



# 2011/2012 ANNUAL REVIEW

Campaigning for the use, maintenance, and  
restoration of Britain's inland waterways

# Welcome

Clive Henderson - National Chairman



Welcome to our Annual Review of the year. It's been a momentous year both for the waterways and IWA and, by the time that you receive this, we should be living with a brand new waterways charity in place of the old British Waterways.

With change comes challenge. IWA has lobbied and argued for an independent organisation to run the waterways since our inception. We called it a Conservancy and Aickman was its first proponent. Well, we have half of one – called a trust, and now we will continue to lobby for the navigations run by the Environment Agency to join them and make our conservancy ideal a major step closer.

But what of IWA? – well let's have a brief reminder...

- We've been around for over 65 years, our members' effort over those years is often taken for granted but the extent and condition of today's waterways is testament to it.
- We were founded to save and protect the inland waterways.
- We are still and will be the only national charity that is concerned with the overall welfare of all inland waterways.
- We are still and will be the only waterway charity totally independent of government and the navigation authorities.
- We are still and will be a free agent to campaign for and promote our members' agenda for the betterment of the waterways.

Well 2011 was a big year for the waterways and a big year for IWA. Let's see how we did...



# IWA - who we are and what we campaign for

“ The Inland Waterways Association’s vision is to see a widely-appreciated and well-maintained network of inland waterways available for the benefit of all.

Towards this aim we:

Advocate the conservation, restoration, good maintenance and sensitive development of the inland waterways of England and Wales, including the structures and buildings of the waterways that are an integral part of the waterway environment.

Encourage the fullest use of the inland waterways for recreation and commerce in so far as that is commensurate with the enjoyment of others.

Seek to educate everyone about the use, benefits and heritage of the inland waterways by means of publications, practical examples and participative activities.

This is what we mean in practice...

”

## Use

- The presence of boats is what makes navigable waterways distinctive and attractive to a wide range of users. IWA believes that effective maintenance of such waterways for navigation is fundamental to encouraging the safe use of the waterways by all.
- IWA supports use of suitable waterways for the carriage of freight and the use of waterways by waterborne retail trading businesses.
- Where provided, towpaths should be available for safe public access free of charge, by the widest practicable range of users. IWA campaigns for riparian paths in private ownership to be made accessible by voluntary arrangement for public use.
- Many inland waterways are interconnected, allowing inland travel by boat across much of the country. IWA believes that this is a key feature worth preserving and enhancing. We will oppose vigorously any proposals that would reduce connectivity and will seek to increase connectivity whenever practicable to aid and increase use.
- IWA campaigns to maintain and improve access to all waterways, operational or derelict, including those unconnected to the main system. It will encourage provision of facilities (such as landing stages and slipways) to allow inland vessels to navigate waterways not linked to the principal networks. IWA’s commitment in this respect is demonstrated by its track record in its on-going management of the Chelmer & Blackwater Navigation which it rescued from potential closure.
- IWA recognises the need for necessary maintenance stoppages and campaigns for improved communication between navigation authorities and waterways users in this respect.
- IWA recognises and supports the principles of continuous cruising, subject to full compliance by such boaters with the appropriate regulations. IWA will support navigation authorities in the fair application of these regulations.
- IWA recognises that many boaters choose to live aboard as their principal residence. IWA campaigns with the Residential Boat Owners Association to ensure that adequate provision is made for moorings for residential boaters.
- IWA believes that a range of additional, preferably offline, moorings needs to be provided to meet the demand for moorings for all users at prices which are affordable to users with different needs and budgets.
- In order to improve navigation and access, where there is a proven surplus of offline moorings in a specific location, IWA supports the policy of tactical withdrawal of surplus vacant online moorings.
- IWA seeks to encourage newcomers to the waterways. IWA recognises the contribution that waterways can make to social inclusion and community cohesion and campaigns to ensure that all public benefits of waterways are recognised by funding bodies.
- IWA believes that the key to user diversity and access is not only through private boating and seeks

## IWA Campaigning Locally

IWA Warwickshire Branch was busy painting all three Calcutt Locks over several sessions in June 2011. They were also given permission by British Waterways to hold a Lock Ransom over an August weekend and raised awareness of their local IWA work with users and the visiting public as well as £357

for branch funds.

The branch has been active in clearing vegetation at approaches to neglected offside lock landings and navigation hazards to improve general visibility and aid improved navigation.

The branch undertook a productive, and highly successful canal clean-up and towpath-tidy along the Grand Union Canal in the vicinity of Europa Way, Leamington.

Their 'haul' included:- 20 shopping trolleys, (Sainsbury’s 19, Tesco 1), one motor bike, 8 bicycles, 2 football goal posts from the neighbouring playing fields, a 30ft length of 5inch diameter plastic pipe, and a similar length of guttering. Additionally, 5 full bags of litter and drinks cans were collected from the adjoining towpath - together with a very heavy stolen, but empty, cigarette machine.

# IWA - who we are and what we campaign for



to support all forms of waterways access including community boating, youth engagement, schemes for the less able, walking and angling. IWA supports actions to keep the cost of access to and use of the waterways as low as practicable, to allow as many as possible to be able to benefit from them.

