

# Inland Waterways Advisory Council



## Final Report 2010



## **What is the Inland Waterways Advisory Council (IWAC)?**

IWAC is a statutory public body consisting of 14 Volunteer Members, a part-time Chair and a policy adviser seconded from Defra. It provides independent advice to the UK Government, Scottish Government, navigation authorities and other interested parties on matters it considers appropriate and relevant to Britain's inland waterways.

IWAC was established in April 2007 by the Natural Environment and Rural Communities Act 2006. Its predecessor organisation was the Inland Waterways Amenity Advisory Council, formed in 1968. IWAC is supported by the Department for Environment, Food and Rural Affairs (Defra) and the Scottish Government.

In England and Wales, IWAC's remit covers all of the inland waterways such as:

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

In Scotland, IWAC's remit covers inland waterways that are owned or managed by, or which receive technical advice or assistance from, British Waterways.

*In July 2010, Ministers in the UK Government and Scottish Government announced that IWAC is to be abolished during 2011-12. It has no formal work programme beyond 2010.*

## **What is IWAC's role?**

IWAC's role is to ensure that the inland waterways are sustainably developed to meet the needs of all who use and enjoy them. Once used mainly for freight transport, inland waterways now have a strong recreational and amenity use. They are an effective catalyst for the regeneration of local economies, acting as a distinctive focus to bring economic, social and environmental benefits to cities, towns and rural communities.

IWAC has published reports which include: using inland waterways to tackle social exclusion, funding and income sources for a selection of overseas waterways, insights into the funding of inland waterways in Britain, balancing the needs of navigation and aquatic wildlife, awareness and appreciation of the canal network in Scotland, reducing carbon dioxide emissions by moving more freight onto inland waterways.

## **More about IWAC**

Please visit our website at [www.iwac.org.uk](http://www.iwac.org.uk) for further information about IWAC and to see copies of its reports.

Inland Waterways Advisory Council

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## Introduction

This is likely to be the last annual report from the Inland Waterways Advisory Council (IWAC). It describes its work since April 2010 as a statutory advisor on inland waterways to the UK Government and Scottish Government.

On 21 June the new UK Government announced that, along with a number of other arms length bodies, IWAC would be **abolished**. This decision will not take effect until the necessary primary and secondary legislation is passed and this is likely to take a year and more. However IWAC will not be resourced beyond the current financial year. This decision is a disappointment, particularly as it occurs during a time of rapid organisational change when IWAC's well-informed advice is likely to be of particular value. The UK Government has promised to reinforce its policy-making capacity within Defra and in future to consult stakeholders directly.

The past year has been dominated by the possibility, now confirmed by the UK Government, that a **new waterways charity** in the third sector would be created to operate the navigations currently managed by British Waterways (BW) in England and Wales. The Scottish Government has also confirmed that navigations managed by British Waterways Scotland (BWS) will not form part of the charity. IWAC has commented extensively on the charity proposal. In a position paper published during the summer we drew attention to the potential advantages of the change but argued that the risks had not been fully explored and many problems had not been resolved. We aimed to fill those gaps both by our position paper and in our major work on the funding and organisation of the waterways. The UK Government intends to consult on their proposals for the new charitable trust early in 2011 and IWAC will respond fully to that consultation.

IWAC has been alarmed at the prospect of substantial cuts in public funding to the main navigation authorities BW and the Environment Agency (EA). We considered the likely consequences of those cuts in our report on the **funding and structure** of the inland waterways in England and Wales, *Surviving the Cuts and Securing the Future*. We warned that:

*Substantial reductions in funding will have a long term detrimental impact on the condition of the network, and will very likely lead to reduced standards of service provided to users, such as deterioration or loss of towpaths as footpaths, and over time to the loss of some existing waterways. This bleak outcome is particularly likely if serious breaches and collapses occur and, against the background of funding cuts, funds for repairs cannot be found.*

The other important conclusions from our study are set out later in this Annual Report. In particular we proposed that public funding should, in future, be based on clearly stated principles. We drew attention to the many weaknesses and inefficiencies in the current organisation of the inland waterways sector and argued that the creation of a charitable trust should be the first step in a substantial and comprehensive programme of reform.

