolition of IWAC is not needed.

Abolishing IWAC under the Public Bodies Bill

24. Although the Government's preferred option is to abolish IWAC using powers in the Public Bodies Bill, Ministers wish to consider respondents' views before reaching a final decision. The Public Bodies Bill lists public bodies by schedule according to the Government's proposed reform. IWAC has been included in Schedule 1 (bodies which can be abolished by secondary implementing legislation). Such legislation cannot be made without consultation and Parliament's consent. Publishing the Bill with schedules of bodies listed according to proposed reforms without explanation would have created considerable uncertainty for IWAC and stakeholders. As mentioned above, Ministers therefore wrote to the Chair and members of IWAC, setting out the Government's intentions. This should not be interpreted, however, as an unwillingness to consider alternatives. All responses, including those which propose an alternative to the Government's preferred option will be given due consideration.

25. Annex B sets out and explains the provisions which would be in the Order should Government proceed with its proposal to abolish IWAC.

Part 3

Questions

England and Wales

Question 1 - Do you agree that there is no need for a statutory Arm's Length Body to advise on policy for the inland waterways in the event of the creation of a new waterways charity in England and Wales, along the lines proposed by the UK Government in its recent consultation? If not please provide reasons for your view.

Scotland

Question 2 – Do you agree that the Scottish Government should in future look to the existing canal liaison networks in Scotland for advice on issues affecting canals in Scotland? If not please provide reasons for your view.

Question 3 - Do you agree with the Scottish Government's proposal that the appeals panel should comprise three members? If not please provide reasons for your view.

All countries

Question 4 - Do you think IWAC should remain in place with its current role? If so, please provide reasons for your view.

Question 5 – Do you agree that with regard to the membership of the boating standards appeal panel that Option 1 is appropriate? If not please provide reasons for your view.

Part 4 - Annexes

Annex A - Inland Waterways Advisory Council's Statutory Functions

England and Wales

As set out in section 110B of the Transport Act 1968, inserted by section 76 of the Natural Environment and Rural Communities Act 2006

(1) The Council –

(a) shall provide the Secretary of State and navigation authorities with such advice as appears to the Council appropriate about matters relevant to inland waterways in England and Wales, and

(b) may provide any other interested person with such advice.

Inland waterways include:

- canals (those managed by British Waterways, canal companies, local authorities and smaller independent bodies)
- rivers (including those which are the responsibility of the Environment Agency, British Waterways, port authorities and smaller independent bodies)
- the Norfolk and Suffolk Broads, and
- the navigable drains of the Fens.

Scotland

As set out in section 110C of the Transport Act 1968, inserted by section 77 of the Natural Environment and Rural Communities Act 2006

(1) The Council –

(a) shall provide the Scottish Ministers and the Waterways Board with such advice as appears to the Council appropriate about matters relevant to inland waterways in Scotland –

(i) which are owned or managed by the Waterways Board, or

(ii) in respect of which the Waterways Board is providing technical advice or assistance, and

(b) may provide any other interested person with such advice.

GB

Other statutory functions include provision to be consulted on proposed orders:

- (a) under section 104 and section 105 of and Schedule 13 to the Transport Act 1968 for changing the status or maintenance of BW waterways;
- (b) under section 10 of and Schedule 1 to the British Waterways Act 1983 for additions to BW's undertaking
- (c) under the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (S.I.2006:1466) under the Transport and Works Act 1992 for works affecting BW waterways in England and Wales or any other waterways in England and Wales as required by the Secretary of State;
- (d) under section 17 of and Schedule 2 to the British Waterways Act 1995; and
- (e) under rules (S.S.I.2007:570) under the Transport and Works (Scotland) Act 2007 for works affecting BW waterways in Scotland or any other waterways in Scotland within the IWAC remit.

Annex B – Suggested Provisions in the proposed Order to Abolish IWAC

The proposed Order would make the following changes to the relevant legislation

Transport Act 1968

Section 110 – Omit

Section 110A – Omit

Section 110B – Omit

Section 110C – Omit

Schedule 13.2 - Omit

Schedule 13, paragraph 3 omit (a)(ii) and (b).

British Waterways Act 1983

Schedule 1 – Paragraph 1(c) – Omit

British Waterways Act 1995

Schedule 2, Part II,

Paragraph 6(c) - Omit

Paragraph 7(1)(a) omit 'to the Inland Waterways Advisory Council and' and 'other'. Also, after (b) omit 'to the Inland Waterways Advisory Council and'.

Paragraph 8 – Omit

Paragraph 9 – Omit

Paragraph 12(a) – Omit

Paragraph 12(b) – For England and Wales we think that as paragraph 12 mentions 'three other persons of whom one each should be appointed by the bodies shown in (a),(b) and (c)' we should split (b) so IWA and RYA each have their own sub paragraph. So IWA could be (a), RYA (b) and BMF (c).