- IWA believes that the inland waterways that are mainly used for recreation should in principle be managed by one independent trust with the aims of conserving, maintaining and enhancing the waterways network for navigation and other uses in perpetuity for the public benefit. IWA believes the benefits of such a trust would include improved communication and connectivity of the network, reduced bureaucracy, realisation and standardisation of best practice, economies of scale, reduced operating overheads, improved stakeholder involvement in governance, better marketing of opportunities for tourism and improved and standardised customer standards and experience.
- IWA supports the use of the waterways for the strategic supply of water around the country where appropriate.

## Conservation

- IWA accepts the need for development and new technologies and recognises the opportunities for these to be used to the benefit of the waterways as a whole. We acknowledge that the waterways network has to evolve and needs to remain vibrant and relevant. We do not want the waterways treated as a heritage theme park, but we do wish to see sympathetic reuse of heritage buildings and new developments on

the waterway corridor having regard to the nature and character of the local environment irrespective of ownership. The waterways comprise a major leisure and tourist resource for the nation and are home to the third largest portfolio of listed structures in the country.

- IWA believes that the natural environment is an integral part of the waterways corridor. The natural environment should be enhanced and protected as far as is compatible with maintaining navigation and public access.
- IWA believes that a policy of self-stewardship is fundamental to maintaining a suitable balance between use and the environment on the inland waterways. To this end, IWA encourages all users and visitors to follow initiatives such as The Green Blue Code, and other self regulatory codes of governance and best practice.

## Restoration

- IWA campaigns for, supports and promotes restoration (and extension) of the network because it increases the opportunities for navigation, improves the local environment, preserves heritage, aids regeneration and brings community benefits for leisure, recreation and employment. More than 500 miles of canals and navigable rivers have been re-opened to public use since the Association was founded in 1946.
- Currently another 500 miles of derelict inland waterways are the subject of restoration plans.
- IWA provides engineering and technical advice\* and endeavours to raise funds for restoration schemes

## IWA Campaigning Locally

**IWA Milton Keynes Branch** held another successful Lock Ransom weekend at Three Locks, Soulbury. A total of £609.47 was raised for branch funds, plus one farthing and one dime!

The Wolverton Train Mural beside the Grand Union Canal looks splendid following a refurbishment completed in early April 2011. It was originally created under the supervision of community artist Bill Billings in 1986 as part of the Milton Keynes Urban Aid Scheme (itself a spin-off from IWA's National Rally the previous year) and covered up some objectionable graffiti. For a while it remained remarkably free from vandalism but

over the years the mural has been restored by volunteers from IWA's Milton Keynes Branch, who have repainted the weathered and vandalised sections and regularly cut back encroaching vegetation.

A total of 69 volunteers took part in the latest two day clean up of the Grand Union Canal through Milton Keynes, from Fenny Lock to the Galleon, Wolverton, including 12 scouts



© Waterways World

where appropriate. IWA additionally arranges affordable insurance for restoration groups and waterways organisations across the country. Through our Waterway Recovery Group IWA also provides direct labour and management support for restoration projects.

- IWA maintains that every mile is valuable and still “worth fighting for” and aims to support any viable restoration scheme that should require help. Recognising that our resources are limited, IWA looks at the potential benefits and support already in place when we seek to allocate support and assistance.
- IWA recognises that restored waterways cannot be added to the responsibilities of existing network operators without a viable business plan to cover maintenance liabilities for the future.

### Maintenance

- Key to maintenance of the waterways and associated facilities enjoyed by all users is the need to maintain navigation; IWA believes that maintaining a clear channel to key dimensions with an adequate water supply and fully functioning locks, facilities and equipment should be paramount in the operation of the inland waterways. IWA will campaign vigorously for the maintenance of waterways to official statutory standards as a minimum standard of acceptability. Where standards do not exist, IWA will work with navigation authorities and campaign for the adoption of acceptable standards, as published in IWA's current detailed policies\*\*.

### Development

- IWA recognises that the growth

in leisure use of waterways has resulted in demand for facilities for boaters and other users. Similarly, modern waterborne freight transport requires different facilities from those originally constructed. Demand for urban development alongside waterways has also grown. We are in favour of sensitive development of the waterway corridor to meet these needs, where this revitalises the area, improves amenity or brings benefits for users of the waterway or its corridor: IWA opposes development that is detrimental to the ‘green fingers’ into urban areas that waterway corridors provide, and to urban built heritage. We will argue the case for waterway corridors (on both navigable and derelict waterways) to be protected in local development plans, and will monitor and challenge planning applications in the waterway corridor to ensure sensitive development. IWA believes that development should be complementary to and should not detract from the unique character of the inland waterways and should respect their cultural heritage value.

- IWA campaigns for the reclassification of remainder waterways covered by the 1968 Transport Act, to cruising waterways.
- IWA campaigns for opportunities for carriage of freight by water where this is sustainable in economic, environmental and social terms. This is mainly relevant to larger waterways where we support continuing enhancement of waterway capacity and development of freight facilities to accommodate modern freight vessels. We believe that such waterways should also be available for leisure use and that, with appropriate management to ensure safety of users, these uses are entirely

from Trinity Scout Group and 18 scouts from 1st Linslade Scout Group of Leighton Buzzard.