In September we published our report on **volunteering**. Our Report focused on

twenty case studies which showed how organisations outside the waterways sector had recruited, retained and worked successfully with volunteers. Our Report not only provides practical lessons for management but also demonstrates how the inland waterways can contribute to the UK Government's aspiration to create a "Big Society".

This year's third report suggests how **waterway paths** and their surrounding corridors can be used more extensively and productively. We estimate that there are over 7,500 kilometres of waterways paths which, if sensibly developed with links to other transport facilities, can make our towns and cities more attractive and provide a valuable resource for sustainable transport, recreation and tourism.

These three Reports bring the total number of Reports published since IWAC was created in 2007 to thirteen. Two of our early reports discussed how the important policy documents of the previous decade, *Waterways for Tomorrow* and *Scotland's Canals*, had been implemented and what further improvements were possible. Our recommendations prompted much of our work in the subsequent three years, particularly our work on the funding and organisation of the waterways.

Soon after IWAC was set up, a House of Commons Select Committee complained about the dearth of **reliable data** on so many aspects of the waterways. We have given a high priority to filling the many gaps. IWAC has sponsored and managed the Defra research into the public benefits of the waterways. We have analysed the funding of waterways across Britain and the funding of major recreational waterways overseas. We have produced reliable information on freight use, on waterway paths and on the effect of navigation on aquatic wildlife. Most of this information has never been previously been available.

Our work has ranged widely. We have reported on the opportunities to increase freight traffic, on the use of the waterways to combat social exclusion, on the implications of climate change for navigation authorities and on the better use of information technology in running the waterway networks.

We regarded our role as providing information and advice to all parts of the two Governments and not just to our immediate sponsors. So a major theme of IWAC's work in England and Wales has been to look beyond Defra and to involve other UK Government Departments in the development of waterways policy; we are pleased that the UK Waterways Minister has confirmed in November 2010 that the **Inter Departmental Working Group**, which IWAC recommended so strongly, will continue.

IWAC's other **successes** include the adoption of IWAC's report on climate change by AINA, the association representing navigation authorities, the acceptance by the Scottish Government of the conclusions in our monitoring report on Scottish canals and the endorsement of the conclusions of our report on navigation and aquatic wildlife by the major environmental NGOs. When IWAC was established in 2007 bitter arguments between

environmentalists and boaters were quite common; after IWAC provided research and guidance on how to maintain high environmental standards on navigable waterways, those disputes have become relatively rare.

Our greatest disappointment is that much of our work remains **unfinished**. Our work on climate change needs to be seen to a conclusion; there is still no modern framework of law for much of the inland waterways, too little freight is transported by water and the hope that the Olympic Park would set an inspiring example has not been fulfilled; navigation authorities should be pressed to develop the new sources of revenue that IWAC's work has identified; our important work on tourism and the visitor economy needs to be continued so that the waterways are recognised as high profile visitor destinations. The first piece of work we had scheduled for next year was a description and evaluation of the waterway restoration projects throughout the country. This report would have updated the 2007 report by our predecessor organisation the Inland Waterway Amenity Advisory Council and provided valuable advice to the Governments, local authorities and to the Heritage Lottery Fund, which has always given considerable weight to our conclusions when assessing bids for financial support. IWAC trusts that this work will be undertaken by a successor organisation.

Regrettably the valuable work on developing **a modern strategy** for the waterways, provisionally named *Waterways for Everyone*, was not taken forward by the incoming UK Government in June. This has left a policy vacuum in which it is not clear whether the former policy developed a decade ago still holds or whether no policy framework exists. IWAC strongly urges the UK Government to clear up this uncertainty and to give clear guidance to local authorities, planners and other stakeholders.

IWAC consists of fourteen **unpaid volunteers**, appointed by the two Governments for their knowledge and experience. Together with five colleagues who retired from IWAC last year, these volunteers have been responsible for determining our work programme and for the high quality of our reports. Their names are listed at the end of this Annual Report and I thank them all. I hope that the two Governments will continue to use their considerable expertise and dedication.

The Council and I have been fortunate in being supported by two civil servants who have worked hard to build IWAC's reputation for authoritative advice, efficiency and helpfulness. Both have found new positions; IWAC thanks them for their considerable efforts and wishes them well in the future.



