Market Weighton Canal & River Foulness Action Plan

THE PLANNING COMPANY

September 2012

THIS PROJECT IS PART FINANCED BY

LEADER Coast, Wolds, Wetlands & Waterways

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Market Weighton Canal & River Foulness Action Plan

Prepared on behalf of
Newport Parish Council
by
The Planning Company & Associates
September 2012

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Market Weighton Canal, Newport

Market Weighton Canal & River Foulness Confluence

River Foulness, downstream of Welham Bridge

Executive Summary

The Market Weighton Canal and River Foulness are located in the East Riding of Yorkshire and flow into the Humber Estuary. They once played an important role in the life of the local community, carrying local farm produce and bricks via the Humber to all parts of the country. The waters are now quiet with little activity taking place either on or beside the water. Both watercourses continue to have a key role in draining the surrounding farmland.

Originally stretching from River Head south of Market Weighton to the Humber at Weighton Lock, the Market Weighton Canal was an important transport artery before the coming of the railways and the dominance of road haulage. The River Foulness flows from above Holme on Spalding Moor down to its confluence with the canal upstream of Newport and is the location of one of Britain's oldest iron industries and extensive local Roman settlement.

The purpose of this study is to inject new life into these waterways by discovering what local people would like to see developed in terms of informal recreation facilities and to determine how the biodiversity, landscape and heritage value of the canal can be conserved and enhanced for future generations. The approach adopted has sought to incorporate sustainability principles by integrating community, economic and environmental issues effectively.

The study sets out a long-term vision for the waterways, with the emphasis being on creating new linkages with surrounding villages and visitor attractions and involving the local community as much as possible. The Vision will form part of the wider strategy being developed by the East Riding and North Yorkshire Waterways Partnership.

The Vision does not include the restoration of the canal for navigation by powered boats. The Canal finally closed to navigation in 1971 and there is no right of navigation through Weighton Lock from the Humber or under the bridge in Newport. In view of the importance of controlling water levels to drain the surrounding farmland it is not considered desirable or feasible to restore navigation. Use by boats will be restricted to non-powered craft such as canoes.

For such a multi-functional project to be successful, it needs to be developed within the context of the local area's existing strategies and initiatives. The study includes a review of existing policies and assesses how they relate to the conservation and enhancement of the waterways. Particularly important issues include planning, landscape character, biodiversity, heritage, recreation and tourism.

Consultations have been undertaken with a range of stakeholders, including statutory bodies, local authorities, voluntary groups and parish councils. Attitudes to enhancing the waterways have been largely positive with a general willingness to be involved.

Public consultation has shown that there is considerable local support for enhancing the two waterways. Particularly in Newport, there is an interest in developing the canal as a focal point for the village. Consultation took the form of articles in newspapers, Parish Magazines, a television interview, a radio interview, through social media (Facebook) and a web page. Community attitudes to the canal and river were positive with many expressing an enthusiasm to get the project moving. However, there is clearly a much wider community that could become involved in the project that did not engage with the consultation process through the methods used.

The study sets out 16 objectives, which are organised under the following themes:

Theme 1 – Enhancing recreational use

Theme 2 – Providing economic benefits

Theme 3 – Managing and enhancing the environment and heritage

Theme 4 – Raising awareness

Theme 5 – Engaging with local communities

The 16 objectives are as follows:

1. Develop the potential of the canal towpath as a continuous multi-user 'spine' route connecting the Humber Estuary and Trans Pennine Trail with the established recreational routes of the Wolds.

   This would include:

   - Horse riding
   - Cycling
   - Walking

2. Improve footpath connectivity in the canal and river corridors and devise circular walks from the canal spine route to link villages and places of interest.
3. Where possible ensure suitable routes are accessible by all.
4. Encourage use of sustainable transport in promoting quiet recreation within the area.
5. Create and promote the corridors of the Market Weighton Canal and River Foulness and the surrounding area as an important destination for horse riding.
6. Contribute to Visit Hull & East Yorkshire's (VHEY) vision of creating East Yorkshire as a 'cyclists' paradise.'
7. Develop the Market Weighton Canal and River Foulness as a venue for canoeing.
8. Promote the Market Weighton Canal and River Foulness corridors as places for quiet recreation.
9. Ensure the waterways are managed as important fisheries and angling is maintained and enhanced for all users.

10. Investigate opportunities to develop a low key recreational facility at the former canal terminus at River Head.
11. Develop the waterways corridors and the surrounding area as a tourism destination and provide activities and accommodation for visitors.
12. Work with developers of the proposed wind farm near Spaldington to maximise recreational and biodiversity value from the proposal.
13. Enhance biodiversity and improve habitats in the waterway corridors and their surrounding area.
14. Interpret the interesting biodiversity, history and heritage of the waterways and surrounding area and ensure it becomes better known by both local people and visitors.
15. Raise awareness of the waterways and their surroundings as an area for quiet recreation and tourism, making use of the 'brand' developed in Objective 8 above.
16. Ensure local people become better aware of the waterway corridor and surrounding area and that they are engaged in the process of developing its social, economic and environmental potential.

In order to identify more specific actions against these objectives, an Action Plan has been developed. This sets out suggestions as to what work needs to be carried out, who might lead on it and where funding might come from. It is written in such a way that projects can be 'packaged up' in order to seek external funding.

For the projects to be successful, it is suggested that the current Steering Group is set up as a more formal partnership with a written constitution that incorporates the Vision contained in this report. The onus will then be on members of the partnership to seek funding and take the individual projects forward.

The success of the project will depend on developing strong working relationships between organisations and individuals and co-operating in the implementation of projects to achieve the overall Vision for the Market Weighton Canal and the River Foulness.

1.0 INTRODUCTION

Newport Parish Council (on behalf of a wider steering group) commissioned The Planning Company in April 2012 to prepare a study highlighting the potential opportunities for enhancing the corridors of the Market Weighton Canal and River Foulness.

The aim of the study is to undertake a scoping exercise to agree potential future actions and aid the development of funding for the area. The study team has identified and consulted with potential partners and stakeholders in order to build consensus around the objectives of the watercourses and their corridors. The key to the success of the project will be the active involvement of many organisations and individuals. A strong partnership will need to be established between the statutory bodies, parish councils, voluntary sector organisations, landowners and members of the public.

The study seeks to raise awareness within the local community and attract visitors to enjoy the waterways and their environs, and celebrate their significant environmental and heritage qualities. Sustainability is at the core of the study together with the integration of economic, community and environmental issues, which are set within the scope of the waterways' statutory flood management and land drainage functions.

The project was commissioned by Newport Parish Council, on behalf of a wider steering group including:

- East Riding and North Yorkshire Waterways Partnership
- East Riding of Yorkshire Council.
- Ouse and Humber Drainage Board
- Yorkshire Wildlife Trust.
- Parish Councils for Blacktoft, Gilberdyke, Newport and Holme-on-Spalding-Moor.

This project is part of the LEADER Coast, Wolds, Wetlands and Waterways (CWWW) funded East Riding and North Yorkshire Waterways Partnership, which has provided the funding for this study.

2.0 VISION STATEMENT

Our Vision is to see the Market Weighton Canal and River Foulness at the centre of a well-connected network of multi-user routes, providing informal recreation opportunities for the local communities and visitors. The project will enhance the local environment, provide a boost to the local economy and create an opportunity for local communities to become actively involved.

3.0 THE EAST RIDING & NORTH YORKSHIRE WATERWAYS PARTNERSHIP

This project falls under the umbrella of the East Riding and North Yorkshire Waterways Partnership, which balances and coordinates multiple aspirations for the area's waterways for the benefit of everyone. This is achieved through bringing a diverse range of interested organisations together to agree a collaborative approach to the economic, environmental and social regeneration of these under-utilised assets.

The Partnership was commissioned, and is currently funded, by the LEADER Coast, Wolds, Wetlands & Waterways Local Action Group (LAG), and therefore currently works within the defined LEADER CWWW programme area. This includes the majority of the East Riding of Yorkshire, along with parts of Scarborough Borough and Ryedale District in North Yorkshire, and encompasses 15 diverse waterways. The Partnership is hosted by East Riding of Yorkshire Council.

The Partnership is governed by an agreed constitution that formalises its structure and working processes. Central to this are the Community Forum, Technical Forum and Executive Committee, which all meet on a quarterly basis. The forums are open arenas, which can be attended by any organisation that supports the aims and objectives of the Partnership and agrees to work within its constitution. The Executive Committee is democratically elected by the membership of each forum for a period of two years.

A Strategy for the Partnership and its waterways is currently under development, which will identify over-arching regional priorities and objectives. The Market Weighton Canal & River Foulness Action Plan will support this document, and actions defined in this Study will support delivery of its priorities and objectives. The approach taken for this project will also inform the development of plans and proposals for other waterways within the Partnership area.

4.0 NAVIGATION STATUS OF THE CANAL & RIVER

Market Weighton Lock closed to Navigation

The Market Weighton Canal was closed to navigation in 1971 through Statutory Instrument No. 2042 (see below). This removed navigation rights through Weighton Lock from the Humber. Subsequent to this, with the replacement of the main bridge in Newport, navigation rights were also removed under the bridge.

In order to restore navigation to the Canal, a new Act of Parliament would be required. Given that the main function of the canal is, and always was, to drain the surrounding farmland and the management of water levels is critical, there are no plans to restore navigation by powered craft to the canal as part of this Action Plan. Consultations have suggested that there is also limited demand for navigation from boaters due to the isolation of the canal and the costs would therefore be disproportionate.

STATUTORY INSTRUMENTS

1970 No. 2042

CANALS AND INLAND WATERWAYS

The Market Weighton Canal (Weighton Lock) (Local Enactments) Order 1970

Made - - - 30*th December* 1970

Laid before Parliament 11*th January* 1971

Coming into Operation 13*th January* 1971

The Secretary of State for the Environment, on the application of the Market Weighton Drainage Board and after complying with the relevant requirements of schedule 13 to the Transport Act 1968(a), hereby makes the following Order in exercise of his powers under section 112 of that Act and of all other enabling powers :—

1.—(1) This Order may be cited as the Market Weighton Canal (Weighton Lock) (Local Enactments) Order 1970 and shall come into operation on the 13th January 1971.

(2) In this Order the expression "the scheduled waterway" means the part of the Market Weighton Canal described in the Schedule to this Order.

(3) The Interpretation Act 1889(b) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

2.—(1) The local enactments specified in paragraph (2) of this Article, in so far as they confer any public or private rights of navigation over the scheduled waterway or impose any duty to maintain that waterway for the purposes of navigation (including any duty to supply, or maintain a supply of, water for that purpose) shall cease to have effect with respect to the scheduled waterway.

(2) The local enactments referred to in paragraph (1) of this Article are :—

(*a*) an Act of 1772 entitled "An Act for draining and preserving certain commons, low grounds and cars in the parish of Market Weighton and other adjacent parishes in the East Riding of the County of York, and for making a navigable cut or canal from Market Weighton to the River Humber"(c),

(*b*) the York and North Midland Railway (Canals Purchase) Act 1847(d), and

(*c*) the Market Weighton Drainage Act 1900(e).

(a) 1968 c. 73. (b) 1889 c. 63.
(c) 1772 c. cxxxvii. (d) 1847 c. ccxvi.
(e) 1900 c. ccxxxix.

(3) Section 17 of the Regulation of Railways Act 1873(a), if applicable to it after the coming into operation of the Market Weighton Drainage Act 1900, shall cease to apply to the scheduled waterway.

3. Compensation for loss suffered by reason of the extinguishment of any private right by virtue of this Order shall be payable by the Market Weighton Drainage Board.

4. The scheduled waterway shall be deemed to be :—

(*a*) a watercourse for the purposes of section 259 of the Public Health Act 1936(b), and

(*b*) a vacant site for the purposes of section 36 of the Town and Country Planning Act 1962(c),

and the provisions of Part III of the said Act of 1936, as they apply by virtue of this Order, may be enforced by a county council as well as by a local authority as defined in that Act, and any local authority within the meaning of the said Act of 1962 (and not only the local planning authority) shall be entitled to enforce the provisions of the said section 36 as it applies by virtue of this Order.

Signed by authority of the
Secretary of State

30th December 1970.

John Peyton,
Minister for Transport Industries
Department of the Environment.

THE SCHEDULE

The part of the Market Weighton Canal to which this Order applies is the part known as Weighton Lock. It is approximately fifty-two (52) yards in length and extends from the Humber end of the Lock at the High Water Mark of Ordinary Tides to the Weighton end of the Lock at the end of the Lock wall.

(a) 1873 c. 48. (b) 1936 c. 49.
(c) 1962 c. 38.

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Fig 1. Statutory Instrument 1970 No. 2042 which removed navigation rights

The River Foulness has never held a right of navigation and there are no plans to introduce navigation. The only boats that may use the canal and river would be for maintenance such as weed cutting.

Therefore, powered boating has not been a major consideration in this study; although it is considered that there is some potential for non-powered boats, such as canoes.

5.0 HISTORY OF THE CANAL AND THE SURROUNDING AREA

The area through which the Market Weighton Canal and the River Foulness flow has a rich history which both the local community and visitors are often unaware of. There is a great deal of scope for interpreting the area through interpretation boards, leaflets, school and further education projects and exhibitions. A number of new digital media opportunities also exist, such as the use of web resources, mobile phone technology and QR codes. Such initiatives offer excellent ways of connecting the canal and its surroundings with local communities.

The area originally consisted of a large area of marshland interspersed with a many watercourses. These marshes were drained for use as farmland through the creation of the canal and alterations to the course of the River Foulness.

River Foulness, between Hasholme & Welham Bridge

There is evidence of prehistoric settlement on sand and gravel deposits which rose above the marshes. Watercourses provided important transportation routes, and the wetlands were used for hunting, fishing and summer grazing. In places evidence is well preserved due to the wet soils. The highest concentration of prehistoric finds has been discovered between Hasholme and Welham Bridge on the River Foulness and around the villages of Shiptonthorpe and Hayton to the north west of Market Weighton.

The area around the River Foulness was populated in Roman times and contained settlements, villas and pottery industries. Roman farms, salterns (areas used for salt making) and potteries have also been recorded across the broader Humberhead Levels, which is the large area of low lying farmland to the north and south of the Humber Estuary. (http://www.naturalengland.org.uk/publications/nca/humberhead_levels.aspx)

Remains of kilns and settlements have been found along much of the Foulness valley. Evidence has also been found of a Roman settlement on the Humber, west of where the Weighton Lock now stands.

There is only slight evidence for later Saxon use of the area and there are many historic villages with associated field systems and turbaries (areas for peat cutting) dating from medieval times. Significant medieval towns include Howden with its Minster and other fine buildings.

Large scale canalisation of key rivers with extensive drainage systems was introduced from the 17th century, resulting in the many dykes and drains and associated bridges, pumphouses and sluices in the local area. The remains of late 19th and 20th century water towers, power stations, airfields and wind farms are now features of the landscape.

5.1 Iron Workings

The Foulness valley is rich in archaeology with finds dating back to the Palaeolithic period.

It has become known as the 'Valley of the First Iron Masters' due to it being the location of one of the oldest and extensive ironworks of the prehistoric period. A landscape archaeology project has been taking place in the area since 1980 led by Hull University.

Key successes have included:

- Mapping the Iron Age and Roman settlement in the area, enhancing understanding of the natural environment, including the past coastal morphology and its influence on settlement patterns.
- In 1984 a log boat was discovered at Hasholme dating back to prehistoric times. It is one of two such boats which have been found in the Foulness Valley. It is currently on display at the Hull and East Riding Museum.
- A number of major sites for iron working have been discovered along the river corridor.

Little evidence of this history can be seen on the ground and there is a major opportunity here for raising public awareness of the area's ancient industrial history.

5.2 Canal History

Brickworks along the Market Weighton Canal south of Newport, in flood 1947

Construction of the Market Weighton Canal was made possible by an Act of Parliament passed in 1772. It was constructed over the next 10 years and was opened in 1782. The canal extended for 9.5 miles (15.3km) from Weighton Lock on the Humber Estuary to River Head, just south of Market Weighton. The section through to Market Weighton was never completed due to the expense of constructing the necessary locks. The canal's main purpose was to help with drainage of the surrounding land as part of a wider scheme to drain some 20,000ha of land which was threatened by flooding. The use of the canal for navigation, carrying crops and bricks in particular was a secondary, but important purpose. The work was overseen by an engineer called Whitworth and was managed by a committee of Drainage Commissioners. There was inevitable conflict between the two functions of the canal, with the navigation requiring higher water levels than those of the primary drainage functions.

Derelict Sodhouse Lock

Upstream of Sodhouse Lock the canal route has predominately been replaced by drains

Prior to drainage, the course of the River Foulness passed across Wallingfen (to the south of Newport) and its route was indeterminate. Wallingfen was a 5000 acre fen, or marshy common, surrounding Newport and it was in effect the river's delta. The canal utilised one of the many drains that had been dug across the Fen and captured most of the flow of the river. The construction of the canal uncovered extensive clay deposits leading to the development of the local brick and tile industry. Subsequently, the availability of the canal for transport enabled a number of commercially successful brickworks to be established in the Newport area.

The use of the canal declined with the coming of the railways in 1847 and its condition then deteriorated. An Act of Parliament was sought in 1900 to abandon the canal for navigation above Sodhouse Lock. The remaining navigable section of the canal through Newport continued to carry bricks until the 1950s, but was finally closed to navigation in 1971.

Weighton Lock became a listed structure at that time, saving it from demolition and replacement with a concrete structure. Other buildings in Newport, mainly associated with the brick industry, are also listed.

In addition to the main canal, a short length of canal from River Head to Canal Head on the main Market Weighton Road was privately constructed with a view to reaching Holme on Spalding Moor. This length of canal, named after Sir Edward Vavasour who had it built, was never used for navigation.