The event was again generously sponsored by Wyvern Shipping Co of Linslade, Leighton Buzzard and was supported by British Waterways.

The clean up operation primarily involved a boat from the Milton Keynes Branch towing

a BW hopper from the stern of which are deployed heavy duty grappling hooks. By this method the centre fairway was cleared.

A BW flat was attached alongside a second boat and with this the offside of the canal was cleared using long handled nets to remove floating items like bottles and cans. Grappling hooks thrown from the towpath were used to recover other items.

All of the branch clean ups involve teams of litter pickers who are remarkably successful in filling plastic bags with all kinds of discarded items. Where possible, recovered items are recycled. This was supported by a BW dredger which has resulted in several heavy objects being removed from the canal, which would otherwise have been beyond the capability of volunteers.

# IWA - who we are and what we campaign for



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compatible. While narrow canals and similar waterways, are unlikely to make a significant contribution to freight transport on a national basis, we encourage small scale operations and recognise their benefits in encouraging retention of commercial vessels of heritage interest and in maintaining the channel cross-section.

## Education

- IWA implements and supports initiatives to engage with and educate the public in the heritage significance of the inland waterways and their widest amenity benefits, including arranging campaigns, meetings, festivals and rallies. We will work to encourage an involvement and active participation in their local waterways and to develop this into a sense of ownership and commitment.
- IWA actively supports and promotes programmes such as Wild over Waterways and The Green Blue, the IWA Certificate of Boat Management scheme for small passenger boats and the RYA Inland Waterways Helmsman's Certificate as being beneficial to the objects of IWA as a waterways charity.

\* Details of IWA technical and practical restoration advice are included in the following IWA publications available on its website:

- Technical Restoration Handbook
- Practical Restoration Handbook
- Slipway Design

\*\* Details of acceptable maintenance standards are included in the following IWA policies available on its website:

- Towing Paths
- Waterway Environment
- Management of Trees
- Mooring Policy
- Standards for Construction
- Operability of Locks and Bridges
- Freight on Inland Waterways.

## IWA Campaigning Locally

IWA Lichfield Branch joined forces with staff from Molson Coors, the Burton-on-Trent brewing company, and British Waterways as part of water stewardship month to work on tasks such as bridge painting, vegetation clearance and litter picking along the Trent &

Mersey Canal in the Burton area.

Walks in the area, taking in Alrewas, Wychnor, the Trent & Mersey Canal and the River Trent were also organised, as well as bridge-hole clearance.

It is hoped that this may be the start of a continuing partnership between Molson Coors, BW and IWA to improve the canal in the Burton area for the benefit of all.

The branch continued its improvements to the canal-side area in Rugeley Town Centre and Brindley Bank in a continuing series of working parties to improve the canal-side environment.

A work boat was used to clear water borne rubbish and offside litter; which was then taken away at the end of the weekend. IWA Lichfield Branch are planning a Public Consultation in the near future, to discuss

# Our Own Waterway - The Chelmer and Blackwater Navigation

“ Saved from extinction in 2005 by the prompt action of IWA, the Chelmer and Blackwater Navigation goes from strength to strength.... ”



© Roy Chandler

The following is a selection of works achieved by IWA's subsidiary Essex Waterways Ltd to help further improve the Chelmer & Blackwater Navigation.

The rebuilt Hall Bridge at Heybridge was officially opened by the chairman of Essex County Council at the beginning of March 2011. This followed a week-long Waterway Recovery Group Canal Camp in 2010 when volunteers constructed the three footpath connections to the adjoining network. Funding assistance for the connections was made by Essex County Council.

A Lock Landings project has continued with the newly piled landing stages below Barnes Lock completed. A weekend work party with London Waterway Recovery Group volunteers helped to rescue the new hedgerows at the Sandford moorings. These were weeded and mulched and are growing well in spite of the lack of rain.

The renewal of mooring jetties continued with replacements being concentrated at Heybridge Basin during the summer.

The Lock Landings Project was completed in late 2011 with the two main landing areas to Ruses Lock made available for use. Bank piling to the island below the lock was also completed, which has seen the landing areas at Barnes Lock, Sandford Lock, Little Baddow Lock, Ruses Lock and Ricketts Lock all improved. We are grateful for funding assistance from the Essex County Council Community Initiatives Fund towards this project. We additionally received assistance from Essex County Council in surfacing footpaths and the towpath at Heybridge Basin.

Large areas of brickwork repair and reinstatement were also undertaken to the sluice areas and tunnels at Little Baddow Mill. Although in the grounds of this private residential property and hardly visible from the Navigation, they are an important part of the waterway infrastructure which remain the responsibility of the Navigation.

A second 2011 week-long Waterway Recovery Group Canal Camp took place at the end of October and concentrated upon removal of overhanging trees and towpath vegetation management between Hoe Mill and Beeleigh.

Weekend camps with Essex Waterway Recovery Group and London Waterway Recovery Group rebuilt the steps and under bridge towpath at Wave Bridge, Heybridge.

