

# STAFFORD RIVERWAY LINK

## NEWSLETTER Number 16

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(A Community Interest Company)

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**Patron:- The Lord Stafford, DL, FRAGS**

**President:- David Kidney**

**Vice President:- Jeremy Lefroy MP**

*Objective: To promote the restoration of the historic river and canal waterway linking the county town of Stafford to the national waterways network for the benefit of the community and all interested groups.*

Seasons greetings from all at Stafford Riverway Link.

It has been some time since the last Newsletter; which was March and you should notice in the headings we are honoured to welcome Jeremy Lefroy MP as our Vice President.

The most significant event since starting this project in 1997 has recently occurred in that we now have in our possession The Outline-Feasibility Study dated June 2012 produced for Stafford Riverway Link Community Interest Company by Halcrow Group Limited.

Clicki on the News Tab to see Feasibility Study Executive Summary (PDF-49kb) on one single page and the full Feasibility Study (PDF-11,207kb) which is in excess of 69 pages. On top of this there is the Land Registry Titles which in itself is a massive document advising the SRL of the owners of the adjoining lands (Riparian Owners) and you will not find this on our Website at the moment.

The report makes some recommendations (on page 68) and our Chairman, Ivor, is arranging a meeting with the EA (Environmental Agency) with the SRL Civil Engineer and another Civil Engineer who is heavily involved in the restoration of a nearby Waterway.

The Estimated cost Summary shows that:

Baswich to Victoria Park with a 2.6km – 1.6m water depth is £6,102,011.

Baswich to Asda with a 2.0km – 1.2m water depth is £4,704,138.

These estimates of costs are at April 2012 prices and for all the work to be done by Contractors. No cost has been included for land purchase or negotiations. It has been noted that it may be possible to reduce some costs by use of volunteers.

The part of this report which gave me personally great encouragement was that it states “The conclusion of this report is that this is a technically feasible project. Whilst there are some issues to address, with the appropriate work and consultation this should be achievable” (Page 8)

Also

Page 52 5.4 States Business Rates

Town centre businesses may benefit from the restoration of the Stafford Riverway Link in two ways. Firstly, the 1 in 100 year flood event plan (figure 5.1) shows that some businesses in Stafford town centre are at risk of flooding. With the restoration of the Stafford Riverway Link, these businesses will no longer be at risk from 1 in 100 year flood events, meaning cheaper insurance, fewer operating days lost to flood events etc,

Secondly, it is estimated that there are 10,000 boat movements along the Staffs and Worcester Canal per annum and that up to say 50% of these may visit Stafford. The scheme could therefore lead up to 5,000 boating trips to Stafford per year. Both of these impacts offer economic benefits for town centre businesses. Table 2 indicates that an additional £205,000 of spending at town centre businesses estimated in Stafford each year as a result of the Stafford Riverway Link. This is likely to create additional jobs in the local economy. While

not assessed here, it should also be noted that the restoration of this link may have a positive impact on the Staffs and Worcester Canal through increased interest and therefore visitor numbers. This could have a beneficial impact on the wider regional economy.

The Link into Stafford Town Centre is still a long way to fruition but slowly and surely significant steps are being taken and this

Outline-Feasibility Study is a significant forward step.

Hopefully one day we will all meet up in Stafford getting there by using the waterways.

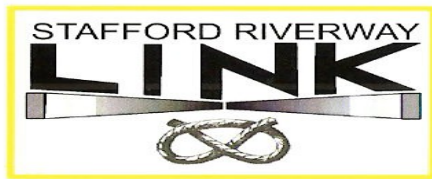
Next newsletter due as soon as lots of stuff in the pipeline becomes good news for the printer and googlespheremail.

A very Merry Christmas to you ALL – YO HO HO.

**Norman Cooper**

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Corporate Member Number 4007982

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*The views expressed in this newsletter are not necessarily those of the Editor or the Stafford Riverway Link CIC or its officers/directors*