5.3 Wider Historical Significance

The location of the World War II airfield at Holme-on-Spalding-Moor was close to the canal. It was opened in 1941 and was the home of No.1 Group, Bomber Command. The first units to move in flew Oxfords and Wellingtons. The main resident unit was 76 Squadron, which remained until its last mission in March 1945, flying mainly Halifaxes. There are local stories of airmen using the canal towpath to get to the Anchor Inn at the Land of Nod. The airfield was later used for training by British and American crews and passed to Blackburn Aviation, later British Aerospace, and used for testing aircraft such as the Buccaneer. The airfield finally closed in 1983 and is now an industrial estate and farmland.

Other aspects of historical interest include the reputed site of an establishment of Knights Templars which existed at Faxfleet in the 12th century. This preceptory (Knights Templars headquarters for a geographical area) was one of the most important in the country before it closed in 1308. The remains are thought to be buried under land at Thorpe Grange Farm, which is close to the canal.

The history of Wallingfen is also of interest. Forty-eight local parishes had rights of grazing on the common. They met regularly from at least the 14th century onwards in order to discuss rights and regulations. Tradition says that they gathered in a small building at Scalby which was known as the 'Eight and Forty House' inn. This house was surrounded by several cottages which still today go by the name of 'Eight and Forty'.

There is also a legend of forty eight witches living in the Fen, the subject of a poem by a local poet, George Grayson, stationmaster at Newport who died in 1961 at the age of 95.

The legend of Eight and Forty

We're Eight and Forty jolly girls tho' witches we may be

We live upon the best of food and, like the air, we're free

A moorhen, coot or leveret, a duck or good fat hen

Each day we're almost sure to get around old Wallingfen

From Blacktoft, Eastrington or Holme we get a daily dish

Old Foonah's waters will provide us with the best of fish

And Hotham Carrs we often comb and take the best of game;

None live more happy than we who bear the witches' name

Then fill your glasses everyone and drink 'til all is done;

Here's whisky hot from Saltmarshe hall; good ale from Howden town

Long may we eight and forty live, long live old Wallingfen

And may she never fail to breed fine women and bold men.

6.0 STAKEHOLDER CONSULTATIONS

Extensive consultation was undertaken for this study with a variety of stakeholders and interest groups through face to face meetings and by telephone using scripted questions as prompts for discussion. Some stakeholders replied to these questions by email.

A full list of stakeholders consulted appears in Appendix 2

The questions below were used as prompts:

Main points from stakeholder consultation

We are interested in your views and those of your organisation on the Market Weighton Canal, the River Foulness and their corridors.

1. *What should be the objectives for the management of the Canal/River Foulness and their corridors?*
2. *How could the canal and river be better utilised?*
   - *by local people*
   - *for recreation and tourism*
3. *Are there any constraints to its increased usage for recreation and tourism?*
4. *How can linkages with local communities be strengthened? (For example: through schools and educational material, parish councils, encouraging more leisure use, events).*
5. *What nearby attractions or places of interest could be better linked to the waterway?*
6. *What could be done to improve habitats and nature conservation in the waterway corridor?*
7. *What could be done to gain some quick wins, i.e. projects that could quickly (and relatively cheaply) be undertaken?*
8. *Have you any interesting stories, historical information, other data, knowledge of surviving structures or artefacts related to the canal?*
9. *What would your Vision for the canal in five year's time be?*
10. *Are there any other points you would like to make?*

6.1 Recreation

There was a consensus that the canal could form an important multi-user link between the Trans Pennine Trail which runs along the north bank of the Humber Estuary, meeting the Canal at Weighton Lock and the Yorkshire Wolds Way and other more local recreational routes at Market Weighton. This would necessitate suitable improvements to its towpath and in order to accommodate horse riders and cyclists it would include an upgrade to Public Bridleway status. In some localities where there are particular difficulties, short diversions away from the towpath would be needed.

Signage would also be required, for example at Weighton Lock, to inform users of the Trans Pennine Trail and of the attractions and facilities further up the canal.

Equestrian interests suggested the creation of circular rides with the canal acting as a spine route. There was a vision of a large circular route between Market Weighton, Holme-on-Spalding-Moor, Newport, Gilberdyke and Howden with rides connecting to it and to the Wolds riding routes promoted by Ride Yorkshire. The routes should be marketed and promoted along with the development of bed and breakfast with stabling giving opportunities for farm diversification. Tea shops, pubs and other businesses such as feed suppliers could also benefit; thus maximising the return to the local economy.

Similar ideas came from cycling interests and there is considerable scope for shared routes. There are opportunities both for more gentle, family cycling in this flat and quiet area, and for off-road cycling using tracks and bridleways. There could also be an opportunity here for developing cycle hire businesses to encourage greater participation.

Good signage and promotion of walking, cycling and riding routes are essential. A further priority for a number of consultees is extending the Bubwith Rail Trail into Market Weighton to join up with the Hudson Way Rail Trail and other routes including the Wolds Way.

There are a number of connections which are currently problematic in the canal and river corridor and these will require resolving if the vision of a multi-user north to south link is to be realised. Locations of concern include the areas around the Land of Nod and Sandholme in particular. Alternatively, suitable diversions will have to be found. The maps in Section 15 of this report show some potential new linkages.

Walking, riding and cycling links could be made from the canal to nearby attractions such as North Cave Wetlands. However, considerable improvements to the connecting bridleway alongside Seavy Carr Drain are required, as it is currently not pleasant to walk along, let alone ride or cycle.

Natural England's Paths for Communities scheme could be utilised for the work to improve and upgrade footpaths and bridleways in the area.

The canal is of interest to the canoeing community and the river is usable for part of its length. Both waterways are sheltered and suited to children and beginners. However, a number of improvements will have to be made such as the provision of launching and landing stations, including for emergency access in more remote areas. It would not be difficult to provide these in a number of locations. Parking facilities will also be required near to the canal. Weeds are a problem in the summer months and the current cutting regime would have to be increased. If these improvements were made, the East Yorkshire Canoe Club would be interested in using the canal and river as an alternative to its current facilities on a local lake. There is also scope for a canoe trail, particularly a one way trail downstream with the opportunity for the provision of canoe hire facilities.

Consultation with Canoe England has suggested that canoe trails could be described as follows:

'Canoe trails need to be on interesting sections of navigable water with no access problems and ideally a good support structure in the way of parking, nearby places to eat/drink, points of interest etc. The routes should avoid dangerous obstacles such as weirs where possible unless there are easy routes down them such as canoe chutes or around them by portaging by means of an easy place to get out and then get in again below the obstacle, this should also ideally be clearly signposted.'

If canoeing is going to be encouraged, discussion would be needed with angling and biodiversity groups to ensure that interests are balanced.

The canal is a first class fishery throughout most of its length. There are currently issues between anglers and some residents in Newport, one of the best and most accessible sections for fishing. These include inappropriate parking and provision of a car park at the Old Brickyard which could be shared with other users may help ease the situation. A view which was expressed was that the fishery could be managed more efficiently by Newport Parish Council than it is at present. Visiting anglers make a significant contribution to the local economy and early resolution of outstanding issues is needed. Anglers would appreciate the provision of more fishing platforms, especially around Newport.

These ideas and their feasibility are further discussed under Theme 1.

6.2 Environment & Biodiversity

The canal's main function now is for drainage and water levels are managed accordingly.

Most of the responses by consultees, whatever their interests, highlight the corridor's importance for wildlife. The canal and river have major importance for biodiversity and habitat connectivity. Much of the surrounding farmland is held in Environmental Stewardship, most in Higher Level Stewardship as part of the 'Wetland Vision' target area of the Humberhead Levels. This programme has largely been delivered through partnerships with Royal Society for the Protection of Birds (RSPB) and the Yorkshire Wildlife Trust. The main prescriptions are for breeding and overwintering waders and for farmland birds. East Yorkshire is a strong repository for a number of red list farmland birds (ie species of conservation concern on a global, European or UK level).

The corridor is home to a number of at risk species, such as otter and water vole. The latter tend to live in the drains and use the river and canal intermittently. The rare swan mussel is also present in the canal. The mussels are disturbed by weed cutting and volunteers are used to return the mussels to the water following weed cutting operations.

Broomfleet Ponds are part of a hydrological management scheme which encourages wetland species, including the bittern. Public access should not be encouraged here, but viewing opportunities could be made available from, for example, raised hides on the canal floodbank.

Canoeing would need to be introduced in a controlled way so as not to disturb wildlife. There are certain areas that are particularly vulnerable, including the upper reaches of the Foulness.

There is scope for increasing woodland in certain parts of the corridor to add variety to a landscape which has poor tree cover. Planting is not possible on flood banks as this would undermine the banks. However, planting strips below the banks and creation of buffer strips adjacent to the canal and river are both feasible. There is also an opportunity to encourage better management of what local woods there are such as that at River Head.

6.3 Tourism

The isolation of the canal and the river means people are unaware of the resource and consequently they are little used for tourism and recreation purposes. A problem in their promotion is the lack of major attractions close by. A key objective of the Yorkshire Wildlife Trust and Visit Hull and East Yorkshire led Nature Tourism Project and Nature Triangle is to encourage visitors to the area who are interested in visiting the countryside and in wildlife as an alternative to the Yorkshire's National Parks and Areas of Outstanding Natural Beauty (AONBs) whilst respecting the area's wildlife and its peace and quiet. A leaflet and website highlight a number of attractions, including some close to the canal corridor. Accommodation and hospitality providers and other local businesses are also promoted in the scheme. The canal and river corridor could take its place in this promotion in the future.

The Tourism and Cultural Policy officer at East Riding of Yorkshire Council sees walking and canoeing as the main activities to promote; there could be more canoe access points and the canal should be promoted to local clubs. One of the problems he identifies in promoting the canal and getting people to use it is that there are few big attractions close to it to draw people in.

As set out in Section 5 above, it is not intended to promote the use of the waterways by powered boats. There is no right of navigation through Weighton Lock or under Newport Bridge and due to the key drainage function of the canal, there are no plans to change this. Also it is unlikely that there would be sufficient demand for boat-based tourism to justify the expense of restoration to navigation.

6.4 Links with Local Communities

Newport is the only settlement directly on the canal or river and connections with other villages are sometimes limited by the absence of a connected network of suitable access routes or through poor maintenance of paths. Respondents felt that there was a need for a more co-ordinated network with the canal and river at the centre. This has been addressed through the production of the maps in Section 15, which aim to show where critical connections could be made to enhance and better connect the network.

A similar point pertaining to the isolation of the canal and river has been made with regards to tourism—even local people are unaware of them. Where people are aware of them they do not use the canal and river very much. The exception is Newport, the canal here is a major feature and excellent paths on both sides of the canal encourage its use for dog walking, jogging etc. In general, the canal and river are not well promoted as a local destination and signage is often poor.

The canal suffers from not actually reaching Market Weighton town centre. Although there is a path along the Weighton Beck from the town centre, it is not well-signed and the bypass forms a major obstacle.

Those consulted made a number of positive suggestions for better engaging local people with the canal.

These included:

1. Explanation of the canal and the wider area's rich local history and heritage through leaflets and interpretation boards at key locations.
2. Interpretation could also highlight wildlife and landscape aspects.
3. A permanent display about the canal's history and significance at a suitable local venue.
4. An oral history project with local people to capture local reminiscence, experiences with the canal, brick works etc.
5. Improving the local economy through benefits for existing and new local business through increased use of the canal for recreation and tourism.
6. Events based on the canal; e.g. reviving Newport Raft Race, guided walks programme, Health Walks.
7. Improving footpath and bridleway connections and signage to the canal and river from local villages and Market Weighton.

7.0 PUBLIC CONSULTATION AND COMMUNITY ENGAGEMENT

An essential aspect of developing the Action Plan has been to make people aware of the project and begin to engage local communities in the process and in the waterways.

The Project Steering Group was convened by Newport Parish Council. It consisted of representatives of the majority of the parish councils which border the waterways, i.e. Newport, Gilberdyke, Blacktoft and Holme-on-Spalding-Moor, in addition to major stakeholders, the East Riding & North Yorkshire Waterways Partnership, Ouse and Humber Drainage Board, Yorkshire Wildlife Trust and East Riding of Yorkshire Council. The project has been very much steered by the local community and it will be the responsibility of the Steering Group to ensure that the recommendations of the study are taken forward.

Parish councils from slightly further afield have also been part of the consultation process, including Eastrington, Broomfleet, Hotham, North Cave and South Cave Parish Councils and Market Weighton Town Council.

In addition to stakeholder engagement, summarised in the previous chapter, a programme of public consultation was carried out. This included the following elements:

7.1 Press Release

A press release was prepared to explain the purposes of the study and to invite members of the public to comment on the following questions:

1. What recreational facilities would you like to see provided on the Canal/River?
2. How could the local environment around the Canal / River be improved?
3. Should the Canal / River be developed to encourage tourism?
4. Are there any memories or stories about the Canal / River that you would like to share?
5. What would your Vision for the Canal / River in five years' time be?
6. The press release was circulated widely through the press office at East Riding of Yorkshire Council.

7.2 Newspaper Articles

Following the press release there were some inquiries from newspapers requesting additional information. Articles were included in a number of newspapers, including the Goole Times, Yorkshire Post, Hull Daily Mail and Pocklington Post.

7.3 Radio

Radio interviews were undertaken for the newsroom at KCFM, an independent radio station for Hull and East Yorkshire and for a Saturday morning programme on Vixen 101, the local radio station for Market Weighton.

7.4 Television

An interview was undertaken alongside the canal in Newport for the BBC news programme, Look North.

Facebook

A Facebook page was set up for the project and this was promoted through the Steering Group, the press release and the newspaper articles. A total of 13 likes were received and 6 comments were posted.

7.5 Web page

A web page was set up for the project at www.marketweightoncanal.co.uk and this contained a copy of the press release.

7.6 Steering Group Network

Members of the Steering Group promoted the press release in their area and information about the project appeared on local notice boards and in parish magazines.

7.7 Facebook Comments

The following are a sample of the comments received:

- 'Somewhere safe to walk with the grandchildren and dog.'
- 'If there's an opportunity to develop a towpath, ensure it's wheelchair/pushchair friendly and separate from a cycle path if possible.'
- 'As long as there are plenty of benches, picnic spots and litter bins along the route, this should attract families and keen walkers alike - especially if there is also an opportunity to offer a cafe somewhere with parking, play area and accessible toilet and baby change facilities...'
- 'You could work with local historians, ecologists and students to include family-friendly information boards along the route about the history of the waterways and the surrounding area as well as about the flora, fauna and habitats etc.'
- 'You could also work with local artists and schools to develop interesting art, sculpture and sensory projects along the route.'
- 'I am very pleased to be involved in this exciting feasibility study to look into the better utilisation of the environment of the Market Weighton Canal and River Foulness watercourses, after which it is hoped the findings will be used for developing future proposals and bring in funding to develop, improve and increase the use of the canal and associated pathways.'

7.8 E-mail comments

The following are a selection of comments received by e-mail following the press release:

- 'In a survey undertaken for the Newport Parish Plan....97% of respondents considered the preservation of the countryside around Newport to be important. 83% considered this to be extremely important.'
- 'Of the same population, 86% agreed that regeneration of the canal and its banks were important to improving the local environment.'
- 'Restoration of countryside footpaths and bridleways were considered of equal importance.'
- 'On Canal Side West is the old Brickyard - an area which has now been turned into a part recreational, part nature trail area. Villagers feel that much more could be made of this area, possibly in association with activities generated for the canal.'
- 'The canal suffers from extensive sub water weed build up, erosion and collapse of bank and walls (Canal Side West).'
- 'Make local people more aware of the facility, offer storage for kayaks etc along the rivers etc.'
- 'Vision –A vibrant water corridor for use by low impact leisure craft, with mooring near hospitality venues and the chance to access the water securely from each bank.'
- 'Objectives should include:
    - The creation of a 'wow factor' experience covering all manner of biodiversity and activity interests.
    - Something that is commercially sustainable.
    - Establish a marketable brand identity that would bring people to the area.
    - Provide a support infrastructure for transport and services, including a visitor centre.
    - It might be possible to include more activity through the use of designated areas along the route (games, boating, kayaks, sports, activity apparatus).'
- 'Provide good hard surfaced car access roads and parking to: the lock head, extension of Fen Land and improved parking at the Pumping Station on the east side and at Sodhouse Lock.'
- 'Provide good hard surfaced footpaths north of Newport on the east side: from Sodhouse Lock to Pumps, from Newport Bridge to Tilery Bridge and from The Landing to the Lock on the east side at Broomfleet.'

- 'Water use - The canal is a narrow waterway and therefore to make the use of the water more pleasurable for everyone the canal should be divided into sections. (30 metres each side of all pumps not to be used.)'
- 'We recently spent a weekend cycling the Erewash cycle trail along the river and canal in Nottinghamshire and it was so pleasant, picturesque and peaceful it would be wonderful if something similar could be done here. The path was shared with pedestrians, and there were various access points and information boards. Links could easily be made with public transport.'
- 'I won't be doing any work on the Newport stretch or helping to restore the area until the Newport Parish Council stops charging to fish the canal. I accept the fact there is a charge but on a daily basis is out of the question.'

Whilst the initial public response to the consultation was not substantial, it can be seen that the majority of the comments received have been positive. It is clear that people value their local waterways and the surrounding countryside and there is strong support for enhancing opportunities for recreation whilst maintaining a high quality environment.

Consulting the local community in an area of dispersed rural settlements was very challenging, and more work needs to be undertaken to engage them effectively with the waterways at a local level. More local and focussed engagement would enable local people to enjoy and better understand the potential benefits of enhancing the waterways.

The importance of the waterways to the local community is underlined by responses in consultations undertaken during the preparation of local parish plans. As highlighted above, 86% of respondents in Newport said that improvement of the canal and its environment was important and 97% considered that preservation of the wider countryside around Newport to be important. The attractive countryside was an important factor in peoples' decision to live in the area and 86% of respondents made regular use of it. Many people also expressed concern about the condition of footpaths and bridleways and the need to open up routes where landowners had denied access. Respondents to a similar community consultation in Gilberdyke stressed the importance of maintaining and improving the quality of the local countryside and environmental issues such as increased tree planting and footpath improvement were high on the agenda at Holme-on-Spalding-Moor.

