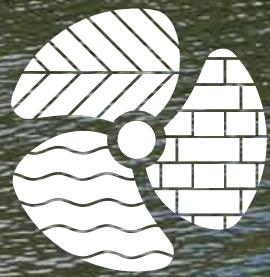


WATERWAYS IN PROGRESS



INLAND
WATERWAYS
ASSOCIATION

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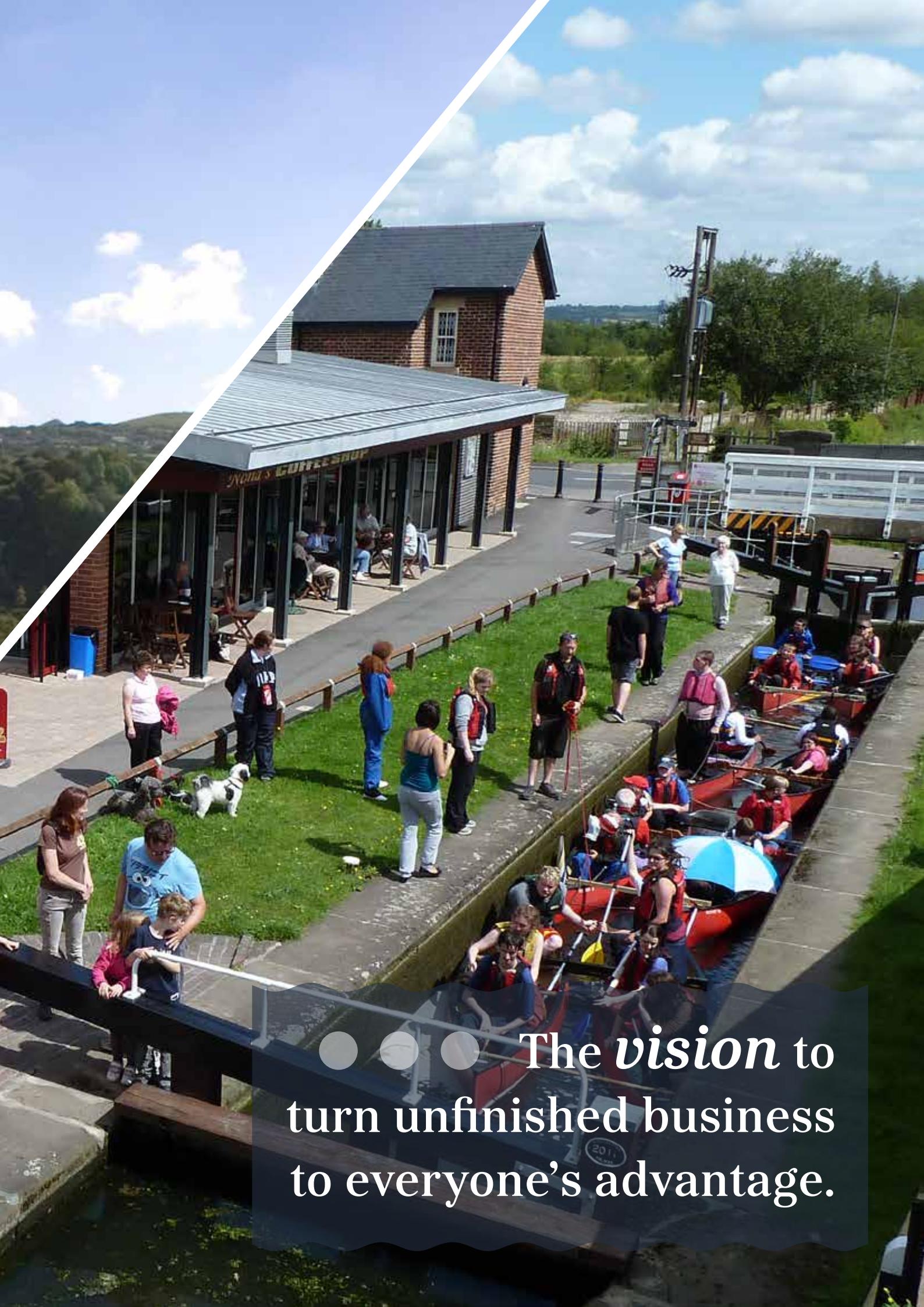


THE REPORT identifies four key themes where waterways in progress can bring quantifiable benefits. Case studies offer a 'pick-and-mix' of tangible evidence.