Our major project for 2011 was the piling to the North Quay at Heybridge Basin and this was completed just before Christmas. Work continued into 2012 to install new electrical shore-power services and resurface the parking area. Funding assistance towards the piling was provided by Essex & Suffolk Water and Essex County Council. We are grateful for our users' cooperation during the work which has restricted the normal quayside parking.

A new venture operated by Essex Waterways during the year was the introduction at Paper Mill Lock of the Essex Waterways Helmsman School as a recognised Royal Yachting Association training centre for the RYA Inland Waterways Helmsman Certificate. This has already proved very popular.

what improvements local residents would like to see in the Brindley Bank/'Bloody Steps' area. The whole area has now been surveyed and plans have been drawn up which will help future funding bids.

**IWA Guildford & Reading Branch** donated £600 to the Wey & Arun Canal Trust. The money will be going towards the Bramley Link, a key project to create a 'green corridor' near

the canal's junction with the River Wey.

**Old Problems.** No doubt that as long as waterways exist some people will feel compelled to throw rubbish into them. This was the situation facing IWA's South Yorkshire & Dukeries Branch when they held their first clean up of the year on the Sheffield & Tinsley Canal along with members of the Abbeydale Rotary Club, Tinsley residents

and British Waterways. The whole of the Tinsley flight and the canal up to Chippingham Street received attention. There was a varied assortment of rubbish including drinks cans, angling equipment, plastic bottles, car tyres etc. Adsetts Canal Project's work boat Naburn was used to gather up the bags for transportation back to Tinsley Marina for disposal.

# Supporting Waterways Restoration



© Waterway Recovery Group

“ Consider this - Since we were formed we have been instrumental in helping to save over 500 miles of canal and river navigations, including the Llangollen, southern Oxford, Ashton, Peak Forest, Basingstoke, Huddersfield Narrow, Kennet & Avon, Warwickshire Avon Navigation amongst many others, and most recently the Droitwich canals. ”

Currently two major subjects of our practical attention are the Cotswold Canals restoration and the Montgomery Canal restoration.

Last year we started work on our own appeal site – the Inglesham Lock.

The Inglesham Lock Restoration Appeal closed to personal donations at the end of April 2012 (although we will not turn away any funds that arrive now). IWA would like to say a big thank you to everybody who contributed.

Donations totalling just over £100,000 have been pledged towards the Inglesham Lock Appeal.

In 2011 WRG volunteers set up the site compound, cleared vegetation, and started rebuilding the upper wing walls. In 2012, volunteers plan to assist in the construction of a dam to enable access to the lock chamber, as well as repair the stop plank grooves, install new stop planks and continue the repair of the wing walls.

WRG will be on site from 11th August to 1st September. Volunteers will also be on site throughout the year with a range of weekend work parties.

Other work: Administratively much is also going on behind the scenes with work on designs, permissions and building regulation documentation. Several visits have also been made by the IWA Honorary Consultant Engineer, Roy Sutton, who has provided invaluable advice on the proposed restoration works in addition to the design of the new landing stage.

## Montgomery Canal, Shropshire

As if one big project wasn't enough for WRG last summer WRG started trialling restoration techniques on the Montgomery Canal.

Four camps on the Montgomery Canal in Shropshire trialled the construction of 100 metres of new channel south of Pryce's Bridge. Together with the length being worked on by Shropshire Union Canal Society (Redwith Bridge to Pryce's Bridge), this aimed to add 600 metres of canal to the existing navigable 6 miles of the Montgomery from its junction with the Llangollen Canal at Frankton to Redwith Bridge.

The aim was to find new approaches to restoring rural waterways: something that will be applicable not just to the Montgomery but also to many other canals which are currently being restored.

WRG set out to find a construction technique which is:

- Fully watertight and durable
- Physically flexible (to allow for ground movement)
- As cheap as possible consistent with quality
- Easy for volunteers to construct
- More environmentally friendly than current approaches

## Provides expert advice on restoration

Much work by IWA's Honorary Consultant Engineer and planners goes on behind the scenes, through Restoration Committee, as well as the provision of small starter grants. Often IWA is not able to publicly acknowledge this for reasons of client confidentiality. However in 2011 IWA gave advice and assistance to the following, amongst others...

Derby Canal, Welches Dam Lock in the Middle levels, Montgomery Canal, North Oxford Canal, Tidal Thames, Northfleet Harbour, and Thames & Severn Canal.

## IWA Campaigning Locally

IWA Chester Branch has been encouraging people in their area to take an interest in the waterways. Like several other branches, members hit on the idea of putting on a monthly walk, open to everyone, and

advertised in the local press and websites. They decided that each walk would start and finish at a pub and, of course, include one or more waterways.

Since then they have gone from strength to strength, organising walks which included the rivers Dee and Weaver and the Shropshire Union, Trent & Mersey, Bridgewater and even the derelict Runcorn and Latchford canals.