These responses form a good basis on which to continue to raise awareness amongst local communities to harness their good will and enthusiasm and provide further opportunities to join in and input into the process of enhancing the waterways and getting them better used. The recommendations of this study include potential mechanisms for further raising awareness and securing increased community engagement in the development of the waterways (see the Action Plan in Appendix 1).

These include:

- Promoting them widely through a website and through local leisure and other businesses.
- Maximising the use of new digital media.
- Producing leaflets about local attractions and walking and riding routes.
- Establishing an information centre and permanent exhibition.
- Working with local schools and colleges.
- Establishing a Friends Group and volunteer groups for the waterways.
- Working with parish councils to raise awareness and promote the development of the waterways, perhaps through a partnership of the local parish councils.

8.0 POLICY CONTEXT

There are currently a wide range of local and national policy documents that have potential to impact on the management of the Market Weighton Canal and River Foulness. The following sections highlight those aspects of current policy that are likely to be of relevance in implementing this Action Plan.

8.1 Natural England Green Infrastructure Policy

Natural England defines green infrastructure as 'a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features.' It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.

The Yorkshire & Humber Green Infrastructure Mapping Project was carried out to help local authorities protect and create green infrastructure through their Local Development Frameworks. Natural England, working in partnership with all local authorities in the region and other partners, worked to ensure a consistent approach was taken.

The work should be used by local authorities, statutory agencies, voluntary sector organisations and the private sector to:

- Protect green infrastructure.
- Be a starting point for more detailed or localised green infrastructure work.
- Increase awareness of where green infrastructure functions exist and how they complement each other.
- Establish a baseline of green infrastructure from which change can be measured.
- Inform planning decisions and development proposals.
- Provide evidence for policy and strategy creation.
- Form the basis of subregional delivery projects.
- Focus green infrastructure enhancement where gains can be maximised

8.2 Landscape Character Assessment 2005

This document took a strategic look at all the landscapes in the East Riding of Yorkshire. The objectives for the Landscape Character Assessment were as follows:

- To describe and classify the landscape of the East Riding, including an understanding of landscape evolution and the factors that have influenced that evolution.
- To promote an appreciation of landscape issues within the East Riding and provide a baseline for monitoring future change in landscape character.
- To guide and inform policy development, principally landscape protection policies, through preparation of the Local Development Framework and to guide land use allocations
- To inform development control decisions relating to the design, integration and mitigation of new development

The following Landscape Types were identified in the study area in the Landscape Character Assessment:

River Foulness

- 7A – South Holme on Spalding Moor Farmland
- 7B – Eastrington Farmland

Market Weighton Canal

- 1A – Shiptonthorpe and Market Weighton Farmland
- 6B – South Cliffe and Hotham Common
- 8B – M62 Corridor, Gilberdyke to North Cave
- 9E – South Cliffe and Hotham Common
- 9D – Blacktoft and Laxton Farmland
- 23A – Brough and Yokefleet River Bank
- 23B – Blacktoft Sands

In type 7A and 7B, which comprise the 'Foulness Open Farmland' the key characteristics identified were as follows:

- Low lying flat landscape with open views stretching as far as the Wolds in the east.
- Very few trees and woodland.
- Sparse settlement consisting mainly of scattered farmsteads.
- Few roads or Public Rights of Way.
- Large and very large rectilinear fields surrounded by fragmented hedgerows.
- Regular rectilinear drainage ditches feeding into the more sinuous River Foulness.
- Important location of Iron Age settlement and iron working.
- Roman and medieval archaeology is also present.

The condition and strength of character of the landscape was described as follows:

'The characteristics i.e. the River Foulness, drainage channels and hedgerow field boundaries that contribute to landscape character in this area are in varying condition. The River Foulness meanders through the intensively farmed landscape but is not very visible because farmed fields extend up to its banks and as a result it has little influence on visual character. It is knowledge of the history of human activity that makes this landscape interesting but that knowledge is not widespread.

As a result of the fragmentation of landscape characteristics and the lack of visible historic evidence in the landscape the landscape type has lost sense of place. This in turn has weakened the strength of character for the area that lacks distinctiveness.'

The proposed strategy for this landscape type is:

- To enhance landscape character in the character type by reinstating characteristics and key features.
- Promote the replanting of hedgerow field boundaries with hedgerow trees where they have been lost and the gapping up of existing fragmented hedgerows.
- Promote woodland planting particularly around new farm buildings and also to link in with the existing sparse woodland network. Woodland species in this area include oak, ash and field maple. In wetter areas and along watercourses alder and goat willow are commonly found. Birch and cherry are also present.
- Hedgerows are predominantly hawthorn, with blackthorn, dog rose, elder and hazel.
- Encourage management of fields adjacent to the River Foulness to revert their margins adjacent to the river to semi natural wetland habitats. This will broaden the influence of the river in the character type, increase diversity while maintaining openness.
- Ensure that development proposals for the area consider landscape character and respect the exiting openness and remoteness of the area.

The Market Weighton Canal crosses over 7 different landscape types and forms only a small part of each of those areas. Therefore there is no co-ordinated strategy for the canal as there is for the river. There are some recurring themes in the strategies for these landscape types, and these mainly relate to retaining existing field patterns and drainage features, and enhancing boundaries through re-establishment of trees and hedgerows. Although a detailed summary is not included here, it will be necessary to consider relevant landscape types when undertaking works on the canal.

8.3 Natural England National Character Area 39: Humberhead Levels

The Market Weighton Canal and the River Foulness lie in National Character Area (NCA) 39 Humberhead Levels. This character area covers much of the low lying agricultural landscape adjacent to the eastern end of the Humber Estuary. The key facts and data relating to the NCA can be found on Natural England's website (www.naturalengland.org.uk/publications/nca/default.aspx).

They are summarised below:

Designated nature conservation sites

- No national landscape designations
- The Humber Estuary is a Ramsar site, a Special Protection Area (SPA) and a Special Area of Conservation (SAC)
- A total of 40 SSSIs, including South Cliffe Common
- No Local Nature Reserves on or near the canal or river

Bedrock geology - The solid geology is poorly visible within the Humberhead Levels, being largely obscured by glacial clays and fluvial sands and gravels. The underlying solid geology is Triassic Mercia Mudstones and sandstones, some of which form significant aquifers.

Superficial Deposits - Drift geology is largely dominated by the glacial Lake Humber deposits, in places reworked by rivers and mixed with sands and gravels or alluvial silts, creating a largely flat landscape with local undulations. There are extensive areas of fluvial deposits of sands and gravels, giving rise to infertile free draining soils, some planted with conifers and others worked commercially, leaving a legacy of restored or partly restored gravel pits. There are significant areas of peat and peat soil along former river channels and flood areas.

Soils and Agricultural Land Classification - The soils vary considerably depending upon the underlying deposits. About half of the NCA has loamy and clayey soils, many of them with naturally high groundwater. Across much of the central low-lying area the water table is maintained at a low level to enable cultivation throughout the year by a very extensive system of pumping. The area contains some of the most productive soils in the country.

Major rivers & canals - Included are the River Foulness (19km) and Market Weighton Canal (9km).

Much of the central area lies close to or even below sea level. Continued settlement and agricultural activity is dependent upon a complex system of drainage, achieved through a network of ditches, drains and dykes. The lower stretches of several major rivers cross the Levels to join the Humber Estuary. There are several navigable waterways crossing the area, emphasising its importance as a route for moving agricultural produce, raw materials and manufactured goods between the North Sea and the industrial hinterland.

8.4 The Humberhead Levels Nature Improvement Area

The Humberhead Levels has been identified as a Nature Improvement Area and is believed to be the best opportunity in England to develop a major multi-functional wetland in an area that was once the Humber Glacial Lake. The Project is led by the Humberhead Levels Partnership and has identified objectives under the following 5 key themes:

- Create additional sites of key habitats in the Inner Estuary.
- Encourage sustainable water management and enhance riparian habitats along connecting rivers and drains.
- Increase the hydrological integrity of England's largest lowland raised mire system (Humberhead Peatlands National Nature Reserve.)
- Sustainably manage existing biodiversity assets by developing a local green economy.
- Increase community links to biodiversity sites and increase volunteer support.

It will be essential for the canal and river project to work closely with the Humberhead Levels Partnership as there are clearly a number of important shared objectives.

8.5 East Riding of Yorkshire Biodiversity Action Plan Strategy.

The aims of the Biodiversity Action Plan (BAP) Strategy include:

- Engaging local communities and raising their awareness
- Identifying what local communities value
- Supporting and encouraging action by local communities
- Developing partnerships to deliver action
- Promoting and developing a network of habitat corridors

In the Strategy, green infrastructure is identified as essential for forming links between existing habitats for movement of species and for creating multi-functional green spaces for public use. Green corridors, such as canal and river corridors, can provide key links in such a network.

The BAP sets out a number of landscape scale biodiversity priority areas. Numbers 57 Walling Fen and 56 Cliffe Heathlands are close to or include the canal corridor.

The East Riding has well known habitats, including the mudflats & marshes of the Humber Estuary. These provide important habitats for:

- Water vole & otter
- Overwintering waders
- Breeding bittern & avocet
- Farmland birds
- Great crested newts, common toad, grass snake
- Rare water plants
- Rare invertebrates
- Brown vole, brown hare

Although much of the flat agricultural land that forms the Humberhead Levels is drained wetland converted to arable land, it contains remnants of fenland plant and invertebrate communities. One of the examples that the BAP gives is the Market Weighton Canal at Oxmardyke and Broomfleet, as such borrow pits or 'delphs' are a feature of Howdenshire. These were excavated to provide spoil for building flood banks or railway embankments and provide a range of wetland habitats from open water to reed bed. Clay extraction has also been significant in the canal corridor and has left a number of water bodies, some important for waterfowl. The gravel workings at North Cave are currently being restored as a wetland nature reserve by the Yorkshire Wildlife Trust, and are an examples.

Designated sites: The Humber Estuary, into which the canal flows through Weighton Lock, is a Site of Special Scientific Interest (SSSI) and a Special Protection Area (SPA). It is also a Special Area of Conservation (SACs have been given special protection under the European Union's Habitats Directive) and a Ramsar site (a wetland area of international conservation importance). There is one other SSSI close to the canal and river, South Cliffe Common, which consists of two parcels of heathland and acidic grass to the east of the canal.

There are a number of UK BAP Priority Habitats relevant to the canal and river corridor:

- Rivers/streams: the River Foulness.
- Standing open water: Market Weighton Canal and brick ponds.
- Ponds: borrow pits.
- Arable: especially agri-environment sites (much of the surrounding farmland is held in Environmental Stewardship.)
- Boundary features: hedgerows.
- Coastal & floodplain/grazing marsh: Broomfleet Island.
- Reed beds: Market Weighton Canal.

Engaging local communities with the Market Weighton Canal and River Foulness can make a contribution to the achievement of many of the aims of the BAP Strategy.

8.6 Yorkshire's Nature Triangle

Yorkshire Wildlife Trust has been leading the Nature Tourism project since 2010. It aims to integrate the conservation and enhancement of wildlife with benefits to the local economy. A key part of the project is the development of the Nature Triangle (which is a network of wildlife sites stretching from the Humber up to the northern edge of the Yorkshire Wolds and across to Spurn Point). The project promotes the responsible use of a network of important sites, encouraging visitors to stay in the area to enjoy the wildlife. Sites close to the canal and river include Eastrington Ponds, North Cliffe Wood and North Cave Wetlands.

8.7 East Riding of Yorkshire Strategy for Sport and Active Recreation 2008-2012. Yes, Be Active Here.

The Sports and Active Recreation Strategy has the vision of East Riding residents being more motivated, inspired and enabled to choose active and healthy lifestyles.

Measures of the success of this vision will include:

- A greater number of people being physically active.
- A greater number of people walking or cycling within the area.
- A wider range of high quality opportunities.
- More people supporting their community through volunteering in sport and active recreation.
- Increasing participation levels amongst women, the elderly, people with disabilities and low income groups.

The scope of the Strategy includes organised sport and active recreation, outdoor adventure, walking for both leisure and travel, cycling for both leisure and travel, volunteer conservation and lifestyle sports (e.g. BMX, roller blading, rock climbing).

Sport and active recreation contributes to shared priorities such as:

- Creating healthier communities.
- Safer and stronger communities (social networks, hard to reach groups, sustainable travel.)
- Economic vitality and workforce development (direct employment, positive image of place.)
- Meeting the needs of children and young people.

The following initiatives and developments could be of particular interest and relevance to work involving the canal:

- A case study of new cycle routes into Beverley clearly shows that the provision of high quality facilities encourages more people to cycle
- In 2006 there were five Walking to Health venues with 1200 participants. In 2012 this has grown to over 20 venues, including Market Weighton and South Cave. Newport and the canal could be a possible further venue; it is flat and accessible with good surfacing near the village
- The Action Plan for the Strategy includes:
    - Further development of cycling routes
    - Production of walking and cycling maps
    - Provision of cycle hire initiatives
    - Extending walking opportunities in rural and coastal areas
    - Extending Walking the Way to Health in rural and coastal areas
    - Choosing active travel

8.8 East Riding Rights of Way Improvement Plan 2011

The improvement of the study area's Rights of Way can contribute to a number of East Riding of Yorkshire Council's Corporate Priorities. These include:

- Local Problem Solving: by promoting Local Parish Partnerships (LPPs) and involving local communities in the maintenance of the Rights of Way in their area.
- Reducing inequalities: working towards opening the network to a greater proportion of the public. Making routes easier to use, improving their promotion and making improvements where provision is poor will open routes up to a wider audience.
- Revitalising our Communities: open space and access to the countryside is considered by the Council to be part of community planning. This will include creating useful links between villages to bring communities together.
- Retaining the East Riding character: This is best achieved by people living in the area and visitors having an understanding of what needs to be preserved. The production of walking guides and packs, maintaining the Public Rights of Way network, whilst preserving landscape character and ensuring historic public rights are retained.
- Supporting vulnerable people: by encouraging and facilitating the use of Rights of Way by members of the public with mobility difficulties or other health problems, the elderly and people who are on their own.

The Local Transport Plan (LTP) and Rights of Way Improvement Plan (ROWIP) should complement each other (see Natural England Guidance). There should be a partnership approach to ensure future local transport schemes make the most efficient and effective use of the existing Public Rights of Way (PROW) network, ensuring value for money and providing maximum benefits for local residents and visitors.

There are a number of Recreational Routes within East Yorkshire including forty miles of the Yorkshire Wolds Way National Trail. Within the project area it runs to the east and north of the canal, through South Cave and Market Weighton. An interpretation programme is being developed for the trail and is expected to finish in 2012. Their website address is: (www.nationaltrail.co.uk/yorkshirewoldsway).

There are 11 recreational paths in East Yorkshire. Of these, the Trans Pennine Trail crosses the canal at Weighton Lock and the Bubwith Rail Trail, the Hudson Way and the Howden 20 run reasonably close to the canal or river.

Where permissive routes exist they are not shown on Ordnance Survey maps. Permission can be withdrawn by the landowner. Examples are: Higher Level Stewardship (HLS) routes, Environment Agency and Canal & River Trust permissive paths, and Council negotiated permissive paths.

In the East Riding there are 85 km of cycleway, in addition to bridleways which also includes the Trans Pennine Trail. There is a requirement to consider better the needs of off road cyclists.

There is one area of Open Access land close to the canal: South Cliffe Common, an area of heathland and a Site of Special Scientific Interest.

Key target areas for the ROWIP are:

1. Education and Promotion
2. Network Connectivity
3. Accessibility
4. Route Maintenance and Improvement
5. Definitive Map and Statement

The routes along the Market Weighton Canal and River Foulness and in their vicinity can contribute to the key target areas and a number of other priorities of the ROWIP. This could include becoming a venue for a Local Paths Partnership. This would make routes available to a greater number of people, including more vulnerable people and the promotion of routes to link local settlements to the canal. This would contribute to the improvement and better integration of public and sustainable transport modes and the provision of more off road cycling routes.

By linking in with the work on the ROWIP, the canal could significantly improve network connectivity as an important north-south link between two long distance trails, the Yorkshire Wolds Way at Market Weighton and the Trans Pennine Trail along the Humber Estuary. It can also form a spine route for new circular walking, riding and cycling routes. This is one of the principal outcomes of the Action Plan and possible new linkages are identified on the maps included with this report.

8.9 Walking the Riding

This website is maintained by East Riding Council Countryside Access Team and can be found at: (www.walkingtheriding.eastriding.gov.uk/find-walks).

Information on local walks and cycling and riding routes can be found by clicking on a map. A number of the walks and rides use the canal towpath or footpaths by the river or intersect the canal or river. Many of them have shorter or alternative routes. They are:

- C15 Broomfleet Circular or Broomfleet to Blacktoft Linear (7.9 miles)
- C18 Hive Hack (15 mile ride)
- C19 Hotham Carr (12 miles)
- C22 Newport Trail (11 mile mountain bike and riding circuit)
- C25 North Cliffe (14 miles)
- W34 Shiptonthorpe & Market Weighton Common (7.5 miles)

Others pass close to the canal or river, including routes in and around North Cave and Holme on Spalding Moor.

8.10 Visit Hull and East Yorkshire (VHEY)

Visit Hull and East Yorkshire is the Destination Management Organisation covering the area in which the Market Weighton Canal and River Foulness lie. Their website address is: (www.visithullandeatyorkshire.com). The area is divided into 4 main sections; Bridlington, the Yorkshire Wolds, Hull and Beverley.

A downloadable information leaflet includes the Yorkshire Wolds Way and links to Walking the Riding website. It includes accommodation details, events and places of interest. There is no specific mention of the area covered by this study and no accommodation is listed in the study area. It mentions activities with a fair emphasis on cycling, but also walking and riding. It highlights Art on the Yorkshire Wolds Way (UK's first public art project on a National Trail) and market towns, including Market Weighton and Howden. The accommodation adverts in the back of the leaflet include a B&B and self-catering in North Cave.

There is no Tourist Information Centre in the study area (Tourist Information Centres are in Bridlington, Humber Bridge, Malton, Beverley and Hull).