- 📍 Case Studies
- Canal & River Trust
- Environment Agency
- Other
- Unnavigable/Proposed Waterway

What does the world-famous Eden Project, drawing more than one million visitors per annum, have in common with a charming coffee shop along an unconnected stretch of the Chesterfield Canal?





● ● ● The *vision* to
turn unfinished business
to everyone's advantage.

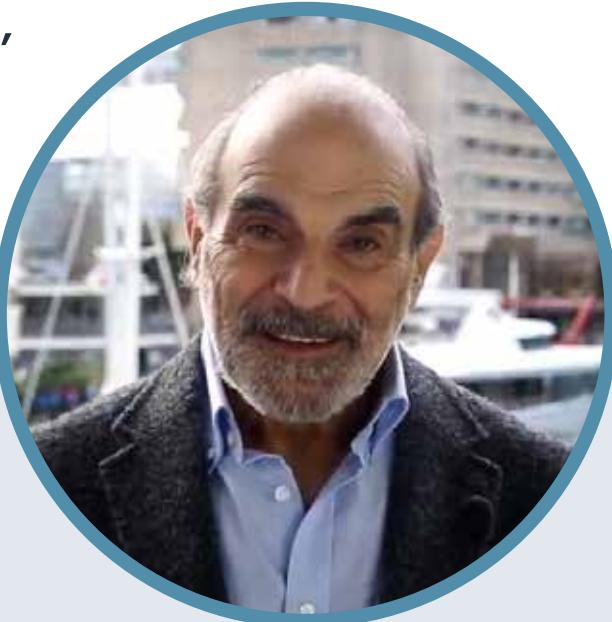
INTRODUCTION

BY IWA VICE PRESIDENT,
DAVID SUCHET

The waterways of Britain have been an important part of my life since my wife and I bought our first narrowboat back in 1973. Over the years, it has been a privilege to lend my support to restoration societies across the UK. These groups work tirelessly to bring rivers and canals back to their former glory in order to protect our heritage.

As Vice President of IWA and of Lichfield & Hatherton Canals Trust, I have been lucky enough to experience the joys of working alongside restoration volunteers firsthand. From this personal involvement, I have learned just how many years these restoration projects can take to progress. Sometimes these time frames seem very daunting, which is why we should all be celebrating the small wins along the way.

One restored, short stretch of water can host a tripboat, which may offer people their first ever taste of life on the water! A new towpath can encourage us to get out and about, improving both our physical and mental health, and a canalside



*“We should all
be celebrating
the small wins
along the way.*

community room can bring local people together in a variety of ways.

This report shows the magic that can be created by visionary groups of volunteers who are determined to make a difference to our waterways.

IWA BELIEVES...



The boost that a restoration brings to stakeholders and wider society is already clearly evidenced in reports such as Water Adds Value (2014). However these tend to focus on the benefits gained once the waterway is fully restored.

While some schemes have been fortunate enough to complete already, for others the benefits that come with ‘full restoration’ may be many years ahead.

This can be problematic. Securing investment for projects that may take a long time to deliver their goals isn’t easy. Garnering other types of support, such as approval from local authorities or a motivated volunteer labour force, is equally challenging when the finish line seems so far away.

