



The All Party Parliamentary Group for Waterways

**Report from the Inquiry into the Progress and Future of the
Canal and River Trust**

August 2014

Acknowledgements

We would like to thank the witnesses who gave oral evidence and the organisations that provided written submissions to the Inquiry, as well as those who joined us on the panel. Their comments very much informed the report and our recommendations.



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Foreword

We are at an important stage in the life of the Waterways. It has been two years since the Canal and River Trust (CRT) was established and a new era in governance began.

As Chair of the All Party Parliamentary Group for Waterways, I know the crucial role that canals and rivers play in England and Wales. From anglers to dog walkers and from cyclists to boat owners, the Waterways are a part of our everyday life and an important aspect of our heritage.

CRT plays a key role in the management of the Waterways and governs the majority of canals and rivers in England and Wales. As a charitable organisation it has huge potential to grow through public support, both financially and through volunteer hours. It is important for CRT to capitalise on the potential this change represents.

Our Inquiry showed that CRT has already made significant progress in the development of funding streams and the inclusion of volunteers. They are building positive relationships with stakeholders and tackling their concerns. While these are still early days, we are pleased with the progress of CRT and look forward to seeing its continued development in the future.



Sir Tony Baldry MP

Chairman of the All Party Parliament Group for Waterways

Introduction

The All Party Parliamentary Group for Waterways, led by Sir Tony Baldry MP, a former Waterways Minister, has conducted an Inquiry to evaluate the progress of the Canal and River Trust (CRT) and to understand its future plans. This report details the findings of that Inquiry together with recommendations for the Trust and other relevant bodies.

In its plans for “*A New Era for the Waterways*” published in March 2011 the Government proposed that a new Waterways charity be established that would “protect and care for the [Waterways] on behalf of the nation. It will give Waterways users, and their local communities, a greater involvement in how the Waterways are managed.”¹ Following a consultation period, the Canal and River Trust (CRT) was set up as this new Waterways charity.

The transfer of ownership of the Waterways from British Waterways to CRT took place on 2nd July 2012. CRT was set up as a charity to avoid some of the pitfalls faced by British Waterways; particularly over funding. As a charitable trust, CRT is responsible to a board of trustees, open to attract grants and funding from different sources as well as creating a greater role for volunteers.

Structure of the Inquiry

The APPG gathered oral evidence from seven witnesses as well as written evidence from stakeholders. Questions were based around the terms of reference for the Inquiry (see below) and were focused on Funding, Volunteering and Community, Environment Agency (EA) Navigations and Moorings.

The Inquiry was framed and structured around three terms of reference, these were:

- To understand the aims and progress of the Canal and River Trust to date.
- To understand the challenges faced by the Waterways and the Canal and River Trust.
- To understand the Canal and River Trust's immediate and long term goals.

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/82262/A-New-Era-for-the-Waterways-FINAL.pdf

Findings and Recommendations

This report will present its findings under the sub-headings of Funding, Environment Agency Navigations, Volunteering and Community Relations and Moorings. These headings represent the focus of the Inquiry.

Funding

Funding and Finance

The Canal and River Trust is funded by a combination of Government funding and its own revenue streams. The financial arrangements agreed by Government with CRT guarantee £800 million over a 15 year term. The condition on this funding is based on CRT's performance relating to asset condition, towpath condition and flood risk management.² The Inquiry heard from Dan Rogerson MP, the Waterways Minister, who stated that CRT is reaching its targets and used the example of flood risk management where CRT must ensure that no more than 4% of flood defences are in the lowest two condition classes. In reality, it was 1.5%; well within the limit. The Minister reported that the Government is very happy with CRT's performance in relation to its targets.

Developing revenue streams is a crucial part of CRT's responsibility particularly when funding from the Government is reduced towards the end of its 15 year agreement. CRT has funding targets for itself to ensure that if Government funding is reduced it can still manage the Waterways. This is supported by the Residential Boat Owners Association (RBOA) who stated that "one of the greatest hurdles facing CRT is believed to be a continuing tightness of Central Government funding during the period that the Trust requires to generate and enhance its own revenue streams."