8.11 East Yorkshire Council Tourism Policy (2005)

The Council's Tourism Policy has three main aims:

1. To highlight the contribution tourism makes to the economic, social and environmental well-being of the East Riding of Yorkshire
2. To reaffirm the council's role in providing tourism services and supporting the tourism industry in East Yorkshire
3. To determine key policy themes to be delivered through a local Tourism Strategy and Action Plan (not yet published)

It discusses the contribution tourism makes to the economic, social and environmental well-being of East Yorkshire and the diversity of its cultural, natural and built environments. There is a need for a co-ordination role for a fragmented industry. It emphasises the Importance of maintaining the public realm to keep it attractive for visitors and residents.

8.12 East Riding Cultural Strategy 2011-2015

The starting point for the Cultural Strategy is place shaping, with culture at its heart. It defines 'sense of place' as a mixture of identity, attachment and dependence.

The Strategy identifies four key areas of opportunity:

- Renaissance, tourism and creative industries
- Venues and events
- Cultural learning
- Information and communication

A number of outcomes have been established. Those of most relevance to this Action Plan are:

Outcome 1. Stronger advocacy for culture's contribution to place-shaping and community well-being. This includes implementation of public art, embedding culture in regeneration schemes, festivals and the need for an East Riding heritage strategy

Outcome 2. Broader and better opportunities for people to engage in culture. Including ensuring that the heritage tourism offer is developed and promoted

Outcome 3. More participation and sustained interest in culture activity

The following initiatives and developments could have particular interest and relevance to work involving the canal:

- Visit Hull and East Riding (VHEY) is working in partnership to make East Riding into a 'cyclists' paradise
- Post 2012 switch of lottery funding will benefit communities, the environment and cultural activities, especially in the community and voluntary sectors
- Tourism is identified as one of the 'industries of the future' in the Government's 2011 Growth Strategy
- East Riding draft Local Economic Assessment also recognises the importance of the tourism sector and the opportunities it provides to help grow the local economy, especially through short breaks and 'staycations'
- Yorkshire Gold (related to the Olympics) prioritises 5 'golden opportunities': sport & physical activity, community, culture, tourism, business
- LEADER CWWW Programme supports place-based projects focused on developing rural heritage and culture
- In South Holderness, 12 town and parish councils have joined together to form the South East Holderness Regeneration Partnership and set priorities for local work. This could be a suitable model for parish and town councils to take forward the Market Weighton Canal and River Foulness Feasibility Study
- Regenerating an area is not just about investing in buildings; it is also investing in the natural and built environment. An example is given of Beverley Town Trail which is about the town's historic guilds and crafts. It has links to Beverley Beck which has undergone significant refurbishment and opened up both the waterway and its banks to a growing number of boat users, residents and visitors
- Further aspirations include opening up of inland waterways throughout the East Riding for greater public use
- Public art works on The Wolds Trail
- The Cultural Strategy advocates a strategic approach to public art and adopting policies that encourage it to be a fundamental consideration in rural and urban development
- Tourism: culture and heritage is an integral part of the East Riding tourism offer. This is not exclusively about historic buildings and monuments, but also encompasses landscapes, parks and wildlife
- Nature tourism: nature sites working with local tourism industry, accommodation providers, pubs, cafes and other attractions, to develop a range of nature/wildlife tourism packages both to lengthen visitor stays and attract new visitors to the area. The Market Weighton Canal and River Foulness can hopefully be included in this promotion in the future, including as an important part of the Yorkshire's Nature Triangle (see above)

8.13 Local Plans

Planning policy for the area is guided by a number of adopted Local Plans, which will be replaced once the East Riding Core Strategy is completed. The area is covered by the following existing Local Plans:

- Beverley Borough Local Plan (adopted June 1996)
- Boothferry Borough Local Plan (adopted April 1999)
- East Yorkshire Borough Local Plan (adopted June 1997)
- Joint Waste Local Plan (adopted November 2004)
- Joint Minerals Local Plan (adopted January 2004)

Only some of the policies in the Plans have been saved up until the time that the new Core Strategy is adopted. The following policies are particularly relevant to the waterways -

8.14 Beverley Borough Local Plan - Policy E20

'Development proposals which seek to restore or enhance the natural (or valuable man-made) elements of the river corridor, or which encourage appropriate waterside recreation will be approved.'

8.15 Boothferry Borough Local Plan - Policy LT9

'The council, in conjunction with landowners, land occupiers and user groups will maintain and seek to improve the network of long distance recreational footpaths, cycleways and bridleways. In particular priority will be given to those schemes which improve links with urban areas and the countryside and provide circular routes.....'

8.16 Boothferry Borough Local Plan - Policy LT10

'The local planning authority will encourage water based recreation and tourism within the plan area, insofar as this is consistent with the capacity of the water feature and the character and nature conservation importance of the surrounding area, and do not interfere with the possible future restoration to navigable standard of any disused waterway.'

8.17 East Yorkshire Borough Local Plan

- No specific policies relating to waterways.

8.19 **East Riding of Yorkshire Core Strategy**

East Riding of Yorkshire Council is currently preparing a Local Plan Core Strategy, which will be the principal document to guide future planning in the district. Publication of the draft document is expected later in 2012 with a view to the Strategy being adopted in 2013.

A Further Consultation on the emerging Core Strategy was undertaken in October 2011. Some of the main issues of relevance are as follows:

- Market Weighton is proposed as a Local Service Centre where the expansion of employment, housing and tourist facilities is encouraged. 850 new houses are proposed up to 2028.
- Gilberdyke and Newport, and Holme-on-Spalding-Moor are proposed as Primary Rural Service Centres, with provision made for limited residential development, new and/or enhanced local services and facilities, and economic development appropriate to the scale of the village.
- North Cave, South Cave and Eastrington are proposed as Secondary Rural Service Centres where limited residential development, new and/or enhanced local services and facilities, and economic development appropriate to the scale of the village is proposed.
- Over the whole of the East Riding of Yorkshire, further housing (2255 houses) is proposed for the smaller Primary and Secondary Rural Service Centres.
- The Core strategy makes provision for funding from new developments towards open space, sport and recreation. Revised policy SHC4 includes:

  'Residential development that increases demand for open space will be required to address this demand in line with the standards of provision set out in Table 4. Where the open space cannot be provided on the development site, the Council will seek developer contributions for off-site provision. Where practicable the provision of open space should link in well with other green infrastructure as defined by proposed policy HQE5(4).'

These funds will be collected through Section 106 planning obligations and/or a Community Infrastructure Levy charge. Contributions will be sought for natural and semi-natural green spaces, outdoor sports facilities, amenity green space, provision for children and young people, and other types of open space where local standards have been set.

8.20 Newport Parish Plan 2006

Concern for the local environment was the main driver for undertaking the Parish Plan. Considerable concern was expressed about the busy main road through the village (B1230), speed of traffic and parking issues. There have been some improvements since the Plan's publication, although the view that the village has no 'soul' or centre due to the road continues to have resonance. It was noted that one of the village's strengths was its retail offer; a pertinent question was to what extent does passing traffic make this viable. Interestingly, there was a view from local business that Newport does not fully exploit visitors who come for walking, riding or fishing.

Two thirds of respondents were in favour of a cycleway along the main road from Gilberdyke to the motorway junction east of the village.

The Market Weighton Canal was seen as an important part of the village and short walks around the canal were popular. 86% of respondents to the community consultation on which the Plan is based wanted to see the canal and its banks improved as a main feature of the village. Seating and gardens were suggested. The canal's importance as a fishery was also highlighted.

The attractive countryside was cited as a reason that people came to live in Newport. 97% of respondents said the countryside was important (83% said very important). 86% of respondents regularly used local footpaths and bridleways, 55% at least once a week. However, concern was expressed about their condition and the need to open up bridleways where landowners have denied access.

The Old Brickyard was of concern as unsafe for younger children due to its poor maintenance and overgrown state. It has now been developed into a country park, providing an important recreational facility for the village. There is still considerable scope for further improvement.

8.21 Holme-on-Spalding-Moor Parish Plan. September 2006

Environmental issues were high on the agenda at Holme-on-Spalding-Moor, with the preservation of green space, more tree planting and footpath improvement all featuring strongly in community consultation responses. A short length of the canal runs along the parish boundary at the Land of Nod, and the River Foulness enters the parish but neither is mentioned in the Plan.

8.22 Gilberdyke Parish Plan. A Way Forward. 2010

The canal does not lie in the parish, although Sandholme and important connecting routes do. The River Foulness forms its northern boundary. As in Newport residents thought maintaining and improving the quality of the local countryside was important and 22% wished to see tourism encouraged. The speed of traffic on the B1230 and parking was also of concern. 23% regularly use the train and 64% would use public transport if services improved.

Opportunity to create a connected multi-user network

9.0 THEME 1 – ENHANCING RECREATIONAL USE

Access exists along large parts of the canal and river. However this is not used as frequently as it could be. One of the key issues is the absence of linkages to existing recreational routes, surrounding villages and visitor attractions. The purpose of this theme is to take a multi-user approach to enhancing access for recreation, whether that is for horse riding, cycling, walking, canoeing or angling. Whilst the different uses are described separately there is scope to carry out integrated enhancements that benefit all users.

The text in the following sections is supported by a series of 4 maps under Section 14, which show existing routes and attractions and identify potential new linkages. It was outside the scope of this initial scoping project to consult landowners over these proposals, so they are shown as links that would be beneficial from a user point of view. It will be a critical part of the Action Plan to carry out a full consultation on specific proposals with landowners, local communities and user groups.

The actions arising from the 5 themes and 16 objectives are set out in a more detailed Action Plan.

9.1 Horse Riding

There is an opportunity for the development of horse riding trails and routes within the corridors of the Market Weighton Canal and River Foulness, together with the surrounding area. Equestrian interests were very positive in their response to the Action Plan consultation and a great deal of interest has been shown in improving bridleways and their connections and linking them to wider riding opportunities.

Develop horse riding trails and routes - Image courtesy of Monmouthshire County Council

The canal itself could form an important south-north spine route linking the multi-user Trans Pennine Trail which runs along the Humber Estuary, crossing the canal at Weighton Lock, to the Wolds Trail, the Hudson Way Rail Trail and other routes from Market Weighton. It would connect with bridleways and riding trails in the Wolds and open up many miles of route. If a route was opened along the southern edge of the Foulness, links could be made towards Howden using Featherbed Lane, connecting with the network of green lanes north of Eastrington. Extension of the Bubwith Rail Trail from Harswell through to Market Weighton, either connecting to the canal route or via Red House Lane, would also add a further enhancement to the whole network. These routes and potential links are shown on the accompanying maps.

Riding trails and tours could be marketed in conjunction with B&B's offering grazing or stabling, giving opportunities for diversification for local farms. Other local businesses such as pubs, tea rooms and feed suppliers would also benefit. Local riding centres such as those at Port Royal and Gilberdyke could also be involved. Innovative marketing of riding trails and riding holidays has been developed in the Wolds by Ride Yorkshire. Circular riding routes of up to 5 days, such as the Wolds Guided Trail Ride and the Wolds Wanderer are offered, both guided with hired horses and using your own horse. See www.rideyorkshire.org for further details.

Good signage will be essential in order to ensure riders are confident in using the network. This would also give the opportunity to brand the rides and offer a strong identity to the area in marketing and promoting it. The trails would, of course also be available to cyclists, both on and off road, and walkers.

Disputed bridleway at Lorne Farm

Currently, a cohesive bridleway or riding network does not exist on the ground. To create a canal-based route would entail surface improvements, restoration of missing links and upgrade of footpath to bridleway status. There is a significant issue at Lorne Farm where the route's bridleway status is disputed. Restoration of this highly strategic link or, alternatively, creating a viable detour, would enable easier access to many other bridleways and to the railway trails in the area.

Other matters will need to be resolved in order to create a viable spine route. One such issue is a short stretch by Newport Bridge, where the current footpath goes through a private garden. Additionally, at the motorway bridge the current mesh surface would need to be made suitable for horses and getting across the Market Weighton bypass can be difficult.

Alternative routes across the M62 are required for both horse riders and cyclists

A number of bridleways that connect with the spine route will also require improvement and further routes will need upgrading to bridleway status. There is scope for permissive routes to be created. Parish councils have indicated a willingness to work with landowners to help overcome some of these problems. Funds such as Natural England's Paths for Communities could be utilised here.

If the necessary improvements and connections could be made the vision of a large circular route connecting Market Weighton, Holme-on-Spalding-Moor, Newport, Gilberdyke and Howden could be realised. Shorter circular rides could be devised based on the larger route and connections made with local attractions, including the Wolds trails.

Improve connectivity between the waterway corridors and other place of interest

The existing countryside furniture requires upgrading to facilitate the increase of usage

9.2 Public Rights of Way Connectivity

The corridor of the Market Weighton Canal and River Foulness contains a less dense network of Rights of Way than many other areas. The condition of footpaths and bridleways in the corridor is poor in places and routes are sometimes discontinuous, for example stopping abruptly at parish boundaries.

However, there is a near continuous route throughout the length of the canal itself, some of it bridleway and some footpath. This can act as a spine route between the multi-user Trans Pennine Trail in the south and the Wolds Way and other recreational trails at Market Weighton in the north, forming an important strategic link. However, walkers and other users may need encouragement to explore this route; this could be achieved through the provision of good signage and interpretation to tempt people from the existing trails in order to visit Newport and other settlements, providing benefits to local businesses.

East Riding of Yorkshire Council's Countryside Access Team has developed the 'Walking the Riding' website to highlight a number of walks and rides in the area; some of which use parts of the canal towpath or cross the canal. Further routes could be planned and publicised and connections made with nearby attractions such as North Cave Wetlands and Holme on Spalding Moor Heritage Walks. The web address is http://walkingtheriding.eastriding.gov.uk

There are a number of opportunities for enhancing Rights of Way within the project area as part of the implementation of the East Riding Rights of Way Improvement Plan (ROWIP). For example, paths close to the Foulness are often overgrown as they are currently little used. Additionally, the bridleway alongside Seavy Carr Drain which connects the canal with North Cave Wetlands has a poor surface. The canal and river can be of increased economic benefit to the local community and businesses through improving maintenance and connectivity, together with good signage and the creation of points of interest. This could be achieved through the provision of interpretation or public art reflecting the area's heritage and importance for biodiversity.

As is described in the section above on horse riding, bridleway connectivity in particular is poor in some places and attention needs to be given to improving these routes and upgrading footpaths to bridleways in some instances. Town and parish councils have indicated their interest in working with local landowners to help overcome these problems. Use could be made of Natural England's Paths for Communities funding (NB: the current scheme ends in March 2014). There is also scope for developing permissive routes with local landowners which could help with some problems of connectivity.

Better provision could be made for people with disabilities from points that are accessible by car or public transport and where there is provision for parking. These stretches could be signed and promoted as access for all routes. An example could be a circuit at Newport running north from the bridge on the B1230 in the centre of the village, crossing the canal at Sandholme Bridge and returning on the other side. Relatively little work would be required to make this route accessible and attractive for wheelchair or mobility buggy users and families with pushchairs.

9.3 Cycling

An example of a successful cycleway network in Lincolnshire - Image courtesy of Lincolnshire County Council

Many waterways lend themselves to the creation of new cycle routes due to their linear nature and their generally gentle gradients. The area around the Market Weighton Canal already includes a section of the Trans Pennine Trail and the Bubwith Rail Trail as well as a network of narrow lanes. There is scope to develop an improved network by undertaking works along the canal corridor.

There is an opportunity to encourage cycling along the whole length of the canal from Market Weighton to the Trans Pennine Trail at Weighton Lock. The terrain below Newport lends itself to the creation of a hard surfaced family cycle trail to bring people into Newport and enable Newport residents to take a traffic-free route to the Humber. This would help to support local businesses by bringing in additional trade.

The section between Market Weighton and Newport is less used and more remote. As such, the creation of a wide surfaced cycle route would be likely to have a significant impact on the character of this part of the canal and its former route. This length of path could be developed as an off-road route that is more suitable for mountain bike users. Rather than providing a 3m wide track, a 30cm wide stone surfaced route could be provided on a wider grassed towpath. This would enable cyclists to use it but to retain the rural character (see photo below).

An example of a narrow stoned surfaced towpath, defining a cycle route

There is a network of bridleways in the area, which with some improved maintenance could be used by cyclists in addition to horse riders. Circular routes and routes connecting features of interest could be developed to improve the cycling experience.

9.4 Canoeing

Canals and rivers present opportunities for both kayaking and open (Canadian) canoeing, whether for canoeing from one end to the other or more localised paddling. Consultations with the East Yorkshire Canoe Club, which is based at North Cave, have revealed that the canal and river are little used by canoeists, largely due to the build up of weed in the summer months.

On the River Foulness there is scope to investigate the creation of an informal canoe trail from Major Bridge near Holme–on-Spalding-Moor to Newport. This would need to be surveyed for its suitability and there would be a need for launch points with some limited parking to drop off canoes. The trail would probably lend itself to organised groups or clubs rather than individuals. Given the environmental sensitivity of the River Foulness for nesting birds, consideration would need to be given to the establishment of a closed period during the breeding season. The maps in Section 14 show some potential locations for improving access for canoeing.

Much of the length of the Foulness is quite remote and there are few access tracks to the river. A plan would need to be made in association with local landowners to agree access to the river in emergencies.

At Newport there is some scope for kayak and open canoe use on the canal through the village. At present there is not a suitable launch point, so one would need to be constructed along this stretch, preferably in an area where there is some parking.

9.5 Boating

The primary purpose of the canal has always been for draining the surrounding land to enable it to be used for agricultural purposes. Historically, the canal was used by boats for the movement of crops and bricks in particular. Navigation rights were formally removed in 1971 through Weighton Lock and under the bridge in Newport, and there is no history of use of the canal for pleasure boating.

In view of the canal's continued importance for land drainage, it is essential that there is full control over the water levels to ensure that drainage of land is as efficient as possible. Therefore, it is not proposed to reintroduce boating on the canal. Additionally, it is not clear that there would be sufficient demand from boaters, given that the canal is remote from the main network and access would require navigation through the Humber, which is a significant barrier.