Over the years a selection of 30 circular walks has been developed, each time from a different pub so that their whole area is catered for. The first walk attracted 15 people, half of whom were already waterway enthusiasts. After that, more and more complete novices arrived, together with the 'regulars' who are now well and truly initiated into the wonders of the canal and river system and into the aims of IWA. Now usually

“ We have been arranging affordable insurance to waterways organisations since the 1970s. We arranged insurance for the voluntary sector organisations engaged in the restoration of the newly re-opened Droitwich canals, throughout the early years of restoration and all the way through until they were handed over to BW. ”



© Waterway Recovery Group

### Organises restoration holidays for young people

Well, for the young at heart – we still take anyone who wants to join us between 18 and 70+

Your subscriptions directly support IWA's Waterway Recovery Group operations. Every year WRG runs over 20 week-long residential volunteering opportunities called 'Canal Camps' and WRG's regional groups ensure that almost every weekend sees volunteers hard at work somewhere on the waterways.

2011 proved to be an especially busy year for WRG – visiting sites from the Lancaster Canal in the north, to Nynehead Historic Lift on the Grand Western Canal in Devon, from the Chelmer and Blackwater Navigation in Essex to the Welsh Waterways Festival on the Neath Canal. Volunteers helped start work constructing the New Staveley Town Lock on the Chesterfield Canal improving their block and bricklaying skills; they completed the restoration of Eisey Lock on the Cotswold Canals; and repaired a stone wall on the Cromford Canal in Derbyshire; assisted in the setting up of the Waterways Festival at Burton upon Trent; and re-pointed lock walls and cleared vegetation on the Monmouthshire Canal in Wales.

WRG held their annual Reunion Weekend on a weekend in October, where over 100 WRG volunteers got together at a memorial dig on the Basingstoke Canal, in memory of Pete Redway, who died earlier in the year. The Reunion Weekend allows WRG volunteers to achieve a significant amount of work in a short time, whilst catching up with old and new friends!

### Provides over 5000 days of volunteer labour per year

This figure is actually a bit misleading – its actually nearer 20,000 days – if you take into account all our festivals, branches and region and national committees, all of our WRG camps and all of the local branch waterway clean ups... and that's without IWA members doing their bit for other canal and restoration societies and trusts...

### Arranges affordable insurance for waterway societies

It's part of our on-going support for waterway restoration.

IWA currently arranges insurance for 180 corporate members (gross turnover around £8 million), in most cases covering all their insurance needs, including an annual review of their requirements, assisting in claims management, and providing advice on insurance matters. IWA also collects premiums, issues policy documentation, prepares and issues insurance certificates (over 600 in 2011) and prepares and issues schedules of insurance.

Corporate members covered by this arrangement include nearly every waterway society in the country, many boat clubs, community boating organisations, smaller navigation authorities, national waterway user groups, and a range of other educational and heritage organisations, event organisers and museums. Premiums are collected in a statutory trust bank account, which is outside of IWA's finances.

Property insurances cover buildings worth £8.1 million, other property

between 20 and 32 come each month and to make the day even more attractive they are booked in for a pub lunch at the end of the walk which turns each day into a friendly, social occasion (and, of course, gives them a legitimate reason for parking in the pub car park). The walks are restricted to a distance of 4.5 miles or less so that all ages can take part.

**IWA London Region's** Towpath Walks programme was founded in June 1977 and is now organised and promoted in partnership with the London Walks group. The walks guided by the IWA Towpath Walks Society visit Uxbridge and Enfield, and go along the Regent's Canal, the Grand Union and the Paddington Branch, the Lee Navigation, and the Bow Back Rivers.

About half the participants are visitors to London. Many first time walkers appear to enjoy what is offered, as is shown by the numbers who return to take part in further towpath walks. With over 800 guided walks so far, over 13,000 walkers have participated and over £30,000 has been raised over all for IWA.

# Supporting Waterways Restoration



Chris Handiscombe

worth £3.8 million, plus motor cover for 27 road going vehicles, 17 trailers and vessel fleet cover for 84 working and passenger boats.

These arrangements require registration with the Financial Services Authority, including a personal registration by the Association's chief executive. The activities are highly regulated and require strict adherence to procedures, rules and reporting requirements set out by the Financial Services Authority.

The purpose of arranging insurance for corporate members is (a) to enable the provision of insurances for corporate members that they would otherwise be unable to obtain with such wide-ranging cover and at a similar premium on their own, and (b) to keep IWA's own premiums down through having significant sway with insurers from the size of insurances that we arrange.

The attractiveness of the insurance arrangements to corporate members is also a significant factor in their membership retention and in many cases is either their sole reason for IWA corporate membership, or their reason for initially joining.

## Monitors Planning Applications

Every week there is something proposed that might affect the waterway corridor and IWA branches monitor planning applications to ensure that the environment is protected whilst balancing the need for development and investment.

IWA also gets involved in larger planning issues – one notable one this year has been the high speed rail project HS2. Despite the size of the scheme it was discovered that the proposed route crossed the canal and waterway network no less than 12 times, not all of the crossings were at the right height to ensure navigation could be maintained.

Fortunately, the affected branches spotted the errors and IWA sent in a national coordinated response. As a result, plans for a new railway bridge over the Trent & Mersey Canal near Lichfield in particular have been revised.

## IWA Campaigning Locally

IWA Nottinghamshire and Derbyshire Branch presented a cheque to the Derby and Sandiacre Canal Society to help with the manufacture and installation of six

interpretation boards which are now in place along the towing path at strategic parts of the canal.