John Edmonds  
Chair of IWAC

# IWAC's activities in 2010

## **Publications**

Since April 2010 IWAC has issued the following publications, available on our website at [www.iwac.co.uk](http://www.iwac.co.uk):

### **1. Surviving the Cuts and Securing the Future**

- *This report explores how best to maintain or to improve in real terms the current level of waterway income and expenditure in order that the whole network can be maintained in a sustainable condition thereby ensuring that its full economic and social benefits can continue to be enjoyed for many generations to come.*
- *It concluded that:*
  - *the current structure of the inland waterways is cumbersome with significant weaknesses which result in an inefficient use of existing resources;*
  - *the existing funding gap - which would be exacerbated by any further cuts in Government financial support to the sector - will result in sections of the current waterways infrastructure becoming unserviceable perhaps on a permanent basis;*
  - *there are opportunities to increase non grant income within the present structures and to achieve efficiencies in the existing cost base;*
  - *there is a strong case for public funding for the sector, and this support should be based on the key funding principles identified in this report;*
  - *the move of BW into the third sector could have significant potential advantages but will not resolve many of the current funding problems of BW and will do little to address the inefficiencies and weaknesses in the structural arrangements of the inland waterways sector as a whole; and*
  - *the best chance of achieving long term stability and financial security, not just for BW but for the inland waterways as a whole, is by the creation of a new structure and governance arrangements which embrace all parts of the sector.*

In addition to the UK Government, IWAC has actively promoted its report to British Waterways, the Environment Agency and organisations such as the Association of Inland Navigation Authorities. It hopes the report will help to secure a long term funding settlement for the inland waterways.

## **2. Volunteering and Inland Waterways – How to Attract, Integrate and Retain Volunteers**

- *This report looks at a wide range of 20 organisations outside of inland waterways which successfully attract, integrate and retain volunteers.*
- *It found that a central theme throughout the individual case studies was the adoption by senior management of an explicit strategy which included:*
  - *investing time, money and management effort into working with volunteers*
  - *building volunteer capacity within the organisation*
  - *re-assessing the breadth of roles volunteers can play in an organisation*
- *How organisations go about successfully attracting, integrating and retaining volunteers varied - large organisations such as the National Trust allocated dedicated volunteer management resources; smaller ones such as VODA explicitly integrated roles and responsibilities for volunteering across existing staff.*

The findings from this report will help the waterways sector to learn from others, tailor their own strategies and reinforce their commitment to working with volunteers.

## **3. Making More Use of Waterway Paths and their Surrounding Corridors**

- *This report researches evidence on the potential for sustainably expanding the use in Britain of waterway paths and their surrounding corridors so that they attract more commuting, tourism and leisure activities whilst at the same time potentially decrease carbon footprints, reduce road congestion and improve the health of local communities. It also provides a comprehensive digest of legislation and planning guidance relating to waterway paths.*
- *It concludes by giving clear guidance on actions, many of them at low cost, which can be implemented by communities and partnerships to improve waterway paths for the benefit of all.*

## **4. A continuing benefits research programme into inland waterways**

The joint IWAC/Defra programme started in April 2008 and Defra will continue to fund and manage the programme throughout 2011.

The first report, *An Analysis of Benefits of Inland Waterways*, was published in September 2009 and updated in March 2010 following further research using two real-life case studies: the Droitwich Canal Restoration and a section of the River Medway.

The report and corresponding two “road-testing” case studies evaluated the generic benefits of inland waterways and derived, where possible, a value for those benefits, producing a benefits transfer valuation framework. This Framework can be used to compare the benefits of an inland waterway activity to the costs; get an indication of the relative importance of an inland waterway's benefits to inform decisions on management options or evaluating priorities; and give decision makers a better understanding of who benefits from an inland waterway in order to help identify fair and equitable funding and financing options for the waterways.

The current ongoing Defra managed research project seeks to apply the Benefits Framework derived in the first 2 projects across the whole range of inland waterways. It plans to identify around 5 to 10 broad categories necessary to apply the Framework in an efficient way to a small sample of each waterway category and evaluate the key social, economic and environmental benefits they deliver in England and Wales, against a number of policy scenarios such as reduced or increased funding.

This information will be used to inform future policy making by navigation authorities and their sponsors. As well as enabling the benefits for individual waterways to be identified and the value derived by investment in them it will also assist the benefit loss of withdrawing investment to be better understood. While not a primary goal of this work it will also enable a national value for those benefits identified in previous work as arising from the inland waterways sector to be estimated. The latter would meet a request from the House of Commons' EFRA select committee inquiry into British Waterways in 2007 that much firmer evidence of the benefits arising from inland waterways was necessary.