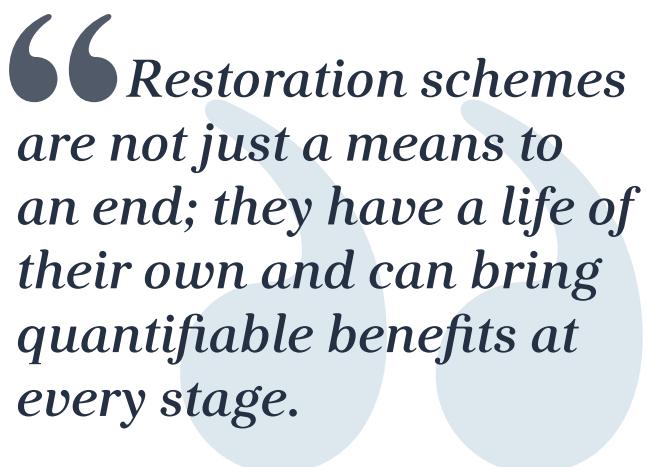
No wonder, then, that many restoration groups and their proponents feel compelled to postpone action and decisions until an undefined time in the future when funding might come, or planning permission might finally be granted.

But what if, by banging on about a shiny new waterway that could be delivered next decade, or harking back to the canal’s glorious past, we end up undervaluing the ‘present’ of restoration activity?

IWA believes that while these interim rewards are obviously no substitute for the long-term gains of full restoration, they have the potential to completely transform the landscapes and local communities they touch along the way. Furthermore, they keep the project moving forward.

Using case studies from across the network, from canals both restored and

“Restoration schemes are not just a means to an end; they have a life of their own and can bring quantifiable benefits at every stage.”



still striving towards completion, this report seeks to spell out how well thought-out, partial restoration initiatives can start to deliver right from **day one**. Whether building an award-winning waterside restaurant (like the Herefordshire & Gloucestershire Canal Trust’s Wharf House) or giving unemployed youngsters along the Mon & Brec the skills and training to get a job, the journey to project end can bring assets in its own right, as well as opportunities to engage the whole community.

We call initiatives like the Eden Project a ‘work in progress’ because we recognise the intrinsic merit of its evolution and process, however piecemeal and prolonged that may be. Let’s not be afraid to borrow this language and approach for our restoration projects. They are ‘waterways in progress’, with all the dynamism and fluidity that term conjures. Though it might be (many) years before full navigation is possible, they can and are making a positive contribution in the meantime – a contribution that IWA believes should be recognised, supported and funded.

1. CHANNELLING REGENERATION

Waterways form a significant part of our nation's infrastructure, and so their upkeep and conservation necessarily come at a price. However, a good quality, well-run restoration can justify investment by giving lasting and significant economic benefits back.

The following examples show how supporting a restoration project can not only pay off, but 'pay it forward' too, galvanising the local economy. The scale of this knock-on effect is limited only by the ingenuity of those involved.



“Waterway restorations justify investment by giving lasting and significant economic benefits back.

1.1 CATALYST FOR TRANSFORMATION

EBLEY MILL, COTSWOLD CANALS



“A waterway restoration can act as a catalyst for a much wider regeneration of the areas adjoining it – from small housing schemes to the redevelopment of entire brownfield sites.

Stroud District Council was one of the first to fully capitalise on the economic benefit of a restoration project. In late 2008 they took on leadership of a Heritage Lottery funded project to restore a six-mile section of the Cotswold Canals. The decision was taken against a backdrop of recession and difficult financial and engineering challenges, but with huge community support.

Through the Phase 1A Stonehouse to Thrupp regeneration project, they have seen over £115m of private investment. This has transformed the area.

Formerly used as a car park, the canal here has been excavated to become a navigable channel once again, complete with a trip-boat. The Ebley Mill building itself was previously converted into offices by Stroud District Council. Other parts of the complex now have new uses too and luxury houses face onto the canal, developers having been lured by the waterfront potential.

In all, some 550 new houses have been built, 62 hectares of brownfield land recycled and over 770 jobs created.

After the success of Ebley Mill, Stroud District Council is keen to repeat it at a site further along the canal. The £3m infrastructure works at Brimscombe Port will provide 200 new homes, business units, community facilities and a canal marina in the Stroud Valley.