The Inquiry heard from CRT's Chairman, Tony Hales, who stated that the charity market is a tough market but CRT is still reaching their funding targets and CRT's income is increasing from its revenue streams. He said that utility income including fibre optics and water supply are a large part of their revenue stream and they provide the City of Bristol with the majority of its water. He stated that they were always looking for further income opportunities.

Tony Hales also commented that their budget is never large enough for them to complete all the work they would like to do. This presents CRT with some difficult challenges and

² <https://www.gov.uk/government/policies/protecting-and-improving-people-s-enjoyment-of-the-countryside/supporting-pages/funding-the-canal-and-river-trust>

requires them to prioritise repairs, maintenance and restoration works. Stakeholders understand the position CRT is in and are pleased with the progress CRT is making. For example, The Inland Waterways Association Chairman, Les Etheridge, said they are pleased to see an increased amount of dredging and RBOA said that "taking into account the restricted financial resources currently available to CRT, RBOA believes that it is performing as well as might reasonably be expected."

The APPG is pleased with CRT's progress in developing its own funding streams and would like to see them continue this progress in preparation for the possibility of a reduction in Government funding. The APPG is also pleased that stakeholders are supporting CRT while it grows and are measuring their expectations accordingly.

Recommendation 1: CRT to continue to build and develop funding streams to maximise income to the Waterways.



APPG Member, Andrew Miller MP, commented on the excellent restoration work that is being done on the Sutton Weaver Swing Bridge but noted that it is not obvious that it is CRT who are managing this project. Restoring the Sutton Weaver Swing Bridge is a large 12 month engineering project that will cost £4.5 million.³ The panel was surprised that with

³ <http://canalrivertrust.org.uk/news-and-views/features/restoring-sutton-weaver-swing-bridge>

such a big undertaking there was little advertising or awareness of who the project was being undertaken by. CRT agreed that more should be done to advertise CRT's repair and restoration projects. CRT CEO, Richard Parry, said that they want to increase awareness and Tony Hales wholly supported this idea saying "we will endeavour to do more".

Recommendation 2: CRT increases advertising of repair and restoration projects to develop awareness of their work amongst the public and Waterway users.

Lord Bradshaw asked about Chief Executive pay as the panel are aware of public concern over increasing executive pay. Tony Hales informed the panel that Chief Executive pay had reduced from £225,000 to £175,000 when British Waterways (BW) transferred over to CRT. He explained that this was an independently ratified figure and that there was no bonus culture in CRT for the Chief Executive. Tony Hales also stated that since the move from BW the Chief Executive's role has changed as less time is required liaising with Government. As a result the Chief Executive has been able to be much more visible to the Waterways community. This has been widely successful with stakeholders such as the National Association of Boat Owners (NABO) who stated that "Chief Executive, Richard Parry, has been a breath of fresh air and has been both approachable and willing to listen" as well as the Royal Yachting Association (RYA) who said "the Chief Executive's meetings around the country are to be welcomed and have resulted in the opportunity for many groups to comment directly to the executive level of the Trust".

The transformation of the role of CEO from BW to CRT is an excellent example of the success of the move from Government-owned operator to charitable sector manager. The development of good communication between stakeholders and CRT is one of the huge benefits that have been brought about since they took over from BW. Developing its relationship and lines of communication with the Waterways community needs to be a core goal of CRT; particularly for its executive. The APPG would like to see a continuation of the excellent work that CRT has already undertaken.

Recommendation 3: CRT to continue developing good communication with stakeholders

Waterway Partnerships

Stakeholders mentioned their interaction with the Waterway Partnerships and how one of the original aims of the groups was to develop revenue streams for CRT. Stakeholders stated that so far this had not been successful. Inland Waterways Association Chairman, Les Etheridge, raised concerns over the lack of funding streams being developed by Waterway Partnerships saying that the Partnerships need to raise these funds to better their local areas. NABO supported IWA's claim suggesting that the Waterway Partnerships had "failed" in this regard, stating that "there is little evidence, if any, that appreciable new funding streams are being channelled into the Waterways through engagement with local

commerce or councils. Indeed, in many areas the Partnerships would appear to have dropped this as an aim."

