

## **Summary of APPG Waterways Inquiry into CRT**

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

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

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

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

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

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

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

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

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

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

## Appendix A - Recommendations

### **Funding**

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

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

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

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

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

- **Environment Agency Navigations Transfer**

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

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

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

### **Volunteering and Community Relations**

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

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

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

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

### **Moorings**

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

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

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

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

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