9.6 Public Transport

Consideration should be given to devising walks and cycle rides using public transport to enable walkers and cyclists to access the area without the use of a car. Information on circular walking and cycling routes from these locations could be provided and promoted in conjunction with transport companies to travellers from places such as Hull, Goole, Doncaster or York and further afield.

There are three nearby railway stations, Broomfleet, Gilberdyke and Eastrington, which link the area to Hull, Doncaster, Goole and York. Local bus routes include that along the B1230 from Hull to Goole, from York to Holme on Spalding Moor and from Brough, Hull, Beverley, Pocklington and York to Market Weighton.

Improve the corridor of the Weighton Beck linking River Head to Market Weighton

The existing bridleway link to North Cave requires upgrading

Improving links to other local facilities and places of interest

The canal and river are used to some extent by local people, but are not considered to be tourist attractions in themselves. Therefore, they need to be promoted as part of a wider package of attractions in the surrounding area. This can be achieved by creating physical links between sites or providing shared information either through leaflets and guides or on site.

There are a number of local towns and villages of interest where better links could be established. These include:

- Market Weighton
- Howden
- Holme on Spalding Moor
- Blacktoft
- Newport

Links could also be improved to other nature sites, including the following:

- Country Park at Newport
- Wetlands / wildlife sites at Oxmardyke
- Eastrington Ponds
- North Cave Wetlands
- Humber Estuary
- South Cliffe Common
- North Cliffe Woods

Links could be made to outdoor recreation facilities as follows:

- Trans Pennine Trail
- Equestrian Centres eg Port Royal, Oxmardyke
- Walling Fen Way
- Wolds Way
- Bubwith Rail Trail

Historic assets that could be better linked to the canal including:

- Iron Age heritage – River Foulness
- Roman history
- Historic airfields, such as Holme-on-Spalding Moor
- Pocklington Canal

Upgraded fishing platforms should be provided

9.7 Angling

The canal and river are currently regularly used for angling; the canal is a rich and diverse fishery and is considered one of the finest in East Yorkshire. In undertaking any habitat improvements along the waterways it is essential to consider the habitat needs of fish populations and to monitor fish stocks on a regular basis.

The waters of the canal and river are mainly used for piking and match fishing, by, in particular, Welton Angling Club and Newport Winter League. Fishing rights on various stretches, including above Newport and near Broomfleet, are held by Hull and District Angling Association (HDAA). HDAA also own the Motorway Pond at Newport. Fishing on the canal at Newport itself is managed by Newport Parish Council.

There are currently some issues between fishing clubs and some residents of Newport, including alleged inappropriate parking particularly on the grass verge, littering etc. The fishing club which is the main user of this stretch deny the allegations. There has also been some criticism of how this fishery is managed. These issues need to be resolved as anglers are important users of the canal and make a significant contribution to the local economy.

The number of fishing platforms close to water level is limited and the canal banks are high in places. New platforms could be provided and a number of these could be made available for use by disabled anglers, particularly at Newport where access is relatively good.

Objective 1:

Develop the potential of the canal towpath as a continuous multi-user 'spine' route connecting the Humber Estuary and Trans Pennine Trail with the established recreational routes of the Wolds.

This would include:

- Horse riding
- Cycling
- Walking

Objective 2:

Improve footpath connectivity in the canal and river corridors and devise circular walks from the canal spine route to link villages and places of interest.

Objective 3:

Where possible ensure suitable routes are accessible by all.

Objective 4.

Encourage use of sustainable transport in promoting quiet recreation within the area.

Objective 5.

Create and promote the corridors of the Market Weighton Canal and River Foulness and the surrounding area as an important destination for horse riding.

Objective 6.

Contribute to Visit Hull & East Yorkshire's (VHEY) vision of creating East Yorkshire as a 'cyclists' paradise.'

Objective 7.

Develop the Market Weighton Canal and River Foulness as a venue for canoeing.

Objective 8.

Promote the Market Weighton Canal and River Foulness corridors as places for quiet recreation.

Objective 9.

Ensure the waterways are managed as important fisheries and angling is maintained and enhanced for all users.

The former canal warehouse at River Head

10.0 THEME 2 – PROVIDING ECONOMIC BENEFITS

10.1 Development at River Head

The former terminus of the canal at River Head near Market Weighton is still visible on site. Part of the former basin is still in water and the former canal warehouse is currently disused. This location could become a focal point of the canal in the same way as the basin on the Pocklington Canal at Canal Head. The canal warehouse there has been restored (as a private residence) and Canal Head developed as a public recreational facility, including a picnic area and limited parking.

The warehouse at River Head itself could be brought back into use. All suggestions would need to be discussed with the owner, but options could include development as holiday let accommodation or as an educational facility, such as a field studies centre.

10.2 Tourism Development

The bridleway network require improving to encourage equestrian tourism

Developing the canal and river for outdoor recreational activities such as walking, cycling and horse riding opens up the need for further tourist accommodation in the area. There is considerable scope to increase the current provision of tourist accommodation if the demand can be generated through the project.

Encouraging activities linked to a healthy outdoor lifestyle gives an opportunity to develop additional camping and caravanning facilities in the local area. Currently there is a static and touring caravan and camping site at Sandholme Lodge Holiday Park with around 30 pitches and a small campsite at Blacktoft. Additional camping in the vicinity of the Trans Pennine Trail, in the Broomfleet or Blacktoft area, will be of particular interest to cyclists undertaking long distance journeys.

Bed and breakfast facilities adjacent to the waterways and with easy access for outdoor activities could be popular. They could be developed with particular facilities, such as stabling for horses or cycle storage for cyclists touring the area over a few days.

Whilst there are equestrian facilities at sites such as Oxmardyke, Port Royal and Stoney Carr Farm, there is further scope to develop facilities to encourage tourists to go horse riding in the area. The development of new equestrian centres, stabling and guided routes could bring visitors into the area.

The development of Geocaching could encourage further visits. It is a global sporting activity similar to orienteering where participants use Global Positioning Systems (GPS) to hunt for hidden treasures, usually in containers called geocaches or caches. Items can then be traded between participants and the findings publicised through the internet.

In order to celebrate the history of the waterways and the opportunities available for recreation, some waterside or water-based events could be organised. These could be local water festivals or possibly ‘have a go’ days for different outdoor activities.

Land upstream of Welham Bridge, the location of the proposed wind farm

10.3 Wind Farm Development

At the time of writing (2012) consultations are taking place about the possible development of the River Valley Wind Farm to the north and south of the River Foulness, upstream of Welham Bridge, near Spaldington. The proposal is to construct 8 turbines, with each being up to 126m in height. They would be connected by a new access road from Welham Bridge, which would cross the river on a new bridge. Following baseline surveys and public consultations there is a proposed design freeze prior to writing the Environmental Impact Assessment. It is intended to submit a planning application around the end of 2012.

It is not intended that the new access tracks would be made available to the public as they are on private land. If landowners were in agreement there is potential to use these tracks to widen access to the River Foulness.

The wind farm developers have not considered visitor or information facilities in any great detail. There may be scope for a parking area with information about the wind farm, and this could offer the opportunity to provide information about the river and the Iron Age history of the area.

The proposed bridge would need to have sufficient clearance if the river is to be used by canoeists. The developer has indicated a willingness to discuss headroom requirements if a canoe trail is developed.

In order to address the issue of birdstrike the developer, RWE, will be preparing a Habitat Management Plan to ensure their proposal does not adversely affect the local bird population and they hope to be able to bring further ecological enhancement to the site. They are interested in any habitat enhancement proposals for this part of the river to ensure that there would not be a conflict and to see if there are ways in which they could contribute.

Objective 10.

Investigate opportunities to develop a low key recreational facility at the former canal terminus at River Head.

Objective 11.

Develop the waterways' corridors, the surrounding area as a tourism destination with the provision of activities and accommodation.

Objective 12.

Work with developers of the proposed wind farm near Spaldington to maximise recreational and biodiversity value from the proposal.

Wetlands along the River Foulness

Visitor Centre at North Cave Wetlands

New wetlands being created at Oxmardyke

The Humber Estuary, part of Yorkshire's Nature Triangle

11.0 THEME 3

MANAGING & ENHANCING THE ENVIRONMENT & HERITAGE

11.1 Ecological Enhancements

The Market Weighton Canal and River Foulness are very important wildlife corridors which provide connectivity between habitats across areas of farmland. The corridor of the River Foulness has been enhanced in recent years through riverside land being taken out of production and entered into Higher Level Stewardship. The grassland and wetland areas created have provided excellent bird breeding habitat with good populations of lapwing and teal in particular. There are opportunities to extend the areas under Higher Level Stewardship, but there may be a limit to the funding available.

Along the Market Weighton Canal, a number of wetland habitats have been created from old brick workings and sand and gravel extraction. In particular, a major wetland area has been created at North Cave and significant new wetlands are being created at Broomfleet and Oxmardyke. There is scope to use the water in the river and canal to create further wetland or washland areas, or areas of new wet woodland and reed beds, to add to biodiversity.

The objective for the whole area, in line with the East Riding of Yorkshire Biodiversity Action Plan, is to maintain and enhance the diversity of habitats and ensure there are linkages between them to enable the movement of wildlife. One way this can be done is through the establishment of buffer zones along the watercourses. These are areas that are not used for crops and which allow natural regeneration to happen. As well as providing wildlife habitat they also help to reduce diffuse sources of pollution of the waterways.

On a wider scale, the Yorkshire Wildlife Trust has developed the Nature Triangle; this is a network of sites across East Yorkshire which are important for wildlife, and where wildlife can be viewed by visitors. The area around the canal and river offers opportunities for habitat enhancement to contribute new sites to the Nature Triangle.

The canal and river are home to many species that are typical of rivers and canals, and many of these are protected. The key species include otter, water vole, barn owl and swan mussel. Further surveys are required to ascertain the exact status of protected species along the watercourses.

There are also potential issues relating to pest and invasive species use of the waterways. Concerns have been raised about the impact of predatory birds on fish stocks and mink on local wildlife populations. Further evidence need to be gathered on these species and the impacts they may be having.

Examples of public art on the Water Rail Way - Images courtesy of Lincolnshire County Council

'Lincoln Red'

Viewing tower at Anton's Gowt

With both watercourses being of importance to wildlife there are concerns that their increased use for recreation could lead to disturbance of wildlife. This is a particular issue on the River Foulness during the bird breeding season (May to July). This will need to be resolved by identifying the most sensitive areas and applying spatial and/or time zoning of recreational activities where possible.

11.2 Heritage

The study area has a long and interesting history and consultees on the study considered it should be better known. Much of the heritage, particularly Iron Age and Roman, is not visible on the ground. Some structures remain from the canal age and from the Second World War at Holme-on-Spalding-Moor Airfield. Linkages need to be established between these features and the canal and river and some information or interpretation provided.

The main ways that this heritage can be brought to life is through the provision of information, onsite interpretation and public art. An interpretation plan would need to be drawn up and potential audiences identified. This could include a limited number of onsite information points, mainly in the form of interpretation boards and innovative digital media provision.

Public art would be a good way to bring to life some of the history. For example, on the River Foulness, the Iron Age heritage could be celebrated by the installation of artworks made of iron or the use of ironwork for some of the countryside furniture eg stiles, gates etc. An art trail has been established along the Water Rail Way in Lincolnshire and this provides an example of what could be achieved here. Some photos are included in this report as examples.

Objective 13.

Enhance biodiversity and improve habitats in the waterway corridors and their surrounding area.

Objective 14.

Interpret the interesting biodiversity, history and heritage of the waterways and surrounding area and ensure it becomes better known by both local people and visitors.

12.0 THEME 4 – RAISING AWARENESS

12.1 Project Website

Many potential visitors to an area will now carry out their initial search online. As such it is essential for this project to establish its own website where information can be posted on recreational opportunities, local accommodation and other attractions linked to the area. Such a site will then be promoted by partners in the project and other leisure and tourism businesses in the county.

12.2 New Media

The project will need to consider the use of new technologies in promoting the river and canal. These could include the use of smart phone or Global Positioning technologies to provide information and route information to visitors when they are on site. Interpretation facilities could make use of QR codes to provide real time information on any events or news relating to the local area.

12.3 Leaflets

In addition to the electronic sources of information, leaflets are always popular in providing information. A series of similarly styled leaflets could be developed to bring key topics to life as well as setting out recommended access routes and tourist facilities.

12.4 Information Centre

If the area is to be well used for walking, cycling, horse riding and canoeing there should ideally be a central focal point in the form of an information or activities centre. This could serve as a meeting place as well as providing information and refreshment facilities. There may also be scope to develop hire facilities for cycles and canoes. The most appropriate location for this is likely to be in the Newport area as it is central to the whole project and close to the canal. The centre could be created by converting an existing building or establishing a new one. The location would need to be easily accessible and to have parking nearby.

The centre would provide a destination for cyclists leaving the Trans Pennine Trail and canoeists using the canal or the river. It may be possible for it to be developed as a private enterprise.

12.5 Educational Resource

The waterways could provide an important local education resource to study topics such as biodiversity and heritage. Education resources for schools and colleges could be developed in conjunction with educational specialists. Studies could be undertaken in the local area rather than requiring field trips further afield.

Objective 15.

Raise awareness of the waterways and their surroundings as an area for quiet recreation and tourism, making use of the ‘brand’ developed in Objective 8 above.

13.0 THEME 5 – ENGAGING WITH LOCAL COMMUNITIES

13.1 Volunteers / Friends Group

For projects of this type, it is important to involve local people in the process, particularly those who would be likely to use the canal and river in the future. This embeds community direction at the very heart of projects. Many waterways around the country have developed local volunteer groups or canal societies to undertake practical work on the canals. These have the benefit of increasing the 'ownership' of the project and increasing 'buy-in' to the proposals. Another option would be a 'Friends' group to help to implement aspects of the project.

13.2 Parish Councils

Parish Councils are key partners in this project, providing a link between the Steering Group and local communities. There is considerable scope for further engagement with Parish Councils to seek their views and identify and take forward local projects. In particular, Parish Councils could be asked to identify local wardens to be 'eyes and ears' on the ground and to help in the upkeep of the waterways and Rights of Way. Withernsea and South East Holderness Regeneration Partnership could be a suitable model for parish and town councils surrounding the canal and river to work together to develop waterways projects. It has brought parish councils together to work with public, private and community organisations to enhance the future prosperity of that area and make it a great place to live, visit and invest in.

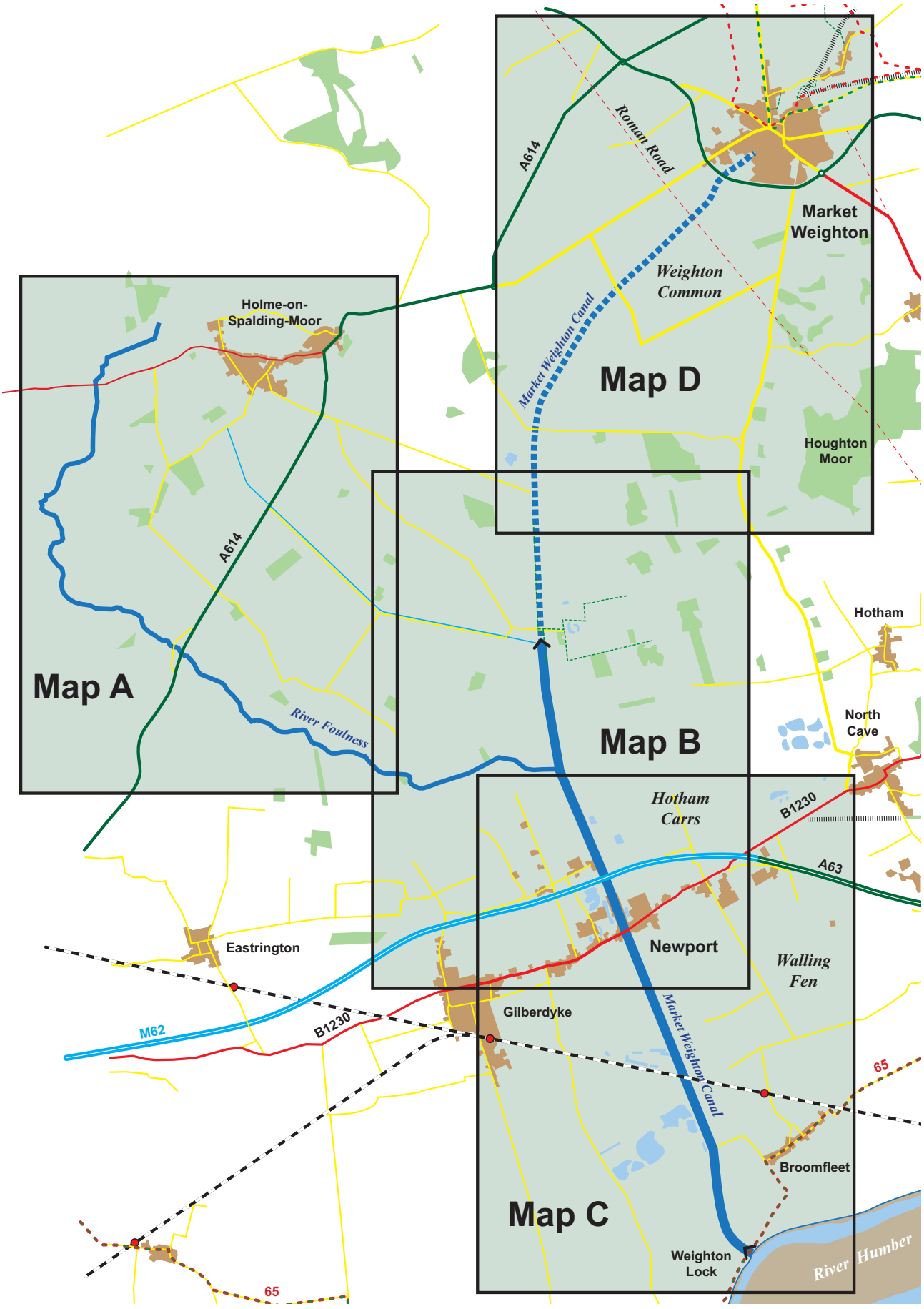
Objective 16.