BEFORE



AFTER

“The canal project has already brought huge environmental, economic and leisure benefits, which will reach their full potential when we connect to the national network. I've been struck by the level of support from the public, who are telling us to get on with it.

- Cllr Steve Lydon,
Leader of Stroud
District Council



£115m of Private Investment



59 New Business Start-ups



772 Jobs Created



559 New Housing Units

Photos: © Mike Gallagher & Cotswold Canals Trust

1.2 DRIVING TOURISM

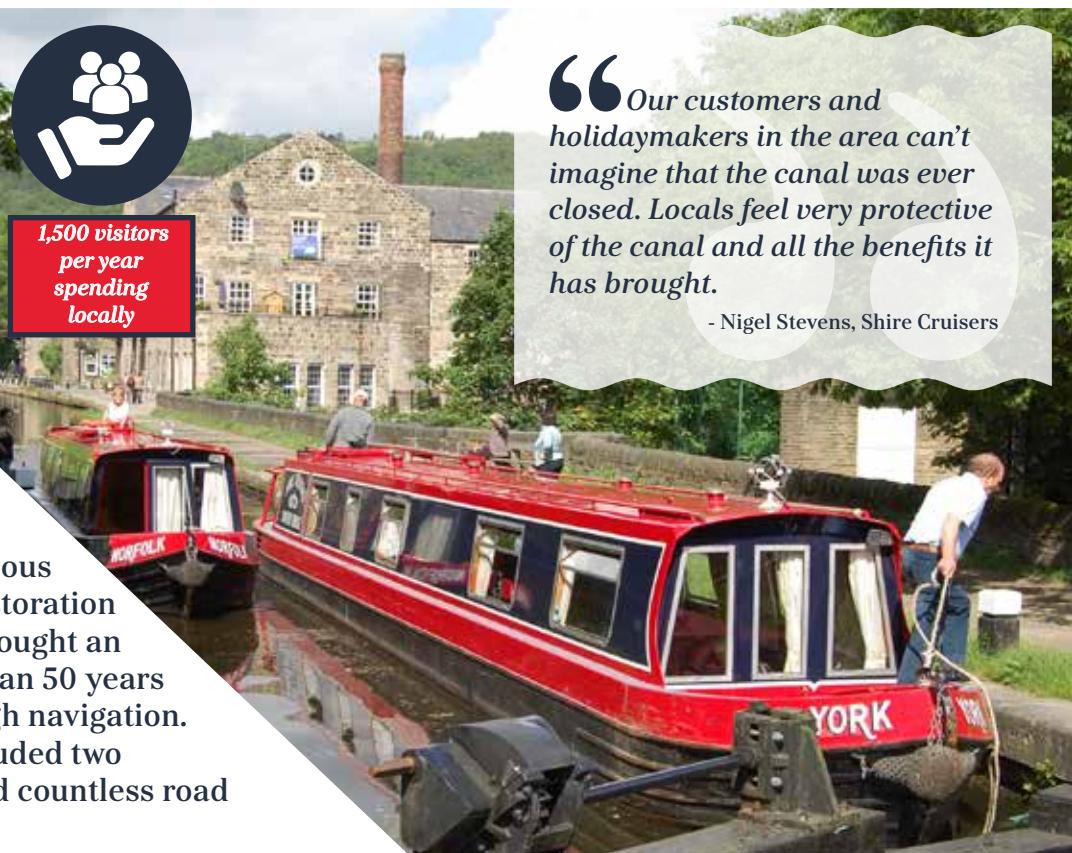
SHIRE CRUISERS, ROCHDALE CANAL



Up to 500 hire-boat holidays booked annually



1,500 visitors per year spending locally



The Rochdale Canal reopened to boats in 2002 after an ambitious council-led restoration project that brought an end to more than 50 years without through navigation. Obstacles included two motorways and countless road blockages.

“Our customers and holidaymakers in the area can't imagine that the canal was ever closed. Locals feel very protective of the canal and all the benefits it has brought.