### ***Meetings and visits***

Meeting key partners has been an important aspect of IWAC's work, helping to ensure inland waterways were on people's agenda and enabling IWAC to develop its agenda and provide high quality advice to policy makers in England, Scotland and Wales.

#### *Meetings with Ministers*

July – Richard Benyon MP, Minister for Natural Environment

June - John Penrose MP, Minister for Tourism

#### *Meetings with Organisations*

Undertaken by IWAC's Chair, Members and Policy Adviser, these helped to promote IWAC's work and explore areas of inland waterway policy interest with key stakeholders.

Since April 2010, IWAC has met Visit England.

IWAC regularly attended the following scheduled meetings throughout the year:

- All-Parties Waterways Group Wales
- UK Parliamentary Waterways Group

IWAC, as an observer, has been part of the British Waterways Advisory Forum and the Environment Agency's National Navigation Users' Forum throughout 2010.

#### *IWAC meetings*

IWAC has held three meetings since April 2010 at which its Members, Advisers and Observers discussed IWAC's work programme and other topical inland waterway matters.

### **1. Henley on Thames, June 2010**



#### *Seminar and Visit*

IWAC visited Henley for a seminar given by the River Thames Alliance, an example of a successful partnership of 82 public and private sector organisations promoting the River Thames. The Alliance includes the navigation authority (Environment Agency), local authorities, local groups and local businesses.

The Alliance's key challenges were described as sustaining stakeholder engagement and communication, managing partner expectations, keeping a continued executive buy-in and alignment of objectives, getting all partners to take ownership and maintaining adequate resources.

Following the seminar, IWAC looked at key mooring and slipway sites in Reading via a boat trip from the Thames Promenade through Caversham Lock to Kennet Mouth.

### Meeting

IWAC's meeting the following day discussed its ongoing work programme and activities. In addition, it discussed:

- Defra's new Ministers following the General Election
- UK Government's idea of Big Society and its implication for a British Waterways move into the third sector/civil society
- The abolition of Regional Development Agencies and creation of Local Enterprise Partnerships
- The awaited outcome of the 'Waterways for Everyone' consultation

## 2. Whitehall, London, September 2010



In addition to its ongoing work programme and activities, the meeting discussed:

- IWAC's abolition in 2011 and the Public Bodies (Reform) Bill
- IWAC's position statement on the proposed transfer of British Waterways into the Civil Society
- Exploratory talks with the organisation Battle Back and the Clinks project in Yorkshire on using waterways to tackle social exclusion
- Climate change plans of the navigation authorities

### 3. Euston, London, December 2010



In addition to its completing work programme and ongoing activities, IWAC's meeting discussed:

- The creation of a New Waterways Charity
- IWAC's role post 2010 and its proposed abolition in 2011/12
- Defra research into waterway benefits
- Waterway reclassifications

#### **Consultation Advice**

IWAC has concentrated on providing advice about those matters it considered most important for inland waterways.

We have typically received consultations on a wide range of topics from bodies such as navigation authorities, national waterway organisations and the UK Government, Scottish Government and Welsh Assembly Government. IWAC is also a statutory consultee under the Transport & Works Act 1992 and Transport & Works (Scotland) Act 2007, receiving consultations from local planning authorities on infrastructure projects affecting a BW waterway.

Most likely as a consequence of the 2010 General Election, a change of UK Government administration and a review/streamline of all public bodies' functions, IWAC has only received two consultations since April 2010:

- Defra - proposal to make an order under the Transport Act 1968 to re-classify the "remainder" parts of the Kennet & Avon Canal to "cruising waterway" (responded 27 August 2010)
- Scottish Government - proposal to make an order under the Transport Act 1968 to reclassify the Forth & Clyde and Union Canals to "cruising waterways"

## Financial report for 2010

Since April 2010, Defra has provided IWAC with its income.