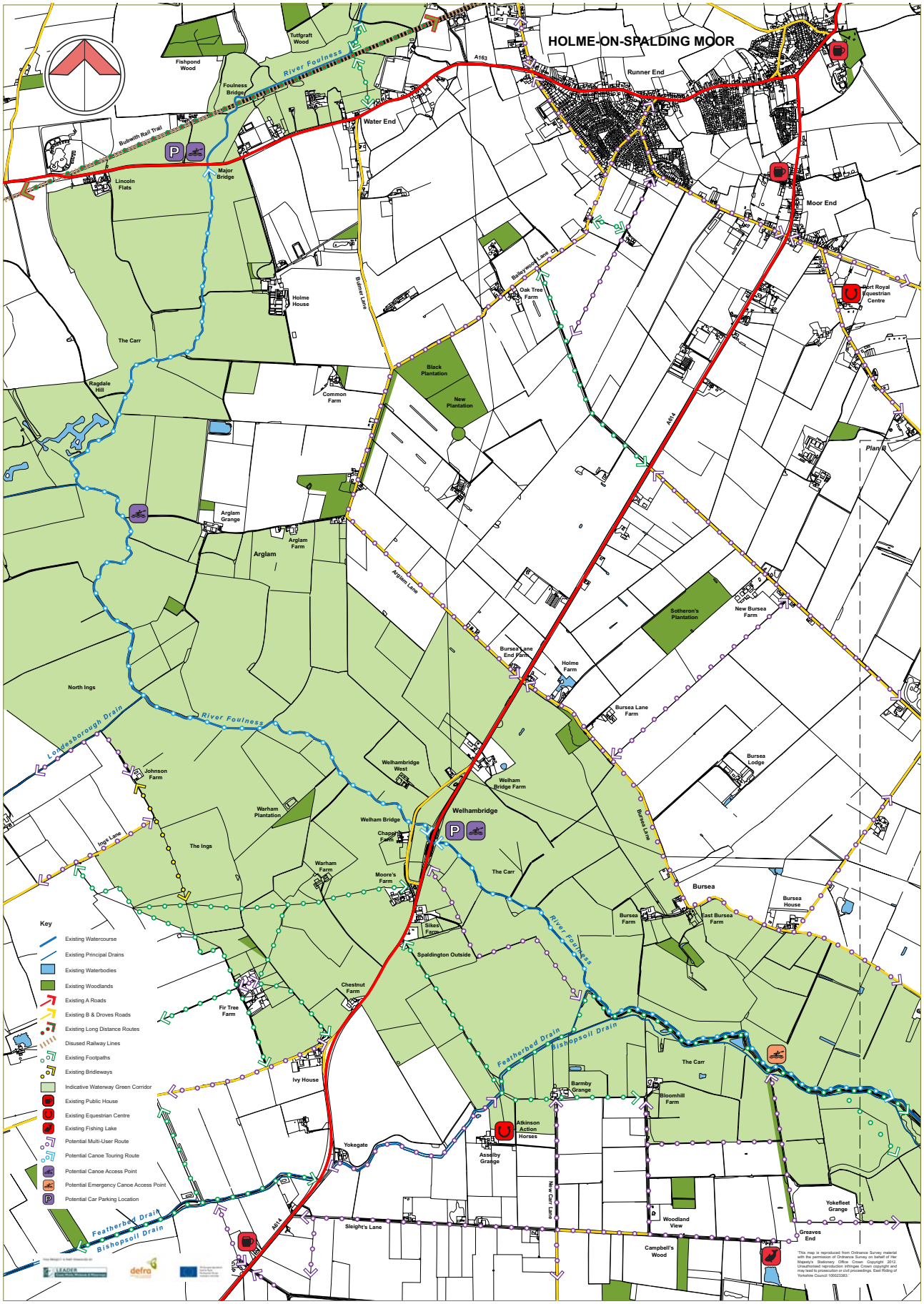
Ensure local people become better aware of the waterway corridor and surrounding area and that they are engaged in the process of developing its social, economic and environmental potential.

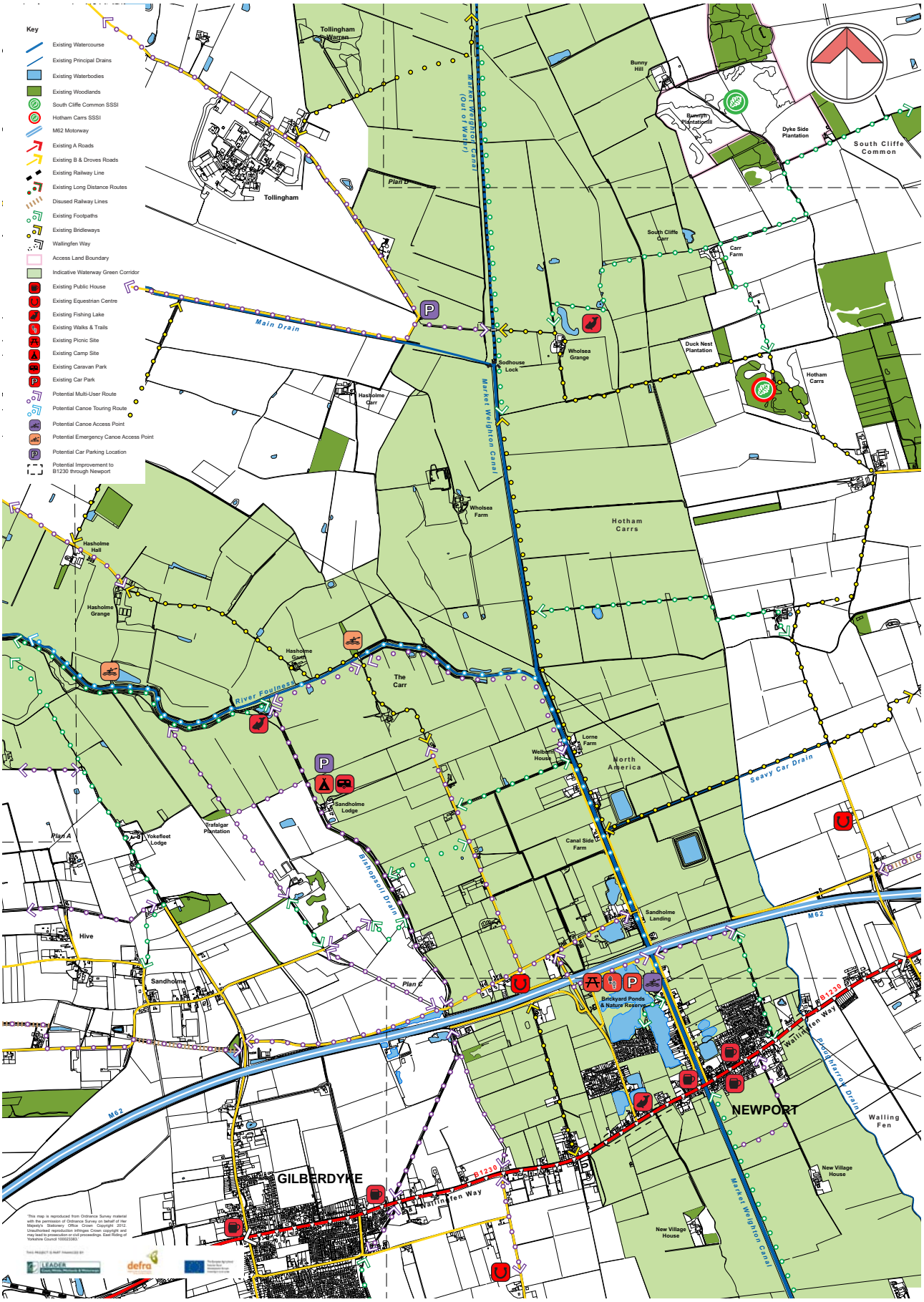
Maps

The following 4 maps show existing recreational facilities within the corridors of the canal and river and other places on interest in the surrounding area.

Existing footpaths and bridleways and existing linkages within the project area are shown. The proposals for new links and visitor facilities under Theme 1 of this Action Plan are only illustrative at this stage and show links that could benefit recreational users of the area. These proposals will need to be assessed in further detail to determine their suitability for the use proposed and detailed consultations will need to be held with landowners and user groups.


Map A
Map B
Map C
Map D
Holme-on-Spalding-Moor
A614
River Foulness
Roman Road
Market Weighton
Weighton Common
Market Weighton Canal
Houghton Moor
Hotham
North Cave
Hotham Carrs
B1230
A63
Newport
Eastrington
Walling Fen
Gilberdyke
M62
B1230
Market Weighton Canal
65
Broomfleet
Weighton Lock
River Humber
65


HOLME-ON-SPALDING MOOR
Runner End
Moor End
Water End
Tutfgraft Wood
Fishpond Wood
Foulness Bridge
River Foulness
Bubwith Rail Trail
Lincoln Flats
Major Bridge
Holme House
Burnor Lane
Oak Tree Farm
Baileywood Lane
Port Royal Equestrian Centre
The Carr
Ragdale Hill
Common Farm
Black Plantation
New Plantation
A614
Arglam Grange
Arglam Farm
Arglam
Arglam Lane
Sotheron's Plantation
New Bursea Farm
Bursea Lane End Farm
Holme Farm
Bursea Lane Farm
North Ings
Lowsborough Drain
River Foulness
Johnson Farm
Welhambridge West
Welham Bridge Farm
Welhambridge
Welham Bridge
Warham Plantation
Chapel Farm
Bursea Lodge
Bursea Lane
Ings Lane
The Ings
Warham Farm
Moore's Farm
The Carr
Bursea
Bursea House
Bursea Farm
East Bursea Farm
Sikes Farm
Spaldington Outside
Chestnut Farm
Fir Tree Farm
Featherbed Drain
Bishopsoil Drain
Ivy House
Barmby Grange
Bloomhill Farm
Atkinson Action Horses
Yokegate
Asselby Grange
New Carr Lane
Sleight's Lane
Woodland View
Yokefleet Grange
Greaves End
Campbell's Wood
Key
Existing Watercourse
Existing Principal Drains
Existing Waterbodies
Existing Woodlands
Existing A Roads
Existing B & Droves Roads
Existing Long Distance Routes
Disused Railway Lines
Existing Footpaths
Existing Bridleways
Indicative Waterway Green Corridor
Existing Public House
Existing Equestrian Centre
Existing Fishing Lake
Potential Multi-User Route
Potential Canoe Touring Route
Potential Canoe Access Point
Potential Emergency Canoe Access Point
Potential Car Parking Location


Key
Existing Watercourse
Existing Principal Drains
Existing Waterbodies
Existing Woodlands
South Cliffe Common SSSI
Hotham Carrs SSSI
M62 Motorway
Existing A Roads
Existing B & Droves Roads
Existing Railway Line
Existing Long Distance Routes
Disused Railway Lines
Existing Footpaths
Existing Bridleways
Wallingfen Way
Access Land Boundary
Indicative Waterway Green Corridor
Existing Public House
Existing Equestrian Centre
Existing Fishing Lake
Existing Walks & Trails
Existing Picnic Site
Existing Camp Site
Existing Caravan Park
Existing Car Parking
Potential Multi-User Route
Potential Canoe Touring Route
Potential Canoe Access Point
Potential Emergency Canoe Access Point
Potential Car Parking Location
Potential Improvement to B1230 through Newport
Tollingham Warren
Tollingham
Market Weighton Canal (Out of Water)
Plan D
Bunny Hill
Bunny Plantation III
Dyke Side Plantation
South Cliffe Common
South Cliffe Carr
Carr Farm
Main Drain
Wholsea Grange
Sodhouse Lock
Duck Nest Plantation
Hotham Carrs
Hasholme Carr
Market Weighton Canal
Wholsea Farm
Hotham Carrs
Hasholme Hall
Hasholme Grange
Hasholme Gate
The Carr
River Foulness
Lorne Farm
Welbarn House
North America
Seavy Car Drain
Sandholme Lodge
Plan A
Yokefleet Lodge
Trafalgar Plantation
Canal Side Farm
Brshopsoil Drain
Hive
Sandholme
Sandholme Landing
M62
Plan C
Brickyard Ponds & Nature Reserve
B1230
Wallingfen Way
Pond Haven Drain
NEWPORT
Walling Fen
New Village House
GILBERDYKE
M62
B1230
Wallington Way
Market Weighton Canal
New Village House
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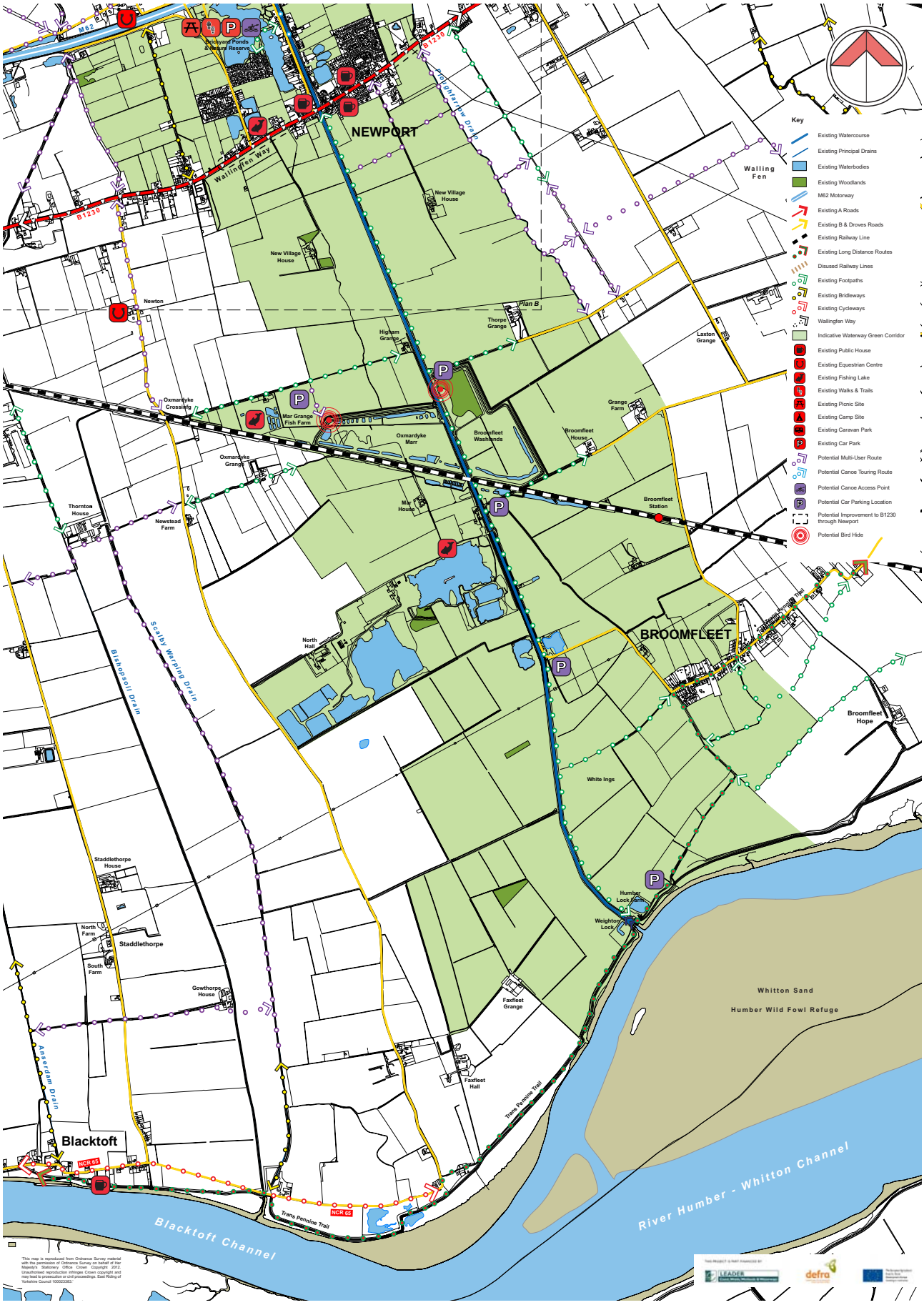
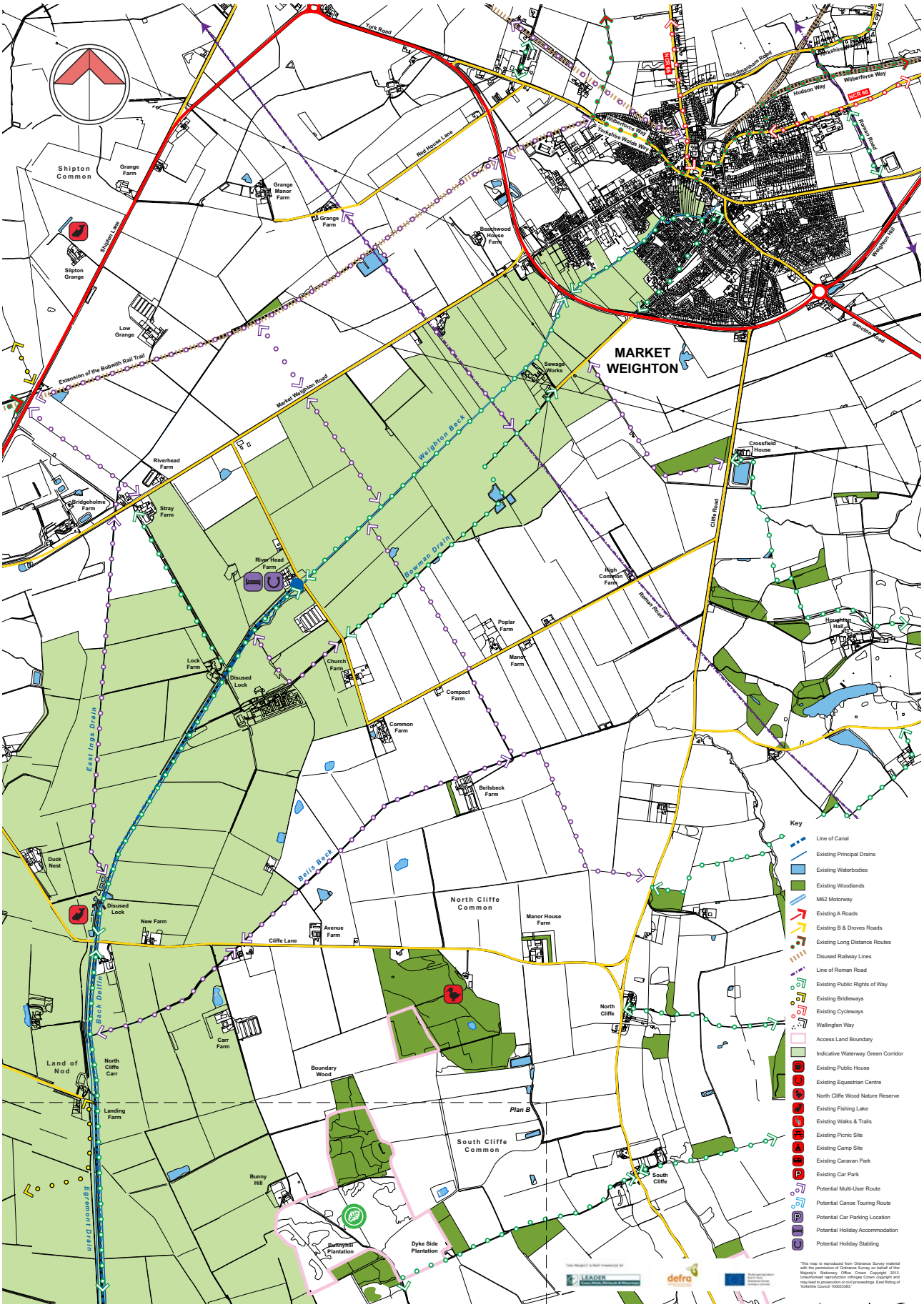