For Scotland, taking account of the smaller size of the BW Board (Scotland) in future and that IWA's purpose relates to England and Wales, Scottish Ministers would propose that the standard appeals panel would comprise one person appointed by the Board and two other persons of whom one each shall be appointed by RYA and by BMF.

Natural Environment and Rural Communities Act 2006

Section 73 – Omit

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

Schedule 5, in entry 3 in Column (2) - omit 'the Inland Waterways Amenity Council'

The Transport and Works (Scotland) Act 2007 (Applications and Objections Procedure) Rules 2007 (SSI 2007 No 570)

Schedule 3, in entries 4 and 5 in Column (2) - omit 'the Inland Waterways Advisory Council'

Annex C – Advisory Panel on First Appointments and Transition

- **Roger Clarke** is Chair of Think Global which promotes learning for a just and sustainable world. He also holds positions as the Chair of the Civil Society Advisory Board at Defra, Board member of the Peak District National Park Authority, the Woodland Trust, British Trust for Conservation Volunteers and is a member of the Expert Panel at the Heritage Lottery Fund.
- **Andrew Hind CB** (Chair) stepped down as Chief Executive of the Charity Commission in August 2010 after six years' service. His previous positions include Chief Operating Officer of the BBC World Service, Deputy Chief Executive at ActionAid and Director of Finance and Corporate Services at Barnardo's. (He stepped down as Chair of the Panel in July 2011).
- **Dinah Nichols CB** is a former Director-General for Environment in DETR and Defra, where she was the sponsor for British Waterways. She is currently Chair of the National Forest Company, a non-executive Director of Pennon Group plc and a Trustee of the Land Trust and Keep Britain Tidy. She sits on the Policy Advisory Committee of the Campaign to Protect Rural England.
- **Robin Ritzema** is a an independent consultant and an accredited independent public appointments assessor. Formerly a senior civil servant in the Department of Education, Cabinet Office and elsewhere, he has extensive experience in the fields of education and science policy and management, in the UK and overseas.

Annex D – Transition Trustees

Tony Hales CBE is currently Chairman of Workspace Group plc and Chair of NAAFI Pension Fund Trustees. He was previously Chief Executive of Allied Domecq, a non-Executive Director of HSBC Bank plc, Welsh Water plc and Aston Villa plc and a Chairman of NAAFI Ltd.

John Bridgeman CBE TD is a former Director General of Fair Trading, Member of the Monopolies and Mergers Commission and CEO of British Alcan Aluminium plc. He is Chairman of the Regulatory Committee of the British Horseracing Authority, Chairman of the Audit and Standards Committees for Warwickshire's County Council and Police Authority, Complaints Adjudicator for the Association for Television on Demand and an independent consultant in Corporate Strategy, Competition Policy and Consumer Affairs. He is also Chair of British Waterways Wales Advisory Group.

Nigel Hugill is Executive Chairman of Urban& Civic and former Chairman of Lend Lease Europe and Managing Director of Chelsfield plc (all major property development businesses). He was recently Special Adviser to the Homes and Communities Agency; he is a member of the Council of the London School of Economics, a member of the General Council of the British Property Federation, sits on the Independent Transport Commission and is a Trustee of the Architecture Foundation.

Lynne Berry OBE Currently Chief Executive, WRVS and Associate, Civil Exchange; previous posts: Chief Executive, General Social Care Council, Equal Opportunities Commission and FWA; Executive Director, Charity Commission. Serves on Office for Civil Society's Advisory Body and Red Tape Task Force; co-chairs Women in Public Policy; was Vice Chair, Deakin Commission on Future of Voluntary Sector. Leisure interests: boating and living on the banks of the Trent. Industrial heritage.

Jane Cotton has been Human Resources Director and a Deputy Chief Executive of Oxfam for the past 11 years. Prior to this she worked in Departments of Transport and Environment in both policy and human resources roles. In the 1990s she was Resources Director of the Charity Commission and Human Resources Director of Department of Environment, Transport and the Regions. She brings particular expertise in Organisational Development and change management; also in volunteering, fundraising and charity governance.

John Dodwell is a chartered accountant who moved into corporate finance and corporate law. He is a former finance director or chair of several property companies, a former charity trustee (including dealing with investments) and has been a member since 1961 of The Inland Waterways Association (of which he was General Secretary 1970-73). He is chair of the Commercial Boat Operators Association *. He will relinquish membership of the Government's Inland Waterways Advisory Council ** and of the British Waterways Advisory Forum *** on becoming a NW trustee. He owns a historic narrow boat.