IWAC's expenditure breakdown was as follows:

<b>IWAC's Expenditure April 2010 – December 2010</b>	<b>£</b>
STAFF	
Chair; fees and expenses	7,772
Policy Adviser and Office Manager; employment costs*	53,000
REPORTS	
Consultants	29,560
Printing, publication and publicity	2,012
Council Members' expenses related to reports	3,873
MEETINGS	
Accommodation, subsistence, travel and venues	14,553
OFFICE	
General office costs; includes business rates, IT, photocopier, rent, stationery and telephones	26,800
<b>Total</b>	<b>137,570</b>
(as at 20 December 2010)	

*\*estimated for end December 2010*

## IWAC Reports – A Retrospective

Since evolving in April 2007 from the Inland Waterways Amenity Advisory Council funded by British Waterways into a statutory advisory body funded by the UK Government and Scottish Government, IWAC's principal work output has been through reports on a range of relevant topics.

Over its lifespan, IWAC has issued the following publications available at [www.iwac.co.uk](http://www.iwac.co.uk):

### **1. The Inland Waterways of England and Wales in 2007 – What has been achieved since the publication of Waterways for Tomorrow in June 2000 and what needs to be done**

(October 2007)

- *This document reported on the progress in implementing policies contained in the June 2000 UK Government policy statement 'Waterways for Tomorrow', published by the (then) Department for the Environment, Transport and Regions.*
- *Acknowledging that the implementation of the policies in Waterways for Tomorrow improved the waterways immensely, the report made 17 recommendations for the future of the inland waterways in England and Wales. Its two key recommendations were:*
  - i. *UK Government should establish an inter-departmental committee for the inland waterways of England and Wales. This should be made up of representatives of government departments with lead responsibilities for environmental improvement, regeneration of local economies, heritage, recreation, planning and transport. The purpose of the Committee would be to ensure that UK Government policy for the inland waterways is carried through by all relevant government departments.*
  - ii. *In partnership with IWAC and AINA (the Association of Inland Navigation Authorities), Defra should take the lead in the new inter-departmental committee to produce a new and up to date policy statement for the development of the inland waterways of England and Wales. This statement should give due attention to climate change, environmental improvement, public health and community cohesion."*

The report's two key recommendations were acted on by the UK Government: the creation of an Inter-Departmental Working Group on the inland waterways of England and Wales, and a consultation on a policy update entitled *Waterways for Everyone* in the first few months of 2010.

Following the General Election in May 2010, the UK Coalition Government subsequently announced that implementation of *Waterways for Everyone* was postponed whilst it took stock of the outcome of the Spending Review and planned move of British Waterways from the public sector into the Civil Society.

## **2. Decreasing Our Carbon Footprint: Moving more freight onto the inland waterways of England and Wales**

(January 2008)

- *This report outlined IWAC's advice on how to increase the amount of freight carried on the inland waterways and so make a useful contribution towards meeting the UK Government's commitment to reduce carbon emissions by 60% by 2050.*

Following the document's publication, the Department for Transport published in April 2008 an updated Benchmark Report providing an inventory of inland waterways used or capable of being used for commercial freight traffic. The Department for Transport used this data to develop a map of inland waterways available for potential freight use.

## **3. Balancing the Needs of Navigation and Aquatic Wildlife**

(July 2008)

- *This report offers guidance to everyone involved with the non-tidal inland waterways, so that they can be used for sustainable navigation whilst protecting and, where practicable, enhancing biodiversity.*
- *It found that the vast majority of waterways can be appropriately managed to deliver aquatic wildlife benefits compatible with navigation. This often does not incur any significant additional costs so long as waterway management is considered at the planning stage of waterway restoration or maintenance work. .*
- *It also found that a small number of waterways, both in use for navigation and with plans for restoration, are of such importance for aquatic wildlife that extra consideration is necessary in their design and management. This includes measures such as limiting boat movements, boat speed or the type of vessels using them.*

This report was launched with the full support of both English Nature and British Waterways, acting as a reference for both users and appreciators of the waterways.

## **4. Information and Communication Technology for the UK's Inland Waterways** (July 2008)

- *This report reviews existing Information and Communication Technology (ICT) practice within the navigation authorities, identifies lessons learned, highlights benefits that can be shared and makes recommendations for future uses of ICT on inland waterways.*

- *It suggested that an improved use of ICT could help navigation authorities to improve the service they deliver to their customers whilst at the same time potentially reducing their costs.*
- *It recommended that those involved in managing the inland waterways should:*
  - *consider the development of a UK-wide 'smart card' for access to, and to charge for, navigational services and waterway facilities;*
  - *develop the ability for waterway users to licence and re-licence all UK inland craft on-line;*
  - *appoint a single wireless internet (WiFi) supplier to provide services at designated locations across the whole of Britain's inland waterway network;*
  - *aim to collaborate better about operational information and communication technology (ICT), to improve the services offered to users of the inland waterways.*

This report prompted discussion in the specialist waterway press on its implications and acted as a check-list for navigation authorities to review their existing and future planned use of ICT within their organisations.