Ramblers, walkers, cyclists and others can now gain a better understanding of the history, wildlife and future plans for the canal.

A proposed replacement bridge on the

Basingstoke Canal in Woking near the World Wildlife Fund's new headquarters failed to meet with public approval as a result of both cost and design. Local residents petitioned for changes together with IWA Guildford and Reading Branch and together achieved over 1,800 signatures.

As a direct result the design was radically

# Campaigning and providing a voice for waterway users.



cc Francisco Diez

“ Last year was arguably the most significant year for the waterways since the 1960s. The advent of the Canal and River Trust taking over responsibility for the Government owned canals and rivers managed by British Waterways was a major mile stone in IWA achieving its Aickman inspired vision for a united independent waterways network. ”

IWA was instrumental in shaping the proposals for the formation of CRT, seeking to ensure that it wasn't just a 'privatisation' of BW into a charity just to avoid government control and scrutiny, and continuing to be largely run as before. IWA wants an organisation that has the potential to realise a much larger vision for the waterways, one where the users have more involvement in how it's run, and where its decision making is more transparent, and one free of annual government predations of cuts to its operating budget.

The Government published its proposals for the move of BW into the charitable sector and IWA was heavily involved in shaping the proposals and promoting the users' agenda. Arguably this is the biggest change to the waterways for over a generation. IWA made a key strategic decision to publish a detailed response to the Government's publication of 'A New Era' for the waterways, and to ensure that IWA led from the front in the responses. We took particular care to ensure that as many waterway organisations as possible responded to the consultation to avoid non waterway organisations, with strong lobbying credentials hijacking the waterways agenda.

IWA lobbied hard for a sensible deal from government. IWA swiftly analysed the original proposals and realised that the proposed £39m per annum from Government wasn't going to give CRT a fighting chance and said so. IWA came up with a package of measures for Government to consider and submitted these early, so that Government and other waterways stakeholders could fully reflect on IWA's suggestions. IWA's preliminary analysis was submitted in 2011.

In the autumn these representations were followed up by a well supported IWA members' campaign, under which members wrote to their MPs raising key issues for them to take up with Richard Benyon. He received a pretty full mailbox. Centrally IWA made sure that big ticket funding issues were given a public airing – in Parliament through Parliamentary Questions and through the media – and these included pension liabilities, inadequate dredging, the deterioration in the waterways as a navigation, and British Waterways' inability to properly fund bridge repair and maintenance. IWA also made representations on funding through the All Party Parliamentary Waterways Group hearings on British Waterways' Funding, and had a private briefing with the Waterways Minister on our concerns.

**This is what IWA asked for – and what your support and letter writing and campaigning actually secured for CRT...**

- Meet the past service pension liabilities of British Waterways.
  - **Pension liabilities underwritten for 19 years by government in event of CRT failure.**
- Provide a transition fund both to cover the increased costs needed for a successful launch of the charity and the costs of promoting broad based local ownership of our waterways, including finance to pump prime locally determined projects.
  - **£25m extra secured.**
- Index the indicative funding.
  - **Secured**
- Provide certainty of funding beyond 10 years.
  - **Extended to 15 years.**

changed and Woking Council came up with a much more appropriate design and have also suggested that a boat basin be provided to deal with IWA's wish to have better facilities provided as part of the overall bridge proposal.

**IWA Stoke-on-Trent Branch** joined with Stoke-on-Trent City Council, British

Waterways, Caldon & Uttoxeter Canals Trust, English Heritage, RENEW North Staffordshire, Staffordshire Wildlife Trust, Stoke-on-Trent Boat Club and the Trent & Mersey Canal Society in a joint plan to install welcome signs at the three gateways into the city by water; incorporating an information box with information, literature and maps outlining the heritage and tourism

opportunities available for boat visitors to the city.

Work included interpretation plaques at heritage and tourism destinations to ensure boaters can easily find their way to selected points of interest.

# Campaigning and providing a voice for waterway users

“ We would like to thank all of our supporters who have played an important part in supporting this negotiation process, and we sincerely hope that all waterway supporters will now continue in supporting CRT by providing volunteer support and assistance at local and national level, especially in the critical first three years before much of the additional funding kicks in. ”

- Find funding for the cost of bridge repairs which have risen exponentially for British Waterways given the nature and axle weight of today's commercial traffic, including the option of transferring responsibility for maintenance of road bridges to the relevant local highway authorities.
- **Guarantees provided that CRT won't incur extra costs of bridge strengthening if lorry weights increase.**

These representations were all included in the full IWA response to consultation, with the additional proposal that the liability for financing any duties to deliver environmental objectives beyond the scope of the CRT Trust Declaration and charitable purposes should fall to central government to fund. Guarantees on water supply and fish passes were provided too.

## Moving forward

IWA will need to remain vigilant. We need to ensure that any early teething problems are no more than that, and not symptoms of greater problems, and we will want to convey any issues of substance arising to Government before it conducts its two-year review in 2014. We will also keep an eye on

progress towards the absorption of the EA navigations in 2015/16 to ensure that no last minute hitches derail the transfer.