NEWPORT
BROOMFLEET
Blacktoft
Staddlethorpe
Whitton Sand
Humber Wild Fowl Refuge
River Humber - Whitton Channel
Blacktoft Channel
Trans Pennine Trail
NCR 65
Key
Existing Watercourse
Existing Principal Drains
Existing Waterbodies
Existing Woodlands
M62 Motorway
Existing A Roads
Existing B & Droves Roads
Existing Railway Line
Existing Long Distance Routes
Disused Railway Lines
Existing Footpaths
Existing Bridleways
Existing Cycleways
Wallingfen Way
Indicative Waterway Green Corridor
Existing Public House
Existing Equestrian Centre
Existing Fishing Lake
Existing Walks & Trails
Existing Picnic Site
Existing Camp Site
Existing Caravan Park
Existing Car Park
Potential Multi-User Route
Potential Canoe Touring Route
Potential Canoe Access Point
Potential Car Parking Location
Potential Improvement to B1230 through Newport
Potential Bird Hide



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15.0 THE WAY FORWARD

In order to take forward the recommendations in this report, the project Steering Group could be reconstituted as a more formal partnership, acting under the umbrella of the East Riding and North Yorkshire Waterways Partnership. The group could be strengthened by the establishment of a written constitution which adopted the Vision and Objectives from this study. Members of the partnership could take the lead on issues of most relevance to their organisation and then report back progress to group meetings. The key role for the partnership will be to maintain the impetus of the project.

As a more formal entity, the partnership would be in a stronger position to apply for funding and, if sufficient funds were available, could employ a Project Officer or consultants to take forward a number of the actions recommended.

An Action Plan has been developed (see Appendix 1) to identify how each of the objectives could be taken forward and who should take the lead role on particular issues. The objectives and associated actions are written in such a way that groups of them can be packaged together to form discrete projects. Each of these can then be developed and funding sought from relevant sources.

For projects of this type to be successful it is essential to involve the local community at all stages and to encourage active participation through volunteering. One of the key issues to be addressed will be to consult with key landowners and local user groups on the potential actions.

Many similar waterway projects have gained significant funding through the Heritage Lottery Fund and this is something that could be considered here. A co-ordinated multi-functional bid that protects and enhances the heritage and promotes it to local people and visitors is likely to make a good case for funding. The Action Plan also identifies other potential funding sources for taking forward the recommended actions.

This study is essentially a scoping study that identifies what could be achieved on the Market Weighton Canal and the River Foulness. Further work will be needed on a number of issues and to develop projects prior to implementation.

The success of the project will depend on successful partnership working through the East Riding & North Yorkshire Waterways Partnership, and the development of strong working relationships between local organisations and individuals. This will breed a spirit of co-operation in the implementation of projects to achieve the overall Vision for the Market Weighton Canal and the River Foulness.

Theme 1. Enhancing Recreational Use

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 1: **Develop the potential of the canal towpath as a continuous multi-user 'spine' route connecting the Humber Estuary and Trans Pennine Trail with the established recreational routes of the Wolds.** **This would include:** • **Horse riding** • **Cycling** • **Walking**	1. Ensure all obstructions and impediments to creating a multi-user spine route are removed. This will involve: • Engagement with town and parish councils, landowners and East Riding of Yorkshire Council Countryside Access Team. • Upgrading footpath to bridleway status where needed. • Resolving access conflicts such as at Lorne Farm. • Improving connections and surfacing etc where necessary. Potential locations for works are identified on Maps 1 - 4 in this report.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Environment Agency Town/parish councils Landowners Access Team - East Riding of Yorkshire Council Countryside Joint Local Access Forum (LAF)	Natural England Paths for Communities East Riding of Yorkshire Council PROW budget Town/parish precepts	Rights of Way Improvement Plan (ROWIP) E. Riding Cultural Strategy E. Riding Sport & Active Recreation Strategy East Riding of Yorkshire Council Tourism Policy Newport Parish Plan British Horse Society (BHS) Ride Yorkshire Sustrans Countryside Access Team Joint Local Access Forum Ramblers Association Trans Pennine Trail Officer	Short & medium term
	2. Provide good signage and waymarking to encourage use of the route. This is particularly important to link with existing recreational trails such as the Trans Pennine Trail, Wolds Way and Hudson Way	East Riding & North Yorkshire Waterways Partnership Project Steering Group	East Riding of Yorkshire Council Countryside Access Team Joint Local Access Forum	Natural England Paths for Communities East Riding of Yorkshire Council PROW budget Town/parish precepts	Rights of Way Improvement Plan (ROWIP) E. Riding Cultural Strategy E. Riding Sport & Active Recreation Strategy East Riding of Yorkshire Council Tourism Policy Newport Parish Plan British Horse Society (BHS) Ride Yorkshire Sustrans Countryside Access Team Joint Local Access Forum Ramblers Association Trans Pennine Trail Officer	Short & medium term

Theme 1. Enhancing Recreational Use

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Objective 2. **Improve footpath connectivity in the canal and river corridors and devise circular walks from the canal spine route to link villages and places of interest**	1. Engage with town and parish councils, landowners and East Riding of Yorkshire Council Countryside Access Team to improve the condition of existing Public Rights of Way and the completion of important missing links such as those identified on Maps 1 – 4 accompanying this Action Plan.	Countryside Access Team	Joint Local Access Forum Town/parish councils Landowners Ouse & Humber Drainage Board	East Riding of Yorkshire Council PROW budget Future LEADER programmes. Town/parish precepts Natural England Environmental Stewardship	Rights of Way Improvement Plan (ROWIP) Countryside Access Team Joint Local Access Forum Ramblers Association	Short & medium term
	2. Devise further circular walks and themed trails based on the canal spine route and other important routes in the area. These should link to villages and local attractions and make use of the area's rich heritage and diversity.	East Riding & North Yorkshire Waterways Partnership / Project Steering Group	Joint Local Access Forum Town/parish councils Landowners Ramblers Association & other local walking groups Ouse & Humber Drainage Board	East Riding of Yorkshire Council PROW budget Future LEADER programmes. Town/parish precepts Natural England Environmental Stewardship	E. Riding Cultural Strategy E. Riding Sport & Active Recreation Strategy	Short & medium term

Theme 1. Enhancing Recreational Use

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 2. **Improve footpath connectivity in the canal and river corridors and devise circular walks from the canal spine route to link villages and places of interest**	3. Investigate the feasibility of setting up a Local Paths Partnership for the area around the canal and river which actively involves members of the local community. This could co-ordinate the management of the local paths network. This role could be taken on by the Steering Group, parish councils or through a separate group.	Project Steering Group/ parish councils	Joint Local Access Forum East Riding of Yorkshire Council Ouse & Humber Drainage Board	Future LEADER programmes	Rights of Way Improvement Plan (ROWIP)	Short term
	4. Investigate the feasibility of establishing Newport as a venue for Walking for Health, making use of the canal's accessibility and opportunity for a circuit using the bridge at Sandholme.	Project Steering Group/ Newport Parish Council	East Riding of Yorkshire Council Sport, Play and Arts Service East Riding of Yorkshire Council Countryside Access Team Ouse & Humber Drainage Board	East Riding of Yorkshire Council	E. Riding Sport & Active Recreation Strategy	Short term
	5. Work with Eastrington Parish Council to improve links to Eastrington where there are already local walks: Eastrington Ponds Nature Reserve, Greaves End Fishing Ponds, holiday accommodation and a range of village facilities.	Project Steering Group	Eastrington Parish Council Ouse & Humber Drainage Board	Future LEADER programmes.	Rights of Way Improvement Plan (ROWIP) Eastrington Parish Council	Short term
Objective 3. **Where possible ensure suitable routes are accessible by all.**	1. Select a number of routes that could be accessible by all, including wheelchair and mobility buggy users. The routes should be easily attainable by public transport or car, with parking facilities for the disabled. Good locations would include: • The Newport circuit of the canal • The Landings at Broomfleet. • Weighton Lock	East Riding & North Yorkshire Waterways Partnership/Project Steering Group	Joint Local Access Forum Town/parish councils Landowners East Riding of Yorkshire Council Countryside Access Team Accessibility organisations Ouse & Humber Drainage Board	WREN (Waste Recycling Environment Ltd)	Rights of Way Improvement Plan (ROWIP) E. Riding Sport & Active Recreation Strategy	Short term

Theme 1. Enhancing Recreational Use

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 3. **Where possible ensure suitable routes are accessible by all.**	2. Commission Access for All audits at these selected sites and make the necessary improvements to comply with Countryside for All Standards.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Joint Local Access Forum Town/parish councils Landowners East Riding of Yorkshire Council Countryside Access Team Accessibility organisations Ouse & Humber Drainage Board	East Riding of Yorkshire Council PROW and other budgets Future LEADER programmes. Town/parish precepts WREN (Waste Recycling Environment Ltd)	Rights of Way Improvement Plan (ROWIP) E. Riding Sport & Active Recreation Strategy	Short term
Objective 4. **Encourage use of sustainable transport in promoting quiet recreation within the area.**	1. Where possible integrate the series of themed walks and cycle routes using railway stations at Broomfleet, Gilberdyke and Eastrington and bus routes along the B1230 and to and from Market Weighton and Holme on Spalding Moor. Use branding developed under Objective 7 below.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Rail companies Bus companies.	Visit Hull & East Yorkshire Local transport funding Rail & bus companies	E. Riding Sport & Active Recreation Strategy.	Short term
Objective 5. **Create and promote the corridors of the Market Weighton Canal and River Foulness and the surrounding area as an important destination for horse riding.**	1. Create circular horse riding routes based on the canal spine route. This will include: • Ensuring connectivity with strategic bridleway routes • Negotiating permissive connections with landowners where links are missing • Improving surface condition in strategic links such as Seavy Carr Drain	East Riding & North Yorkshire Waterways Partnership / Project Steering Group & Town/parish councils	East Riding of Yorkshire Council Countryside Access Team Joint Local Access Forum Ride Yorkshire British Horse Society Equestrian centres Landowners Natural England Ouse & Humber Drainage Board Environment Agency	East Riding of Yorkshire Council PROW budget Town/parish precepts Environmental Stewardship Access payments	E. Riding Cultural Strategy E. Riding Sport & Active Recreation Strategy East Riding of Yorkshire Tourism Policy British Horse Society Ride Yorkshire Countryside Access Team Joint Local Access Forum	Short term

Theme 1. Enhancing Recreational Use

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 5. **Create and promote the corridors of the Market Weighton Canal and River Foulness and the surrounding area as an important destination for horse riding.**	2. Create services for visiting horse riders • Work with local farmers and landowners pubs etc to establish accommodation with stabling or grazing • Ensure there are local suppliers of feed and other riding requisites and services.	East Riding & North Yorkshire Waterways Partnership Project Steering Group & Town/parish councils	Farmers & landowners Accommodation providers Equestrian centres Visit Hull & East Yorkshire British Horse Society Ride Yorkshire Local businesses	Rural Development Programme for England (RDPE) Private investment Future LEADER programmes.	Rights of Way Improvement Plan (ROWIP)East Riding of Yorkshire Council Tourism Policy British Horse Society Ride Yorkshire	Medium term
	3. Promote the area as a horse riding destination with a strong local brand, good information and signage to complement the work of Ride Yorkshire in The Wolds: • Ensure there is good waymarking on riding routes to give riding visitors confidence in using the routes • Ensure there is good tourist information about opportunities available to potential riding visitors • Ensure the brand is consistent with the wider promotion objective in 8 below.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Visit Hull & East Yorkshire East Riding of Yorkshire Council Countryside Access Team Town/parish councils Ride Yorkshire British Horse Society	East Riding of Yorkshire Council PROW budget Future LEADER programmes. Rural Development Programme for England (RDPE) Visit Hull & East Yorkshire Town/parish precepts	East Riding of Yorkshire Council Tourism Policy British Horse Society Ride Yorkshire Joint Local Access Forum	Medium term
	4. Contribute to the British Horse Society's (BHS) vision of a large horse riding route joining Market Weighton, Holme-on-Spalding-Moor, Howden, Gilberdyke & Newport.	British Horse Society	Ride Yorkshire Landowners Countryside Access Team Joint Local Access Forum East Riding & North Yorkshire Waterways Partnership / Project Steering Group Ouse & Humber Drainage Board Environment Agency	East Riding of Yorkshire Council PROW budget Town/parish precepts	British Horse Society	Long term

Theme 1. Enhancing Recreational Use

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 6. **Contribute to Visit Hull & East Yorkshire's (VHEY) vision of creating East Yorkshire as a 'cyclists' paradise'**	1. Work with Sustrans and local landowners to develop a family cycleway on the eastern bank of the canal to link Newport to the Trans Pennine Trail at Weighton Lock.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Sustrans Environment Agency Landowners VHEY Countryside Access Team Joint Local Access Forum Trans Pennine Trail Officer Cycling Clubs	Sustrans Trans Pennine Trail budget	Visit Hull and East Yorkshire E. Riding Sport & Active Recreation Strategy	Medium term
	2. Develop a continuous 'off-road' cycle route along the line of the old canal between Market Weighton and Newport.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Countryside Access Team Environment Agency Landowners Cycling Clubs	East Riding of Yorkshire Council Leisure/PROW budgets. Visit Hull and East Yorkshire	E. Riding Sport & Active Recreation Strategy.	Medium term
	3. Identify a series of circular cycle routes linking the canal with other locations of interest, local villages and railway stations.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Countryside Access Team Cycling Clubs	East Riding of Yorkshire Leisure/ PROW budgets. Visit Hull and East Yorkshire	E. Riding Sport & Active Recreation Strategy	Medium term
Objective 7. **Develop the Market Weighton Canal and River Foulness as a venue for canoeing**	1. Investigate the creation of a canoe trail from Welham Bridge to Newport (with the potential to extend to Major Bridge in the future). • Develop a local agreement for managing canoeing on both waterways • Consult with environmental interests in particular concerning the sensitivities of the River Foulness	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Canoe England Local canoe clubs Landowners Natural England Royal Society for the Protection of Birds (RSPB) Yorkshire Wildlife Trust Environment Agency Ouse & Humber Drainage Board	Future LEADER programmes Visit Hull and East Yorkshire WREN (Waste Recycling Environment Ltd)	East Riding of Yorkshire Council Tourism E. Riding Sport & Active Recreation Strategy Canoe England East Yorkshire Canoe Club	Short term

Theme 1. Enhancing Recreational Use

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 7. **Develop the Market Weighton Canal and River Foulness as a venue for canoeing**	2. Improve canoe access to the river and canal together with small scale parking facilities at Welham Bridge and Newport (see maps)	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Canoe England Local canoe clubs Landowners Environment Agency Ouse & Humber Drainage Board	Future LEADER programmes Visit Hull and East Yorkshire WREN (Waste Recycling Environment Ltd)	East Riding of Yorkshire Council Tourism E. Riding Sport & Active Recreation Strategy Canoe England East Yorkshire Canoe Club	Short term
	3. Identify location of emergency access points along the river and make necessary arrangements with landowners (see maps)	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Canoe England Local canoe clubs Landowners Environment Agency Ouse & Humber Drainage Board		Canoe England	Short term
	4. Develop the use of the canal for canoeing at Newport between Town Bridge and the Motorway. Provide parking and launch facilities at the Brickyard.	Newport Parish Council	Environment Agency Ouse & Humber Drainage Board	Future LEADER programmes. Visit Hull & East Yorkshire Newport Parish Council	East Riding of Yorkshire Council Tourism E. Riding Sport & Active Recreation Strategy Canoe England East Yorkshire Canoe Club	Short term
	5. Promote canoeing to local clubs, schools and the wider potential users.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Canoe England Local canoe clubs Environment Agency Ouse & Humber Drainage Board		East Riding of Yorkshire Council Tourism E. Riding Sport & Active Recreation Strategy	Short term