## **5. Awareness and Appreciation of the Canal Network in Scotland**

(September 2008)

- *This report tested perceptions of progress on the awareness and appreciation of Scotland's canals since publication in 2002 of the Scottish Government's policy document on waterways, "Scotland's Canals: an asset for the future". It also stimulated ideas for future development with key stakeholders and partners through in-depth interviews and an online survey.*
- *Finding significant progress in delivering the Scottish Government's canal policy framework and praise for British Waterways Scotland's focus towards regenerating Scotland's Canals, it made the following four key recommendations:*
  - a) *Demonstrate the positive impact of canals, through a network wide economic and social impact study.*
  - b) *Unlock the canals' potential through the planning process, by establishing them as a national priority covered by supplementary planning guidance to help ensure local authorities embed canal development strategies in their Local Plans.*
  - c) *Maximise public and private sector engagement.*
  - d) *Mount a national canal awareness campaign, to raise the profile and increase appreciation of the multiple benefits of maintaining and developing the Scottish canal network.*

The report assisted in ensuring the Scottish Government's continuing support and funding for canals managed by British Waterways Scotland.

## **6. Using Inland Waterways to Combat the Effects of Social Exclusion**

(April 2009)

- *This report described how a small number of local authorities and community groups, the British Canoe Union and the National Community Boats Association have cooperated to deliver a range of important social benefits, including:*
  - *young people at risk of offending gaining transferable skills to help them find work*
  - *older people in care and people with disabilities becoming more independent after attending waterway residential courses*
  - *offenders on community service orders carrying out environmental improvements in the community*
  - *young people from different ethnic backgrounds learning to live and work together on a canal boat, promoting teamwork and social cohesion in the wider community*
  
- *It recommended that the UK Government should recognise and promote the value of inland waterway projects which help combat social exclusion, as they are placed nearby to people's own local communities - 80% of people in Britain live within five miles of a canal or river*

Since publication, the Ministry of Justice circulated the report and a letter of commendation to the National Offender Management Service, prison governors and chief probation officers. Prisons at Norwich and Hollesley Bay subsequently explored linking with waterways organisations such as the Broads Authority.

IWAC also used the report to successfully contact injured armed forces' organisations such as Help for Heroes and Battle Back with a view to encouraging waterway use as a means of helping to rehabilitate injured service personnel back into the wider community.

## **7. Climate Change Mitigation and Adaptation: Implications for Inland Waterways in England and Wales**

(April 2009)

- *This report showed how those managing inland waterways can assist in mitigating and adapting to the effects of climate change.*
  
- *It identified mitigation measures which included:*
  - *increasing the amount of freight transported on waterways;*
  - *using waterways as a source for cooling adjacent buildings;*
  - *developing renewable energy sources, such as hydropower;*
  - *reducing vessels emissions through improved boater education on engine use and speed.*

- *Corresponding adaptation measures include:*
  - *increasing data monitoring to help plan for anticipated drier summers and wetter winters;*
  - *increasing storage for excess or surplus water during wetter winters;*
  - *improving water conservation and supply during drier summers;*
  - *adapting bank-side, towpath and habitat management in anticipation of an increased growth in existing or newly arrived species.*

The report led to a follow-on workshop in February 2010, sponsored by the Association of Inland Navigation Authorities. The workshop concentrated on the appropriate actions for navigation authorities highlighted by IWAC's report, particularly with regard to adaptation measures.