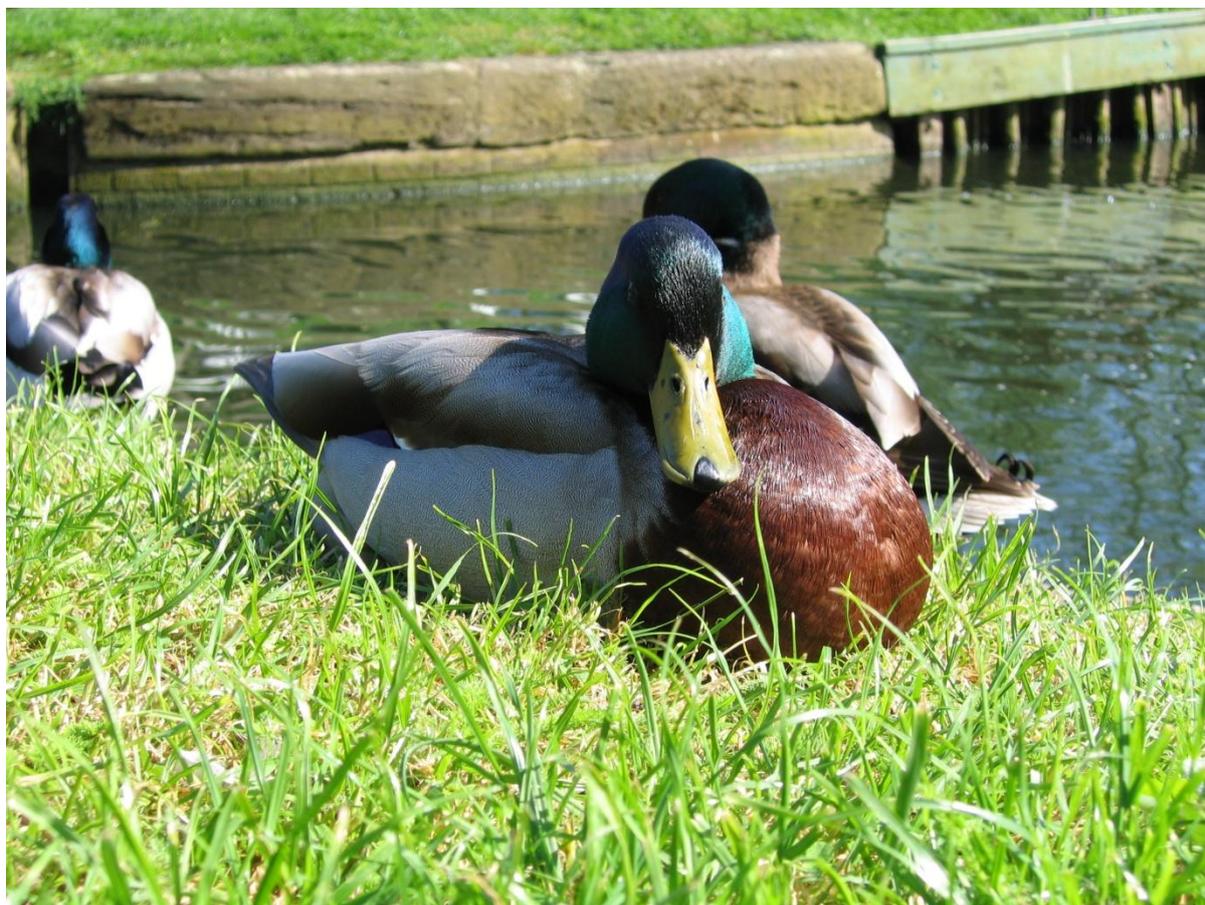
The APPG for Waterways published a report on the Waterway Partnerships in April 2013 that raised concerns over the lack of clarity of the Waterway Partnership's financial role. The APPG suggested a number of recommendations on the funding of Waterway Partnerships and is disappointed that there are still concerns over the Waterway Partnerships from stakeholders on a number of issues raised in the report. The APPG urges CRT and its Waterway Partnerships to develop a strategy to follow the report's recommendations and become financially self-reliant.