- Nigel Stevens, Shire Cruisers

So how did it ever get completed?

The answer lies with far-sighted local authorities, who wanted their communities to benefit from the restoration. Local hire boat fleet, Shire Cruisers, played a part in bringing life to the waterway.

“Getting boats regularly using this isolated stretch of water, brought with it the economic benefits associated with tourism but also turned it into a 'working waterway'. This helped make the case for further restoration.

When Nigel and Susan Stevens bought Shire Cruisers in 1980, their boats could only go one way, on the Calder & Hebble Navigation. They were excited by the expansion prospects presented by the Rochdale restoration. By 1985 this had advanced to six isolated but navigable miles around Hebden Bridge. They put a boat here, and short breaks were so popular that a second boat was added.

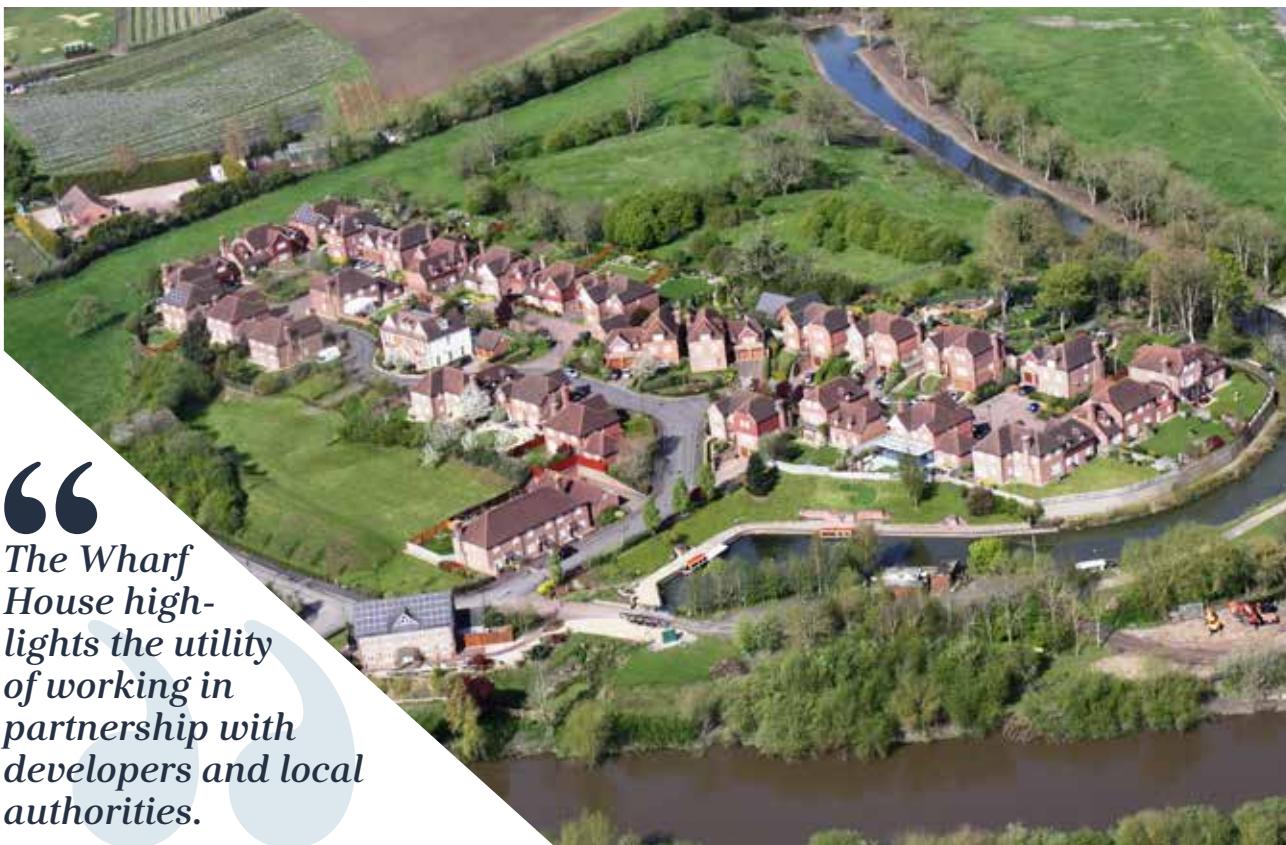
One of many make-or-break moments was the public enquiry for the Manchester ring road (M60) - because of the established boat hire operation, the inspector saw the potential of the canal and ruled that the ministry must provide for navigation. This changed the prospects of the canal with funders now believing they were backing a winner.