It is always possible to look for more, but in times of tight fiscal restraint seeing the original settlement substantially increased, together with retention of the full property portfolio of commercial premises and land has to be regarded as a relatively good deal and a successful outcome for IWA's campaigning.

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## IWA Campaigning Locally

### Chiltern Support Wendover Arm

A significant proportion of the funds raised by the Chiltern Branch is donated to the Wendover Arm Trust as it is the local restoration project and many branch

members are active volunteers on the project. A further £1,000 was presented to the Wendover Arm Trust in 2011.

Stage 1 of the Wendover Arm Restoration has been completed and a 321-metre length filled with water.

Stage 2 is now under way to re-water a dry section that has a British Waterways pipe, that

carries water through the dry section, capped with concrete.

# Educating people about the value of the waterways...



© Tim Lewis

“ Education happens on several levels in IWA, locally with talks and local campaigning in town centres about local issues, through Wild over Waterways activities at local and national events, and with our Campaign, Trailboat and National festivals – but we also directly influence politicians locally and nationally through talking to them about waterway issues and letting them know the issues and opportunities that exist. ”

In February IWA organised a workshop with CRT for waterway societies and trusts which was attended by over 50 organisations to look at CRT and volunteering organisations on the waterways. It is clear that IWA has a role in providing strategic leadership in areas such as this, where no one is providing a national coordinating and thinking role for the waterways.

## National Campaign Festival - Northampton

Over the 2011 May Day Bank Holiday weekend about 70 boats supported IWA's National Campaign Festival at Becket's Park, in the 250th anniversary year of the opening of the Nene Navigation. The event was organised by IWA Northampton Branch and had two main campaigning aims: to support greater use of Northampton's riverside by encouraging the process of reconnecting the riverside with the town; and to raise money for waterway causes. The Festival raised almost £3,000 to distribute to waterway causes. The main beneficiary was IWA's Inglesham Lock Appeal and the local Air Ambulance.

## National Trailboat Festival – South Wales

The Welsh Waterways Festival, incorporating IWA's National Trailboat Festival, took place over the Spring Bank Holiday weekend at Resolven on the Neath Canal in South Wales. Despite mixed (at times very wet!) weather, the event was a success with a good turnout of both spectators and trail boats, including a sizeable contingent from the Wilderness Boat Owners Club. Many of the boating visitors took the opportunity to cruise sections of this most scenic canal. One of the highlights of the weekend was the illuminated boat show on the Sunday evening.

## The National Waterways Festival

Held last year in Burton, on the Trent and Mersey Canal, IWA's National Festival continues to be the largest event of its kind anywhere in the UK. Focusing on the importance of waterways in the local community, it moves around the country providing a focus for IWA to fulfil one of its primary roles as a campaigning organisation for the preservation and restoration of waterways by raising awareness of restoration projects in the area and providing a platform for all canal and river restoration societies. In addition, it also provides a boost to the local waterside economy of up to £1m.

## Wild over Waterways

IWA and CRT continue to work in partnership to deliver education programmes tailored to meet the needs of the different audiences we work with.

IWA's focus is clearly on waterway heritage activities and to support our work with families at waterway festivals; while the Trust intends to work to grow its family, school and uniformed group audience through a new website and associated volunteer activities.

CRT has developed the Explorers brand in a bid to make their education offer more attractive and relevant to their audience whilst the IWA feels that the existing Wild Over Waterways brand successfully meets their needs in encouraging young people to learn about waterways history and navigation.

2012 will be a transition year as Wild Over Waterways and Explorers materials will be used by both organisations. Explorers will be formally launched to schools and groups in September 2012 and from then CRT will be solely using the Explorers branding.

# What are the key challenges ahead for the waterways?

“ There will be many instances where IWA and CRT share a common goal and a shared purpose and will collaborate together to get what's best for the waterways. However we will still need to stand up for all of the waterways, their users, its heritage and all that we've held dear for the last 65 years.

We must continue to provide a clear voice for all users, and ensure that we are prepared to balance our support for CRT and the future possibility of conservancy with honest feed back and measured and constructive criticism when necessary.

Whilst we continue to represent those who support us, and who in turn fund CRT, we need to remain a 'critical friend...'

”

- Bedding down the new CRT charity, and ensuring that the new organisation is more open and accommodating to offers of support and help from volunteers.
- Ensuring that the Environment Agency navigations don't get forgotten by Government and are properly funded and considered for integration into CRT in 2015/16.

## For IWA

- To act as the leader and principal opinion former on all inland waterway matters and to ensure that users and supporters of the waterways have an independent and authoritative voice to represent their interests in national and local government, and with navigation authorities.
- To ensure that restoration and development of the inland waterways continues in a sustainable way.
- To ensure that IWA continues to recruit newcomers to support and lend voice to our cause.

## How can you help the cause?

Tell us about what you are doing locally - so that we can better help promote IWA's work for the inland waterways. Prospective members want to know how IWA makes the waterways better for them locally.

Hold a lock ransom or a waterways fund raising fun day - it's surprising how much you can raise.

Look at what opportunities there are in your area for making small but important changes that could make a big impact on the usability of the waterways near you – tell us about them.