Recommendation 4: For Waterway Partnerships to follow the suggestions and recommendations made in the APPG for Waterway's Report into the Progress and Future Aims of the Canal and River Trust Waterway Partnerships published in April 2013. As seen below:

- **Recommendation:** *To ensure that Partnerships have clarity of their financial role and that revenue from the Partnerships beyond their operating costs are used within that Partnership's region.*
- **Recommendation:** *Waterway Partnerships should approach LEPs, LAs, the business community and other bodies to develop joint bids for funding and secure support for the Waterway Partnerships and its projects.*
- **Recommendation:** *Waterway Partnerships should continue to develop relationships with LAs, LEPs and the local business community with an aim to be self-funded in all their activities by the end of 2014.*

Environment Agency Navigations Transfer

The APPG Inquiry looked into the transfer of navigations controlled by the Environment Agency (EA) to the Canal and River Trust (CRT). The EA's navigations include the non-tidal River Thames, the Medway navigation (from Leigh Barrier to Allington), the River Wye, the River Lugg and the Fens and Anglian Systems. The Government stated in February 2011 that the EA's navigations should transfer to CRT and would look for this to take place in 2015/16 following the next Spending Review if it was affordable to do so.⁴



Should the Transfer Proceed?

The APPG heard from Dan Rogerson MP, the Inland Waterways Minister, who stated that it was still the Government's intention that the EA's navigations should be transferred to CRT. However, the Minister made it clear that, in terms of funding, the transfer is not a priority for the Department for Environment, Food and Rural Affairs (DEFRA) and there is no funding for the transfer in the 2015/16 Spending Review.

⁴ <https://www.gov.uk/government/news/transfer-of-environment-agency-navigations-to-new-waterways-charity>

Both CRT and the EA are happy for the transfer to proceed. CRT Chairman, Tony Hales, said that CRT would still like to take on these navigations. Paul Leinster, the EA's Chief Executive, stated that its navigations are viewed with a high degree of importance but they are "content to see them go". This suggests that all three major parties (Government, CRT and the EA) are happy for the transfer to go ahead.

The Inquiry also heard from CRT's Chief Executive, Richard Parry, who believes that through the use of volunteering and CRT's management experience they will be able to run the transferred navigations at "equal or lower cost." These potential savings suggest that transferring the navigations would have a positive benefit for the taxpayer.

There was a mixed opinion amongst stakeholders as to whether the transfer is a good move. The National Association of Boat Owners (NABO) believes that CRT has not demonstrated proof that they are able to fully manage their own Waterways and are therefore not ready to take on more navigations. However, the Inland Waterways Association's (IWA) view is that it is a positive step for the EA navigations to join the majority of England and Wales' navigations under one management team. IWA Chairman, Les Etheridge, stated that one of his biggest concerns for the Waterways was the reduction in the EA's navigations budget. Their Environment & Business Budget, which includes navigations, has been reduced by 34%.⁵ In contrast CRT has a funding guarantee from Government for 15 years and will not be subject to the same income reductions as the EA.⁶ This suggests that the navigations would have a more stable income stream under CRT.

The APPG supports the position of the Government, CRT and the EA in agreeing that the transfer should proceed. Witnesses gave a strong case for the transfer that would benefit the tax payer while developing the Waterways community through the use of volunteers. The stark contrast between the EA's and CRT's funding means that the navigations will have greater financial stability under CRT. The APPG therefore recommends that in order to create greater stability for the Waterways, provide new income streams and develop the Waterways community that the EA navigations be transferred to CRT within the next Parliament.

Recommendation 5: To maximise the income, benefits and stability for the Waterways, the transfer of Environment Agency navigations to the Canal & River Trust should proceed within the next Parliament.

⁵ <http://www.endsreport.com/41653/environment-agency-cuts-surviving-the-surgeons-knife>

⁶ <https://www.gov.uk/government/policies/protecting-and-improving-people-s-enjoyment-of-the-countryside/supporting-pages/funding-the-canal-and-river-trust>

Due Diligence

With all key parties wanting to see the transfer go ahead, CRT made clear that funding needs to be allocated to resource the due diligence process. Tony Hales suggested that a few million would be required for this process as they would need to undertake an analysis on a "weir by weir basis." In addition, management time from both CRT and the EA would be required.