Tom Franklin is Chief Executive of the Ramblers, Britain's walking charity. He is currently a member of the Independent Panel on the future direction of forestry and woodland policy in England. He was previously a local authority councillor for twelve years, including a period as Council Leader, and was an expert adviser on 'Better Public Spaces' to the Beacon Council Awards Scheme.

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Simon Thurley was educated at London University where he took an MA and a PHD. After working for English Heritage in the 1980s he went to be Curator of the Historic Royal Palaces for eight years. In 1998 he moved to be Director of the Museum of London and in 2003 Chief Executive of English Heritage. Simon Thurley is an historian specialising in English architectural history and has written many books and presented television programmes on the subject.

Annex E – List of organisations invited to respond

Organisations invited to respond by Defra

- Angling Trust
- Ashby Canal Project
- Associated British Ports
- Association of Inland Navigation Authorities
- Association of National Park Authorities
- Association of Pleasure Craft Operators
- Association of Waterway Cruising Clubs
- Barge Association
- Basingstoke Canal Authority
- Boat Museum Society
- Boating Association
- Bristol Harbour Authority
- British Canoe Union
- British Marine Federation
- British Ports Association
- British Rowing
- British Waterways
- British Waterways Advisory Forum
- Broads Authority
- Business Link
- Campaign to Protect Rural England
- Canal Boat Builders' Association
- Canoe England
- Cardiff Harbour Authority
- Central Council of Physical Recreation
- Chesterfield Canal Partnership
- Commercial Boat Owners Association
- Conservators of the River Cam
- Country Land and Business Association
- Countryside Council for Wales
- Cyclists Touring Clubs
- Driffield Navigation Ltd
- Droitwich Canals Trust Ltd
- East Midlands Development Agency
- East of England Development Agency
- Electric Boat Association
- English Heritage
- Environment Agency
- Environment Trust for Richmond-upon-Thames
- Essex Waterways Ltd
- Fieldfare Trust
- Freight by Water
- Forestry Commission
- Grand Western Canal Country Park

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- Great Ouse Boating Association
- HM Prison Service
- Hereford and Gloucestershire Canal Trust
- Heritage Alliance
- Heritage Lottery Fund
- Historic Narrow Boat Owners' Club
- Homes and Communities Agency
- Horse Boating Society
- Hutchison Ports
- Inland Waterways Association
- Inland Waterways Advisory Council
- International Mountain Bike Association
- Local Access Forums
- Local authorities in England and Wales
- Local Government Association
- Manchester Ship Canal Company
- Medway Ports
- Mersey Partnership
- Middle Level Commissioners
- National Association of Boat Owners
- National Community Boats Association
- National Farmers Union
- National Probation Service
- National Trust
- National Trust Wales
- Natural England
- Norfolk and Suffolk Boating Association
- Northern Canals Association
- One North East
- Peel Ports (Liverpool Port and Medway Port)
- Port of London Authority
- Ramblers Association
- Residential Boat Owners Association
- River Thames Society
- Royal Society for the Protection of Birds
- Royal Yachting Association
- Save Our Waterways
- Sleaford Navigation Trust
- Southern Canals Association
- Sport England
- Steam Boat Association of Great Britain
- Stroudwater Navigation
- Sustrans
- Thames User Group
- Town and Country Planning Association
- Towpath Action Group
- United Kingdom Major Ports Group
- Upper Avon Navigation Trust

Department for Environment, Food and Rural Affairs

- Waterways Trust
- Welsh Local Government Association
- Wey and Arun Canal Trust
- Wey Navigations
- Wildlife Trusts
- Wildfowl and Wetlands Trust
- Wiltshire and Berkshire Canal Trust
- Yacht Harbour Association

Organisations invited to respond by the Scottish Government

- Argyll & Bute Council
- Bridge 19-40 Canal Society
- British Waterways Scotland
- British Waterways Scotland Group
- City of Edinburgh Council
- East Dunbartonshire Council
- Edinburgh Union Canal Society
- Falkirk Council
- Forth and Clyde Canal Society
- Glasgow City Council
- Glasgow Paddlesports Centre Supporters Group
- Great Glen Canal Users Association
- Helix Trust
- Highland Canals Customer Forum
- Highland Council
- Linlithgow Union Canal Society
- Lowland Canal Volunteer Group
- Lowland Canals Customer Forum
- North Lanarkshire Council
- Re-union Canal Boats
- RYA Scotland Inland Waters Sub-Committee
- Seagull Trust Cruises
- Scottish Canoe Association
- SportScotland
- Waterways Trust Scotland
- West Dunbartonshire Council
- West Lothian Council