Remember that each new member that your branch recruits gets a £20 recruitment bounty for your branch's funds.

Take an IWA recruitment and information stand around to relevant local events and meetings. Offer to give illustrated talks to groups such as Rotary, Women's Institute, U3A branches, Scouts etc...

## And Finally;

Be proud about your contribution and IWA's legacy, and be confident about the importance of your continuing support to the waterways by participating in and being a member of IWA.

*Thank you.*

# Independent Auditors' Statement To The Trustees Of Inland Waterways Association

We have examined the summary financial statements for the year ended 31 December 2011 set out below.

This report is made solely to the company's members as a body. Our audit work has been undertaken so that we might state to the members those matters we are required to state to them in a auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company, and the company's members as a body, for our audit work, for this report, or for the opinions we have formed.

#### Respective Responsibilities of the Trustees and the Auditors

The trustees (who are also directors of the company for the purposes of company law) are responsible for preparing the Summarised Consolidated Financial Statements in accordance with applicable United Kingdom law and the recommendations of the Charities SORP.

Our responsibility is to report to you our opinion on the consistency of the summary financial statements within the Summarised Consolidated Financial Statements with the full annual financial statements and the Trustees' Report, and its compliance with the relevant requirements of section 427 of the Companies Act 2006 and the regulations made thereunder.

We also read the other information contained in the Summarised Consolidated Financial Statements and consider the implications for our report if we become aware of any apparent misstatements or material inconsistencies with the summary financial statements

We conducted our work in accordance with Bulletin 2008/3 issued by the Auditing Practices Board. Our report on the company's full annual financial statements describes the basis of our audit opinion on those financial statements and on the Trustees' Report.

#### Opinion

In our opinion the summary financial statements are consistent with the full annual financial statements and the Trustees' Report of IWA for the year ended 31 December 2011 and complies with the applicable requirements of Section 427 of the Companies Act 2006 and the regulations made thereunder.

#### Saffery Champness

Chartered Accountants  
Statutory Auditors  
Fox House, Temple End, High Wycombe, Bucks,  
HP13 5DR 25th June 2012

#### Trustees Statement

These summary accounts have been extracted from the audited statutory accounts of the charity, which were approved on 16th June 2012 and, together with the annual report, will be submitted to the Charity Commission and Registrar of Companies. The auditors have issued an unqualified audit report on the full financial statements and on the consistency of the Trustee's Report with those financial statements. Their report on the full annual financial statements contained no statement under sections 498(2)(a), 498(2)(b) or 498(3) of the Companies Act 2006. These summarised accounts may not contain sufficient information to allow for a full understanding of the financial affairs of the charity. For further information, the full accounts, the auditors' report on those accounts and the Trustees' Annual Report should be consulted. Copies can be obtained, free of charge, from The Finance Manager, IWA, Island House, Moor Road, Chesham, Bucks HP5 1WA and downloaded from [www.waterways.org.uk](http://www.waterways.org.uk).

Signed on behalf of the trustees:



Clive Henderson, National Chairman  
16th June 2012

## Inland Waterways Association Summary Consolidated Statement of Financial Activities For the year ended 31 December 2011

	2011 £	2010 £
Unrestricted funds		
Incoming resources		
Donations & legacies	160,071	117,544
Grant Income	112,995	93,516
Subscriptions	387,294	379,799
Activities for generating funds	847,655	862,887
Publications Income	541	4,848
Public Meetings and other activities	18,019	16,383
Investment Income	32,669	26,911
<b>Total Incoming Resources</b>	<b>1,559,244</b>	<b>1,501,888</b>
Resources expended		
Cost of generating funds	781,440	789,683
Investment Management costs	7,510	6,522
Campaign and restoration costs	554,763	575,645
Membership support costs	160,226	138,576
Public meetings and other activities	7,718	7,730
Governance Costs	87,443	77,806
Transfer to restricted Funds	22,000	14,976
	<b>1,621,100</b>	<b>1,610,938</b>
Unrestricted Funds		
Net (outgoing)/incoming resources	-61,856	-109,050
Restricted funds		
Net (outgoing)/incoming re-sources	16,919	-41,701
Net (losses)/gains on listed investments	-39,179	140,776
Net movement in funds	-84,116	-9,975
Fund balances brought forward	1,557,951	1,567,926
<b>Total Funds</b>	<b>1,473,835</b>	<b>1,557,951</b>

## Summary Consolidated Balance Sheet As at 31 December 2011

Fixed Assets	1,214,524	1,311,189
Current Assets	449,216	443,024
	<b>1,663,740</b>	<b>1,754,213</b>
Creditors: amounts due within one year	- 165,491	- 166,117
<b>Net current assets</b>	<b>1,498,249</b>	<b>1,588,096</b>
Creditors: amounts due after more than one year	- 24,414	- 30,145
<b>Total net assets</b>	<b>1,473,835</b>	<b>1,557,951</b>
<b>Funds</b>		
Restricted fund	420,757	403,838
Unrestricted funds - Designated funds	268,454	243,970
- General fund	784,624	910,143
	<b>1,473,835</b>	<b>1,557,951</b>



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