As the Minister has stated there is currently no funding for the transfer, therefore the due diligence has been delayed. The evidence from the witnesses above suggests that the longer the transfer is delayed the less benefit and stability there will be for the Waterways. It is therefore important that due diligence proceed in a timely manner. Completing due diligence will also give an accurate figure for the cost of the transfer which will help the Government allocate the correct amount of funding during the next Spending Review. The APPG therefore recommends that due diligence should proceed early in the next Parliament in order for the Government to be able to accurately cost the transfer. Sir Tony Baldry MP suggested that the cost of due diligence be split between the Government, CRT and the EA. Splitting the cost will reduce the impact on all three budgets while allowing due diligence to proceed early in the next Parliament.

Recommendation 6: The due diligence for the transfer to proceed early in the next Parliament.

Recommendation 7: The cost of a few million for the due diligence of the transfer to be split between Government, Canal & River Trust and the Environment Agency.

Volunteering and Community Relations

Volunteering

The establishment of the Canal and River Trust (CRT) as part of the charitable sector has opened up the opportunity for volunteering on the Waterways with the Trust. The APPG heard from CRT's Chairman, Tony Hales, who said that volunteering was being widely used by the Trust with over 50,000 days of volunteering given last year including managing locks, education, engineering and marketing. The Waterways Minister, Dan Rogerson MP, stated that his vision for CRT over the next 5 years was for them to increase community involvement through volunteering.

Tony Hales stated that the management of volunteers by CRT staff as well as CRT's willingness to pay expenses means that volunteers often come back to help again. He wanted to make it clear that volunteers are not a threat to jobs but are an extension of what CRT are capable of doing.



Stakeholders such as the National Association of Boat Owners (NABO) supported CRT's statements saying that "the recruitment of volunteers has been a great success". The Angling Trust was also supportive of volunteering programmes stating that there is "greater opportunity for angling club customers to act as volunteers on their local canal doing all manner of work including basic maintenance."

Overall, CRT's volunteering programme has been successful and well supported by the Waterways community. It is clear that there is still progress to be made in order to be prepared to manage larger number of volunteers.

Recommendation 8: For CRT to continue to increase the number of volunteers on the Waterways and be prepared to manage them.

Diversity

In the APPG's report into Waterway Partnerships in 2013, the panel heard from witnesses that ethnic diversity within the Waterways was low and that the average age of Waterway users is getting older.⁷ Sir Tony Baldry MP mentioned that there is a large canoe club within his constituency that attracts a lot of children onto the water and that this was a possible method of engaging young people in the Waterways.



The Inquiry heard from the British Canoe Union's Government and Public Affairs Manager, Tamsin Phipps. She stated that canoeing was growing rapidly and has been the most popular water sport in the UK for over 10 years. There have been over 1.4 million adult (16+) canoeists over the last year including over 500,000 women and over 100,000 from ethnic minorities. In addition, she reported that there were over 600,000 under 16s canoeing through accredited British Canoe centres. This suggests that canoeing is a growing alternative use of the Waterways and is a particularly attractive way for young people and ethnic minorities to get involved in their Waterway communities.

Recommendation 9: For CRT to work closer with its partners and stakeholders to encourage young people and ethnic minorities on to the Waterways.

⁷ Pg 13, https://www.waterways.org.uk/pdf/appg_crt_report

Community Relations

CRT's relationship with Waterway stakeholders and the wider community is crucial to its success as an organisation and provider of services. Stakeholders were asked for their impressions of CRT and its relationship with the community.

The majority of responses suggested that CRT's relationship with the Waterways community has been getting better since it took over responsibility from British Waterways. In their written submission, NABO stated "we are also pleased to observe that CRT is now starting to work with the over 200+ dedicated, and often highly active and professionally run, local Canal Societies and Trusts, rather than operating separately and in parallel with them - again reversing CRT's earlier approach, whereby it seemed to ignore these bodies." A similar report was given by BCU who said that "since the Canal and River Trust took over the BW network the relationship has begun to develop throughout the whole of England and there are now some joint projects being undertaken." An example of this was given by Tamsin Phipps who said that a Heritage and Nature Canoe Trail day for the Lancaster Canal was set up between British Canoeing and the local CRT office.