## **8. Insights into the Funding of the Inland Waterways of Great Britain** (November 2009)

- *This report provided an overall estimate, for the first time, of the size and sources of total income for the majority of navigable inland waterways in England and Wales and for canals in Scotland.*
- *Covering the 2006-08 period, the report found that:*
  - *navigation authorities in Britain had a total income of around £300million per year*
  - *British Waterways accounted for 71% of the overall total, the Port of London Authority and the Cardiff Harbour Authority for 16%, the Environment Agency for 9% and the Broads and smaller authorities the remaining 4%*
  - *Grant in Aid from Defra and the Scottish Government accounted for 34% of British Waterways' income*
  - *Grant in Aid from Defra accounted for 54% of the Environment Agency's income for its navigations*
  - *property activities were a major British Waterways revenue source, representing 18% of total income*
  - *local authority funding accounted for less than 1% of navigation authorities' total income*
  - *licences, registrations, permits and tolls charged by navigation authorities accounted for 8% of their total income*
  - *charges on users accounted for 82% of the Broads Authority's total income used for navigation purposes, 14% for the Environment Agency and 6% for BW*

The findings from this report provided evidence for IWAC's report 'Surviving the Cuts and Securing the Future' published in September 2010.

## **9. Funding and Income Sources for a Selection of Overseas Inland Waterways** (November 2009)

- *This report looked at the funding and income sources for a selection of overseas inland waterways in eight countries whose uses are similar to the majority of those in Britain*
- *Using information received for the 2005-08 period, it found that:*
  - *at least 95% of income came from public funding for the vast majority of waterway examples, including the Erie Canal (United States) and River Lot (France)*
  - *in Germany and France there was a trend to transfer public funding from national government to regional or local government sources – something considered and not adopted in Sweden*
  - *road tolls were the source of public funding for the United States' New York State Canal Corporation and, to a lesser extent, the Netherlands' Drenthe Canals*
  - *66% of income for Sweden's Göta Canal came from property, private boats and trip boats*

The findings from this report provided evidence for IWAC's report 'Surviving the Cuts and Securing the Future' published in September 2010.

## **10. Working Together - Effective Waterway Partnerships** (March 2010)

- *Because for a wide variety of reasons not all waterway partnerships thrive, this report uses examples of good practice drawn from successful waterway partnerships to offer guidance designed to help reinvigorate struggling partnerships and set new ones along the right road to success to improve Britain's rivers and canals*
- *It identifies the following as essential for a partnership to be successful:*
  - *adopt a 'can-do' attitude and stick with it*
  - *communicate effectively at all levels and with all stakeholders*
  - *involve the local community*
  - *plan appropriately - agree a strategic plan*
  - *be clear about partners' roles*
  - *be open and honest about problems*

National Historic Ships included the report in its online resources section of its website, viewing it as an important contribution to those involved with ship preservation and conservation techniques.

## **IWAC's Members, Advisers, Observers and Staff**

### **Members**

April 2010 – December 2010

#### **John Edmonds, Chair**

John Edmonds is a non-executive Director of the Carbon Trust and of Salix Finance; visiting Research Fellow of King's College, London; an Honorary Fellow of the Society for the Environment; and Vice President of Environment Protection UK. Previously he has been General Secretary of GMB Trade Union; President of TUC; Co-Chair of the Trade Union Advisory Committee on Sustainable Development; Member of Royal Commission on Environmental Pollution; Forestry Commissioner; and Board member of the Environment Agency.

#### **Cathy Cooke**

Manager of Derbyshire Adult Community Education Services' Eco Centre for Sustainable Development Education within Derbyshire County Council's Children and Younger Adults Department. Formerly Area Manager for Derbyshire Countryside Service, Derbyshire County Council: Chair of the Technical Officers Group and an active Member of the Chesterfield Canal Partnership. Former Navigation Manager of the Chesterfield Canal.

#### **Mike Cooksley**

Chair of Weaver Valley Management Board and Visit Chester and Cheshire, a board member of Natural Economy North West and a former vice-chair of Anderton Boat Lift Trust.

#### **John Dodwell**

Chair of Commercial Boat Operators Association, a director of Freight by Water and Managing Director of Rolandon Water and Sea Freight Advisory Services. Member of British Waterways Advisory Forum and many waterway restoration societies. Chartered Accountant. Previously General Secretary of Inland Waterways Association.

#### **Neil Edwards**

Chief Executive of the Inland Waterways Association. Director and company secretary of Essex Waterways Ltd (which manages the Chelmer & Blackwater Navigation) and Inland Waterways Enterprises Ltd (IWA's main trading subsidiary company). Formerly a director of Waterway Recovery Group.