“Seeing the waterway in action made all the difference. Funding agencies could be confident that their investment would benefit the local community.

In 2001, the Huddersfield Narrow was reopened, which completed the South Pennine Ring, bringing even more holidaymakers to the area, all ready to spend their money supporting growing local businesses.

1.3 INTRODUCING NEW REVENUE STREAMS

THE WHARF HOUSE, OVER BASIN, HEREFORDSHIRE & GLOUCESTERSHIRE CANAL



“

The Wharf House highlights the utility of working in partnership with developers and local authorities.

The reconstruction of Over Basin on the Herefordshire & Gloucestershire (H&G) Canal was completed in 2000. It became the location for The Wharf House, a new building built on the site of a former lock cottage, and fitted out by volunteers from the H&G Canal Trust. It now includes a restaurant, visitor centre and accommodation.

The aims of Wharf House Company, formed in 2003 to manage the running of the building, are to provide an ongoing income stream for the Trust's proposed full restoration of the canal as well as to act as its public face to support the connection with the local community.

Wharf House Company has now bought the last surviving pub on the canal, Malswick House, and also accommodates the Trust's legal & project development team. It employs more than 20 people and trains many staff not just in the catering industry but also in the legal profession. The building was part of a larger luxury

residential development and provided as planning gain under Section 106 of the Town & County Planning Act. As such, it enjoyed the support of planners who wanted to create community facilities alongside the new housing.

“

The objective of the Wharf House Group is not just financial independence and long-term diverse income streams. Through different properties we aim to engage with a wide cross-section of the community.

The Wharf House, Malswick House, and our stunning planned tea rooms and visitor centre will provide an ever-deeper embedding of the H&G Canal Trust in the local community. This in turn sees the community secure gains from the restoration of the canal for the long term.

2. PROMOTING PERSONAL DEVELOPMENT & WELLBEING



Our waterways are increasingly promoted as a “Natural Health Service”. They accommodate exercise as diverse as a Sunday afternoon family bike ride to fiercely competitive cold-water swimming races.

More recently they have been feted for the benefits they bring to mental wellbeing and these extend even to canals that aren’t yet complete. They’re somewhere you can recharge your batteries and clear your head; a place to swap the rat race for the slow lane; a get-away-from-it-all destination without having to travel far from your doorstep.

Restorations can also be a wonderful place to learn new skills and could even be the stepping stone to a brand new career. Whether it’s directly related to a job or not, volunteering on a waterway provides a diverse skill set, an ability to work well in a team and no shortage of self-motivation. Employers invariably look favourably on these abilities.

Photo: WRG Canal Camp on the Monmouthshire & Brecon Canal © Bob Coles

2.1 GATEWAY TO EMPLOYMENT

WATERWORKS PROJECT, MONMOUTHSHIRE & BRECON CANAL

In 2012, Torfaen County Council linked with the Monmouthshire, Brecon & Abergavenny Canals Trust to deliver the Heritage Lottery funded 'Waterworks Project'. It aimed to restore a small section of canal using community volunteers, including the long-term unemployed. The project would reduce the 'missing link' of unrestored canal, between the main navigable 35 miles and the shorter length south of Cwmbran, to just 2 miles.

70% of unemployed volunteers have gone on to jobs or further training



During the project lifetime over 270 volunteers gained accredited heritage skills, training and work experience, across a wide range of activities from the use of lime mortar to traditional carpentry skills, stone masonry and health & safety. By offering training and qualifications, the restoration has helped 70% of its unemployed volunteers and young people to either go into further training or find jobs.