This is not to say that stakeholders believe that CRT is beyond reproach. Anglers represented by the Angling Trust feel under represented arguing that there is no department in CRT representing their views but instead a small team. However, they do say that surveys show this team is "held in very high esteem" by anglers. They also stated that

anglers are "rarely consulted at a local level particularly regarding operational works which may impact on their rights e.g. dredging and vegetation management."

Taken together, the evidence from stakeholders suggests that CRT has a good relationship with the Waterways community and is working hard to further enhance its engagement. The Waterways community are responding well to CRT's open approach and the APPG would recommend that this continue. The Inquiry found that CRT needs to make sure that all relevant stakeholders are consulted on changes in policy and local works to ensure that all views are taken into account and stakeholder relations are not damaged.

Recommendation 10: For CRT to continue to develop its open approach with stakeholders and to build upon its strong start in community relations.

Recommendation 11: That CRT consults all relevant stakeholders when planning repair and maintenance work on the Waterways.

Moorings

The Inquiry looked into problems around moorings particularly the problem of over staying in certain areas. The Waterways Minister stated that all mooring responsibilities were delegated to other bodies such as the Environment Agency and Canal and River Trust. Legislation covering moorings is in the British Waterways Act (1995) and the Government has not received any calls from stakeholders for new legislation on this issue. In general, the Government believes that moorings are an economic benefit to their local areas.

Les Etheridge, Chairman of the Inland Waterways Association (IWA) said that British Waterways (BW) had not actively enforced mooring regulations and as a result a build up of problems had developed particularly in London and the Bath area where some were now significantly overcrowded. The lack of previous enforcement was causing antagonism between boaters. It being important that everybody had a fair chance to moor in popular places.

CRT's Mooring Strategy

CRT's Chief Executive, Richard Parry, stated that the majority of mooring areas policed themselves and it was only large urban areas and sections of the Kennet & Avon that saw high demand. In these areas he said CRT enforces mooring regulations when people over stay. Richard Parry believed that issues around moorings would be the "acid test" for boaters and this was supported by NABO who stated "a clear strategy on mooring...needs to be put in place".

CRT have already taken a number of steps to tackle mooring issues particularly around those who over stay. Richard Parry reported that they are allowing breasting of two to three boats on wider navigations to increase capacity and giving out more information to boaters on how to get a residential license. He stated that they are giving those who over stay 14 days to move but there is still a debate on how far they should be forced to move. CRT is lifting more boats out of the water where people fail to comply with the regulations. Richard Parry said that they are also now developing local mooring policies in conjunction with volunteers such as local business owners.



Stakeholders such as the IWA said they are pleased that CRT is taking action on this issue and it is a welcome change to BW's approach on the matter. However, some stakeholders feel that CRT is over exercising its authority in this area. NABO stated that they have "grown increasingly concerned that CRT is acting outside its powers in seeking to introduce more mooring restrictions and financial penalties."

The evidence suggests that CRT is taking a more proactive approach in dealing with mooring issues than BW. However, the mixed views on CRT's actions so far suggest that it is not clear to stakeholders what CRT's strategy is and this is further compounded by CRT's admission that there is still debate over some areas of mooring policy. The APPG is pleased that CRT is taking action in this area. It believes there is a clear need for CRT to consult with stakeholders to finalise its mooring strategy and distribute this information to ensure boaters are aware of CRT's policy.

Recommendation 12: To create a clear strategy on mooring policy in consultation with stakeholders and to distribute this information to boaters.

The APPG supports local solutions and agrees with CRT's plan to develop policies in conjunction with local volunteers and business owners where appropriate. However, there is a concern that an asymmetric policy could cause confusion for some boaters. The APPG therefore suggests that any local policies fit within CRT's national strategy.

Recommendation 13: To develop local solutions where appropriate and for these to fit within CRT's national mooring strategy.

Vulnerable People

One of the concerns stakeholders had was over the eviction of vulnerable people on the Waterways. The Royal Yachting Association (RYA) reported that "the petition presented at the [Canal & River] Trust annual meeting, bearing over 5,000 signatures and calling on the Trust not to evict vulnerable people, demonstrates the emotiveness of the issues and the strong feelings that action can provoke." This was supported by Angela Morris, the Environment Agency's Environment and Business Manager, who stated that their navigations were experiencing a growth in living on the Waterways and the welfare issues that come with it. Richard Parry stated that they are aware of these concerns and said that CRT was appointing a Welfare Officer to help vulnerable people.