Theme 1. Enhancing Recreational Use

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 8. **Promote the Market Weighton Canal and River Foulness corridors as places for quiet recreation.**	1. Develop a 'brand' for the canal and river corridors. This should be based on the vision as a place for quiet recreation and on its importance for wildlife. This 'brand' should be used in promotion as an area for riding, cycling, walking, canoeing and watching wildlife.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Visit Hull & East Yorkshire Joint Local Access Forum	East Riding of Yorkshire Council PROW budget Visit Hull & East Yorkshire Future LEADER programmes. Town/parish precepts	Rights of Way Improvement Plan (ROWIP)E. Riding Cultural Strategy E. Riding Sport & Active Recreation Strategy East Riding of Yorkshire Council Tourism Policy British Horse Society Ride Yorkshire Sustrans Ramblers Association	Medium term
	2. Work with tourism agencies and wildlife organisations to develop shared information resources such as information leaflets, destination management systems, websites and new media. This would include promotion as part the Yorkshire Nature Triangle.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Visit Hull and East Yorkshire Yorkshire Wildlife Trust Royal Society for the Protection of Birds (RSPB)	Tourism budgets Yorkshire Wildlife Trust Royal Society for the Protection of Birds (RSPB) WREN (Waste Recycling Environment Ltd)		Short term
	3. Identify opportunities for providing information about the canal and river at other sites of interest in the local area.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Visit Hull & East Yorkshire Yorkshire Wildlife Trust East Riding of Yorkshire Council Local attractions Accommodation providers Hospitality providers			Short term

Theme 1. Enhancing Recreational Use

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 9. **Ensure the waterways are managed as important fisheries and angling is maintained and enhanced for all users.**	1. Work with the Environment Agency to monitor and manage fish stocks in the river and canal and identify opportunities for fish habitat improvements.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Environment Agency Welton Angling Club Hull & District Angling Assoc. Ouse & Humber Drainage Board Yorkshire Wildlife Trust	Environment Agency Ouse & Humber Drainage Board Town/parish precept WREN (Waste Recycling Environment Ltd)	Welton Angling Club Hull & District Angling Assoc	Short & medium term
	2. Work to ensure that current issues relating to the fishery at Newport are resolved.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Newport Parish Council Welton Angling Club Environment Agency	Environment Agency Town/parish precept	Environment Agency Welton Angling Club	Short term
	3. Review the provision of fishing platforms in popular angling locations and provide new platforms as required, including a number with access for disabled anglers.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Environment Agency Welton Angling Club Hull & District Angling Assoc. Ouse & Humber Drainage Board	Environment Agency Town/parish precept		Short & medium term

Theme 2. Providing Economic Benefits

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 10. **Investigate opportunities to develop a low key recreational facility at the former canal terminus at River Head.**	1. Work with the owner of River Head Farm to develop a low key recreational facility. This could include provision of open space, information about the canal's heritage and wildlife and local walks and rides.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Landowner	Tourism budgets Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	East Riding of Yorkshire Council Tourism Policy	Medium term
	2. Work with the owner to investigate opportunities to restore the former warehouse at River Head and convert it to new uses such as holiday accommodation with stabling, educational facility, and information point.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Landowner Visit Hull & East Yorkshire East Riding of Yorkshire Council Tourism	Private investment Tourism budgets Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	East Riding of Yorkshire Council Tourism Policy	Medium Term
Objective 11. **Develop the waterways corridors and the surrounding area as a tourism destination and provide accommodation and activities for visitors.**	1. Promote the development of camping and caravan sites in appropriate locations with good access to the waterways.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Visit Hull & East Yorkshire East Riding of Yorkshire Council Tourism Farmers & landowners National Farmers Union (NFU) Country Land and Business Association (CLA)	Private investment Tourism budgets	East Riding of Yorkshire Council Tourism Policy	Short term
	2. Work with tourism agencies to enhance the local offer in relation to bed & breakfast and other tourist accommodation.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Visit Hull & East Yorkshire East Riding of Yorkshire Council Tourism National Farmers Union Country Land and Business Association Farmers and other potential providers	Private investment Tourism budgets Rural Development Programme for England (RDPE)	East Riding of Yorkshire Council Tourism Policy	Short term

Theme 2. Providing Economic Benefits

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 11. **Develop the waterways corridors and the surrounding area as a tourism destination and provide accommodation and activities for visitors.**	3. Develop equestrian tourism through the development of equestrian centres, stabling, new accommodation and organised rides.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Equestrian centres Farmers & landowners Accommodation providers Visit Hull & East Yorkshire British Horse Society Ride Yorkshire	Rural Development Programme for England (RDPE) Private investment Future LEADER programmes.	East Riding of Yorkshire Council Tourism Policy British Horse Society Ride Yorkshire	Medium term
	4. Identify opportunities for developing geocaching as an activity to bring visitors to the area.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	East Riding of Yorkshire Council Countryside Access Team Farmers & landowners			Short term
	5. Organise a programme of water based events, for example reviving the Newport Raft Race and Games.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Environment Agency Ouse & Humber Drainage Board Newport and other parish councils Local sports clubs etc. Local pubs		East Riding of Yorkshire Council Tourism Policy	Short term
Objective 12. **Work with developers of the proposed wind farm near Spaldington to maximise recreational and biodiversity value from the proposal.**	1. Work with the wind farm developers to co-ordinate proposals for sharing information facilities should the wind farm receive planning permission.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Wind farm developers Parish councils East Riding of Yorkshire Council planners	Developers contribution	Steering Group	Short & medium term
	2. Work with the wind farm developers to co-ordinate activities to enhance diversity value, particularly bird habitat, along the upper section of the River Foulness.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Wind farm developers Ouse & Humber Drainage Board Royal Society for the Protection of Birds (RSPB) Yorkshire Wildlife Trust Natural England	Developers contribution	Steering Group	Short & medium term

Theme 3. Managing & Enhancing the Environment & Heritage

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 13. **Enhance biodiversity and improve habitats in the waterway corridors and their surrounding area.**	1. Work with Natural England to target Higher Level Stewardship funding on the canal and river corridors to additional wetland and farmland habitats.	Yorkshire Wildlife Trust	Natural England Royal Society for the Protection of Birds (RSPB) Farmers & landowners East Riding Biodiversity Partnership	Natural England Environmental Stewardship Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	E. Riding Biodiversity Action Plan (BAP)	Short term
	2. Make use of the water supply from the river and canal to create off line wetland and washland habitat alongside the Market Weighton Canal.	Natural England Royal Society for the Protection of Birds (RSPB)	Environment Agency Ouse & Humber Drainage Board Yorkshire Wildlife Trust Farmers & landowners East Riding Biodiversity Partnership	WREN (Waste Recycling Environment Ltd)	E. Riding BAP Yorkshire Wildlife Trust Ouse & Humber Drainage Board	Medium Term
	3. Work with landowners to establish buffer zones along the watercourses to improve wildlife corridors and mitigate diffuse pollution.	Ouse & Humber Drainage Board	Farmers & landowners Natural England Yorkshire Wildlife Trust Royal Society for the Protection of Birds (RSPB) Environment Agency East Riding Biodiversity Partnership	Natural England Environmental Stewardship Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	E. Riding BAP	Medium term
	4. Work with Yorkshire Wildlife Trust to co-ordinate habitat improvements to enhance the Nature Triangle in East Yorkshire.	Yorkshire Wildlife Trust	Visit Hull & East Yorkshire East Riding Biodiversity Partnership	Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	Yorkshire Wildlife Trust Visit Hull & East Yorkshire	Medium term

Theme 3. Managing & Enhancing the Environment & Heritage

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 13. **Enhance biodiversity and improve habitats in the waterway corridors and their surrounding area.**	5. Work with the Humberhead Levels Partnership to conserve and enhance riparian habitats and wetlands, and improve water management in the Humberhead Levels Nature Improvement Area.	Humberhead Levels Partnership	Yorkshire Wildlife Trust Royal Society for the Protection of Birds (RSPB) Natural England Ouse & Humber Drainage Board Environment Agency East Riding Biodiversity Partnership	Natural England Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	Yorkshire Wildlife Trust Natural England	Short & medium term
	6. Carry out protected species surveys to establish their current status in the study area and draw up species action plans in accordance with the E.Yorks BAP Strategy	Yorkshire Wildlife Trust Natural England	Royal Society for the Protection of Birds (RSPB) North & East Yorkshire Ecological Data Centre (NEYEDC) East Riding Biodiversity Partnership	Natural England Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	E. Riding BAP	Short & medium term
	7. Investigate impacts caused by predators such as mink and identify any actions needed.	Yorkshire Wildlife Trust Natural England	Royal Society for the Protection of Birds (RSPB) East Riding Biodiversity Partnership	Natural England	E. Riding BAP	Short & medium term
	8. Identify habitats and species particularly at risk through disturbance ad identify management measures such as appropriate spatial and time zoning of recreational activities.	Yorkshire Wildlife Trust Natural England	Royal Society for the Protection of Birds (RSPB) Environment Agency Ouse & Humber Drainage Board East Riding Biodiversity Partnership	Natural England Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	E. Riding BAP	Short term

Theme 3. Managing & Enhancing the Environment & Heritage

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 14. **Interpret the interesting biodiversity, history and heritage of the waterways and surrounding area and ensure it becomes better known by both local people and visitors.**	1. Develop an Interpretation Plan for the canal and river which identifies potential audiences and opportunities for provision of information and on site interpretation relating to biodiversity and heritage.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Royal Society for the Protection of Birds (RSPB) Environment Agency Ouse & Humber Drainage Board Natural England Town/parish councils Local schools & colleges Visit Hull & East Yorkshire East Riding of Yorkshire Council Museums Hull Museum	Tourism budgets Heritage Lottery Fund Future LEADER programmes. WREN (Waste Recycling Environment Ltd)		Short term
	2. Develop a network of public art works along the waterway to celebrate the heritage and biodiversity of the area. This could include iron works to celebrate Iron Age, interpretation of Roman life, the brick industry, WW2 airfields, iconic species etc. These will provide important punctuation and reference points along the routes and could act as shelter for walkers etc.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Town/parish councils Local artists	Tourism budgets Heritage Lottery Fund Future LEADER programmes.	E. Riding Cultural Strategy	Medium Term
	3. Work with Holme-on-Spalding-Moor Parish Council to promote the waterways as part of their local Heritage Project.	HOSM Parish Council		Future LEADER programmes. WREN (Waste Recycling Environment Ltd)		Short term

Theme 4. Raising Awareness

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 15. **Raise awareness of the waterways and their surroundings as an area for quiet recreation and tourism, making use of the 'brand' developed in Objective 8 above.**	1. Develop a website to publicise the area, its attractions and opportunities and work with key leisure and tourism businesses to promote it widely.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Website designer Leisure and tourism providers Visit Hull & East Yorkshire East Riding of Yorkshire Council Tourism	Future LEADER programmes. Tourism budgets Heritage Lottery Fund	East Riding of Yorkshire Council Tourism Policy	Short term
	2. Identify ways to maximise the use of smart phone, Global Positioning Systems and related technologies to provide real time information to visitors about the area.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	New media specialists Visit Hull & East Yorkshire East Riding of Yorkshire Council Tourism	Future LEADER programmes. Tourism budgets Heritage Lottery Fund	East Riding of Yorkshire Council Tourism Policy	Short & medium term
	3. Develop a series of leaflets to provide information on key topics and identify access routes and other attractions.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Visit Hull & East Yorkshire East Riding of Yorkshire Council Tourism	Future LEADER programmes. Tourism budgets Heritage Lottery Fund	East Riding of Yorkshire Council Tourism Policy	Short & medium term
	4. Investigate opportunities for the development of an information centre and cafe at Newport to provide a quality destination.	Newport Parish Council	Visit Hull & East Yorkshire East Riding of Yorkshire Council Tourism East Riding of Yorkshire Council Regeneration	Future LEADER programmes. Tourism budgets Heritage Lottery Fund WREN (Waste Recycling Environment Ltd)	East Riding of Yorkshire Council Tourism Policy	
	5. Investigate potential local venue for a permanent exhibition about the river and canal.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Town/parish councils East Riding of Yorkshire Council Museums Service East Riding of Yorkshire Council Library Service	Future LEADER programmes. Tourism budgets Heritage Lottery Fund	Stakeholder consultation	Short term

Theme 5. Engaging with Local Communities

Objective	Action	Who should lead	Who else should be involved	Potential Funding	Policy context &/or stakeholder interest shown	Priority
Objective 16. **Ensure local people become better aware of the waterway corridor and surrounding area and that they are engaged in the process of developing its social, economic and environmental potential.**	1. Investigate ways in which town and parish councils can work together to develop the potential of the waterway corridors and their surrounding areas. The South Holderness Regeneration Partnership could be looked at as a possible local model.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Town/parish councils		East Riding & North Yorkshire Waterways Partnership	Short term
	2. Engage local communities with the canal and river through the establishment of volunteer and friends groups.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Town/parish councils Local voluntary groups	Future LEADER programmes. Heritage Lottery Fund	East Riding & North Yorkshire Waterways Partnership	Short & medium term
	3. Work with parish councils to raise awareness of the river and canal amongst local communities and develop a network of local voluntary wardens to help look after the waterways.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Town/parish councils Local voluntary groups	Future LEADER programmes. Heritage Lottery Fund	East Riding & North Yorkshire Waterways Partnership	Short & medium term
	4. Work with local schools and colleges to engage children and young people with the canal and river and develop educational resources which contribute to the National Curriculum and specialist college courses.	East Riding & North Yorkshire Waterways Partnership Project Steering Group	Schools and colleges East Riding of Yorkshire Council Adult and Youth Education Services	Education budgets Heritage Lottery Fund	East Riding & North Yorkshire Waterways Partnership	Short & medium term

Appendix 1 - List of Stakeholders Consulted

Statutory Bodies

DEFRA

- Environment Agency
- Natural England
- Ouse and Humber Drainage Board

Local Authorities and Partnerships

- East Riding and North Yorkshire Waterways Partnership
- East Riding of Yorkshire Council
- East Riding and Kingston upon Hull Joint Local Access Forum
- Trans Pennine Trail Office
- Visit Hull and East Yorkshire

Schools and Colleges

- Askham Bryan College
- Bishop Burton College
- East Riding College
- Howden School & Technology College
- Market Weighton School
- Newport Primary School
- South Hunsley School & Sixth Form College

Parish Councils

- Blacktoft Parish Council
- Broomfleet Parish Council
- Eastrington Parish Council
- Gilberdyke Parish Council
- Holme-on-Spalding-Moor Parish Council
- Hotham Parish Council
- Market Weighton Town Council
- Newport Parish Council
- North Cave Parish Council
- North Cliffe Parish Council
- South Cave Parish Council
- South Cliffe Parish Council

Voluntary Bodies

- Inland Waterways Association, East Yorkshire Branch
- Royal Society for the Protection of Birds (RSPB)
- Sustrans
- University of the Third Age, Yorkshire and the Humber Regional Committee
- Yorkshire Wildlife Trust

User Groups

- British Horse Society
- Canoe England
- East Yorkshire and Derwent Area Ramblers
- East Yorkshire Canoe Club
- Hull and District Anglers Association
- Ride Yorkshire

Individuals

- Bruce Miles
- John Waudby

Appendix 2 - Bibliography and Useful Websites

Beverley Borough Local Plan (adopted June 1996)

Boothferry Borough Local Plan (adopted April 1999)

East Riding Biodiversity Action Plan Strategy (October 2010)
http://www2.eastriding.gov.uk/council/plans-and-policies/sustainable-environment/

East Riding Cultural Strategy 2011-2015
www.eastriding.gov.uk/corp-tourism/docs/CulturalStrategy.pdf

East Riding of Yorkshire Landscape Character Assessment 2005
http://www.eastriding.gov.uk/corp-docs/forwardplanning/html/lca.html

East Riding of Yorkshire Local Development Framework. Publication of Core Strategy expected Summer 2012 http://www2.eastriding.gov.uk/environment/planning-and-building-control/future-strategic-plans/core-strategy-dpdf

East Riding of Yorkshire Strategy for Sport and Active Recreation 2008-2012
Available from East Riding of Yorkshire Council
East Riding Rights of Way Improvement Plan (refreshed 2011)
www2.eastriding.gov.uk/EasySiteWeb/GatewayLink.aspx

East Riding Tourism Policy
www.eastriding.gov.uk/corp-tourism/docs/TourismPolicy.pdf

East Yorkshire Borough Local Plan (adopted June 1997)

Gilberdyke Parish Plan. A Way Forward 2010
www.gilberdyke.org.uk/parish%20plan/ParishPlan.pdf

Holme on Spalding Moor Parish Plan 2006

Available from Holme on Spalding Moor Parish Council

Hull and Coastal Streams Catchment Flood Management Plan

Humber Flood Risk Management Strategy
www.environment-agency.gov.uk/homeandleisure/floods/31704.aspx

Flood Area Maps 10 Brough Haven to Weighton Lock and 11 Weighton Lock to Boothferry Bridge cover Canal area.

Humber River Basin Management Plan December 2009

Joint Minerals Local Plan (adopted January 2004)

Joint Waste Local Plan (adopted November 2004)

LEADER CWWW Local Development Strategy.

Market Weighton Canal – A Walkers Guide Leaflet

National Character Areas. No 39 Humberhead Levels
http://www.naturalengland.org.uk/regions/yorkshire_and_the_humber/ourwork/maps-scenarios.aspx

Newport Parish Plan 2006

Available from Newport Parish Council

Pilot Study Climate Change in Humberhead Levels NCA
http://www.naturalengland.org.uk/regions/yorkshire_and_the_humber/ourwork/climatechange.aspx

Valley of the First Ironmasters website www.ironmasters.hull.ac.uk

Information on archaeology projects in River Foulness area by University of Hull concerning prehistoric iron industries.

Visit Hull and E. Yorkshire (VHEY) Destination Management Organisation www.visithullandeastyorkshire.com

Walking the Riding website www.walkingtheriding.co.uk

Countryside Access Team. 300 routes in East Yorkshire, including those that use the Canal.

Yorkshire and the Humber Green Infrastructure http://www.naturalengland.org.uk/regions/yorkshire_and_the_humber/ourwork

Yorkshire Wildlife Trust – Yorkshire's Nature Triangle Leaflet