#### **Martyn Heighton** *(to June 2010)*

Director of National Historic Ships. Member of the Heritage Lottery Fund Expert Panel and United Kingdom Maritime Collections Strategy Committee. Involved in the regeneration of Liverpool's Albert Dock (Merseyside Maritime Museum) and Bristol Docks.

**Duncan McGhie**

Has worked for Coopers and Lybrand/PricewaterhouseCoopers as Partner in Charge of Scottish Management Consultancy Practice; WM Collins PLC as Group Finance Director; British Steel Corporation as Scottish Division Board Member Finance. Formerly Chair of Scottish Opera and Scottish Ballet.

**Amanda Nobbs**

Chair of the Environment Agency Thames Regional Flood Defence Committee, a member of the Environment Agency Thames Regional Environmental Protection Advisory Committee and Environment Agency Thames Regional Fisheries, Ecology and Recreation Committee. Former chief executive of the Council for National Parks.

**Tamsin Phipps**

Public Affairs Manager for the British Canoe Union, an official for the International Canoe Federation and a volunteer for a local community narrow boat (the Falcon Adam).

**Colin Powell**

Principal Country Parks and Grant Officer for Neath Port Talbot County Borough Council, a member of Afan Forest Park Tourism Growth Area Project Board and has a 25-year involvement with canals in Wales, in particular with restoration works on the Neath Canal and Tennant Canal.

**Ronnie Rusack MBE**

Active campaigner for the regeneration of the Scottish Lowland Canals prior to the Millennium Link Project and active partner in that project to restore those canals. Started the Edinburgh Canal Centre in 1971 and prior to his early retirement was the sole owner/operator for 35 years of the Bridge Inn in Ratho which employed 70 staff and included two restaurants, four bars, two MCA Class V restaurant boats and a vintage trip boat. Founder member and current Chair of Seagull Trust Cruises; member of British Waterways Scotland Group, Freshwater & Saltwater Group and the Scottish Pleasure Boat Operators.

**Derek Scott**

Advisory Board Member of Vestra Wealth, Non-Executive Director of Liberty Syndicates and Managing Consultant at Europe Economics and visiting professor at Cass Business School. He was Economic Adviser to the Prime Minister, Tony Blair, from May 1997 to December 2003, which was followed by two years as Economic Adviser to the International Chairman of KPMG. Between 1984 and 1997 he was Director of European Economics at Barclays de Zoete Wedd (BZW) and has experience in the oil industry as chief economist at Shell UK and International Policy Adviser at Shell International.

**Alan Stopher**

Trained as a civil engineer. Worked in the coal industry for 20 years before becoming the Project Director of Huddersfield Canal Company. More recently employed by Tameside Metropolitan Borough Council and now retired from the post of Assistant Executive Director (Property Services). Has advised on the Cotswold Canals restoration project by leading the Tameside

Metropolitan Borough Council independent review team commissioned by Stroud District Council.

**Bob Watson MBE**

Director of the charity 'Sobriety' Project Ltd. Former Chair of National Community Boats Association and Board Member of Goole Development Trust.

**Michael Whitbread**

Economist and Member of the Royal Town Planning Institute. Formerly worked in Government Departments, at The World Bank in Washington DC, and as a consultant with Ove Arup and Partners and GHK International, working in South and East Asia.

**Alison Woodhams**

Director of Finance at University College London. Fellow of the Chartered Institute of Management Accountants.

**Audit Committee**

The Audit Committee monitors and reviews IWAC expenditure. It is chaired by Alison Woodhams and its members are Cathy Cooke, Duncan McGhie and Colin Powell.

A Register of Members' Interests is maintained and is open to inspection to the public on request, in accordance with the Code of Access on Open Government.

**Advisers**

Mike Palmer - volunteer sector  
Dr Christine Johnstone – heritage matters

**Observers at Meetings**

Association of Inland Navigation Authorities – John Packman and Philip Burgess  
Broads Authority - John Packman  
British Waterways - Caroline Killeavy and Jeff Whyatt  
Defra - Martyn Webb and David Foot  
Environment Agency - Stuart Taylor and Matt Carter  
Scottish Government - Ian Farmer

**Staff and consultants**

*Staff*

John Manning - Policy Adviser (*to January 2011*)  
Diana Wray - Office Manager (*to October 2010*)

*Consultants*

Ecotec  
Entec

Editor: IWAC (December 2010)



Inland Waterways Advisory Council

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