Recommendation 14: To continue to monitor the needs of vulnerable people on the Waterways and offer them or connect them to assistance where appropriate.

New Moorings

In their written evidence, the National Association of Boat Owners (NABO) stated that "despite an increase of 10,000 boat licenses issued annually in the last ten years, there are now fewer visitor moorings than existed at the turn of the century". The lack of moorings and the issues that arose were raised by a number of stakeholders.

The Residential Boat Owners Association (RBOA) highlighted the affordability of moorings. CRT currently auction off available moorings giving them to the highest bidder. RBOA stated that "the present method of auctioning CRT moorings when they become vacant is considered at odds with "affordability"; it is potentially inflationary and improper in that it plays into the hands of the financially better off and may exclude those with less cash resources but greater passion for the Waterways".

The RYA stated that part of the problem of congestion at certain moorings was due to the lack of facilities. The RYA stated that "increased facilities (waste disposal, pump out, water, electric points etc) would ease the overall situation and should reduce the concentration of boats on existing facility points."

While auctioning moorings maximises income for CRT, it also reduces the socio-economic diversity of the Waterways. The APPG believes that this system needs to be reviewed to develop a more inclusive policy.

Recommendation 15: For CRT to review the auctioning of moorings in favour of a system that allows for more socio-economic diversity on the Waterways.

The creation of new moorings and facilities would also increase capacity and lead to greater diversity. It will also reduce congestion and the need for enforcement.

Recommendation 16: Create new moorings and facilities where appropriate to reduce congestion and help increase the socio-economic diversity of the Waterways.

Conclusion

CRT has made a significant amount of progress in a short amount of time. Since they took over from BW in July 2012, CRT has established itself as a charity with a new governance structure. On top of this they have developed new funding streams, brought volunteers on to the Waterways and reached out to the wider Waterways community.

CRT's funding is currently stable due to the income guaranteed through the Government grant for 15 years. However, they still need to develop new funding streams, not only to increase the work they can do on the Waterways but to help guarantee significant revenue should the Government decide to reduce the grant after 15 years. Part of this process should be the development of income through the Waterway Partnerships.

There is a clear commitment from the Government, CRT and the EA to transfer the EA's navigation over to CRT. However, while there may be agreement between the three main stakeholders that it should go ahead, the Government has stated that there is no funding for the transfer for 2015/16.

Before the transfer can proceed, due diligence must be undertaken to estimate the costs of the transfer. This process should take place as soon as possible to allow the Government to accurately budget for the cost in the next Parliament. The cost of due diligence should be split between Government, CRT and the EA in order for no single organisation's budget to take the full cost while ensuring that the due diligence begins in a timely manner.

CRT's recruitment of volunteers to the Waterways has been very successful with over 50,000 days being given over last year. The APPG hopes that CRT will be able to build on this strong start and further increase the number of volunteers on the Waterways.

There is concern over the lack of diversity on the Waterways and CRT must work harder to develop interest from young people and ethnic minorities. This can be best achieved by working with stakeholders and community groups.

Stakeholders are pleased with CRT's inclusive approach to the community. Particularly from senior figures such as the Chief Executive. This community approach ties in well with CRT's charity ethos and should be built upon to include stakeholders in discussions where ever possible.

CRT has inherited problems with moorings from BW and needs to put in place a national strategy for tackling issues particularly around overcrowding. While local solutions are welcome they must fit into CRT's national framework. This strategy should be developed in conjunction with stakeholders.

Moorings are currently auctioned off to the highest bidder and there are concerns over the socio-economic inclusiveness of this policy. The APPG believes that this policy needs to be reviewed to encourage more diversity on the Waterways. The creation of new moorings will also help alleviate the stress on current provisions and reduce the need for enforcement.

CRT has achieved a lot in a short amount of time. They have developed sustainable funding streams, developed volunteering schemes and have started to tackle historic mooring problems. CRT has the opportunity to build upon these achievements in the future to encourage further community involvement in the Waterways. The APPG looks forward to seeing the continued development of CRT and will revisit them in a further Inquiry when CRT has become more established.

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Appendix A - Recommendations

Funding

Recommendation 1: CRT to continue to build and develop funding streams to maximise income to the Waterways.

Recommendation 2: CRT increases advertising of repair and restoration projects to develop awareness of their work amongst the public and Waterway users.

Recommendation 3: CRT to continue developing good communication with stakeholders.

Recommendation 4: For Waterway Partnerships to follow the suggestions and recommendations made in the APPG Waterway's Report into the Progress and Future

Aims of the Canal and River Trust Waterway Partnerships published in April 2013. As seen below:

- **Recommendation:** *To ensure that Partnerships have clarity of their financial role and that revenue from the Partnerships beyond their operating costs are used within that Partnership's region.*
- **Recommendation:** *Waterway Partnerships should approach LEPs, LAs, the business community and other bodies to develop joint bids for funding and secure support for the Waterway Partnerships and its projects.*
- **Recommendation:** *Waterway Partnerships should continue to develop relationships with LAs, LEPs and the local business community with an aim to be self-funded in all their activities by the end of 2014.*

Environment Agency Navigations Transfer

Recommendation 5: To maximise the income, benefits and stability for the Waterways, the transfer of Environment Agency navigations to the Canal & River Trust should proceed within the next Parliament.

Recommendation 6: The due diligence for the transfer to proceed early in the next Parliament.

Recommendation 7: The cost of due diligence for the transfer to be split between Government, Canal and River Trust and the Environment Agency.

Volunteering and Community Relations

Recommendation 8: For CRT to continue to increase the number of volunteers on the Waterways and be prepared to manage them.

Recommendation 9: For CRT to work closer with its partners and stakeholders to encourage young people and ethnic minorities on to the Waterways.

Recommendation 10: For CRT to continue to develop its open approach with stakeholders and to build upon its strong start in community relations.

Recommendation 11: That CRT consults all relevant stakeholders when planning repair and maintenance work on the Waterways.

Moorings

Recommendation 12: To create a clear strategy on mooring policy in consultation with stakeholders and to distribute this information to boaters.

Recommendation 13: To develop local solutions where appropriate and for these to fit within CRT's national mooring strategy.

Recommendation 14: To continue to monitor the needs of vulnerable people on the Waterways and offer them or connect them to assistance where appropriate.

Recommendation 15: For CRT to review the auctioning of moorings in favour of a system that allows for more socio-economic diversity on the Waterways.

Recommendation 16: Create new moorings and facilities where appropriate to reduce congestion and help increase the socio-economic diversity of the Waterways.

Appendix B - List of Witnesses

Dan Rogerson MP (Waterways Minister)

Tony Hales (Chairman of the Canal and River Trust)

Richard Parry (Chief Executive of the Canal and River Trust)

Paul Leinster (Chief Executive of the Environment Agency)

Angela Morris (Environment and Business Manager with the Environment Agency)

Les Etheridge (Chairman of the Inland Waterways Association)

Tamsin Phipps (Government & Public Affairs Manager with the British Canoe Union)

Appendix C - List of Panel Members

Sir Tony Baldry MP (Chair)

Lord Bradshaw

Andrew Miller MP

Lord Berkeley

Bill Esterson MP

Lord German

Appendix D - List of Written Submissions

Royal Yachting Association

National Association of Boat Owners

Residential Boat Owners' Association

Thames User Group (Navigation)

Angling Trust

Photo Credits

Cruisers on the Thames near Maidenhead - Tim Lewis

Grand Union Buckby Flight - Tim Lewis

Ducks by Papermill lock - Helen Dobbie

Erewash Canal Cleanup - Alison Smedley

1st Wargrave Guides at Garston Lock - 1st Wargrave Guides

River Nene Festival - Lynda Payton

Santander volunteers painting a lock gate on the Northampton Arm of the Grand Union Canal - Stefanie Preston

Report developed by James Yearsley

APPG Secretariat hosted by the Inland Waterways Association in collaboration with the Shaw Business Partnership Ltd

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