“ The project engaged the most vulnerable people in the local community and provided a means to support hard-to-reach groups get back into the workforce.

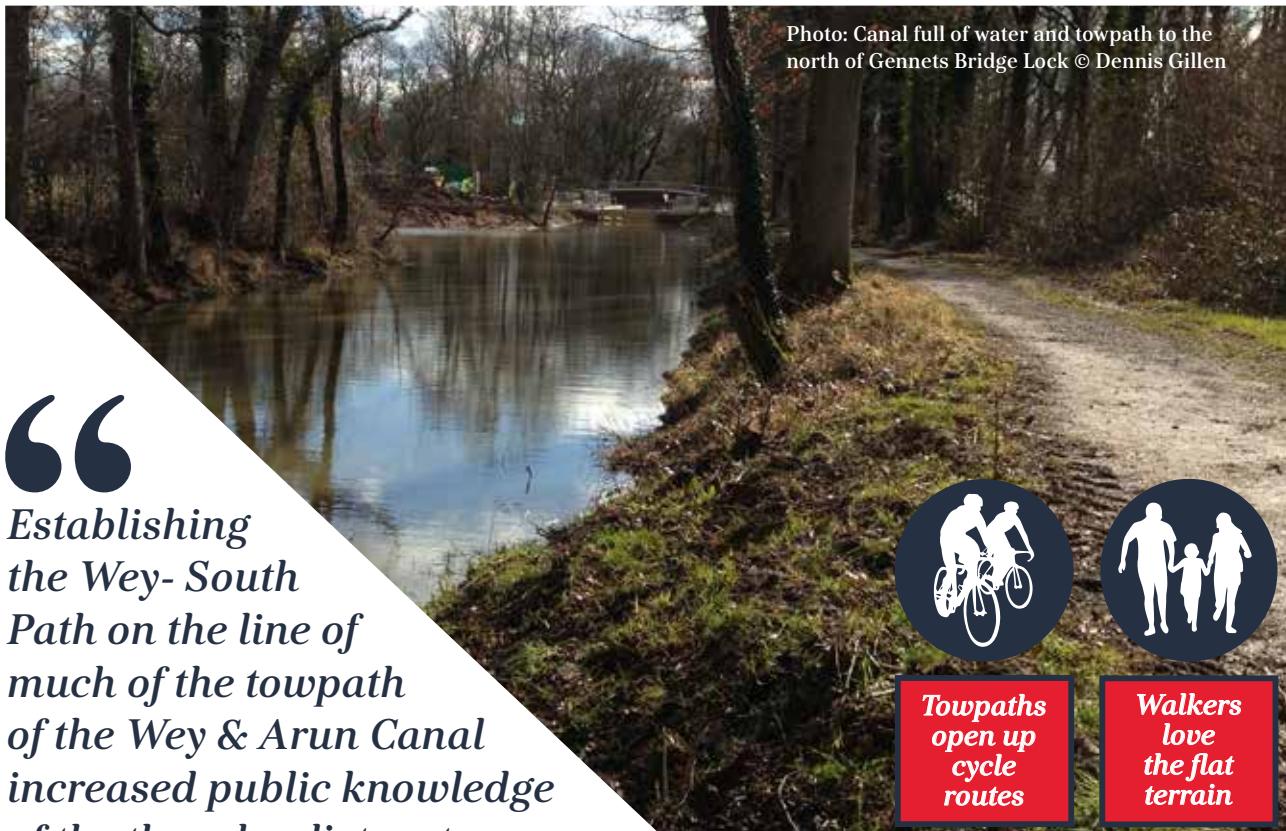
“ The Waterworks Project has been a real success story. Not only is it helping to restore part of our national heritage, but it has benefited hundreds of volunteers who have gained valuable skills. Many of them have also gone on to employment.

- Councillor Alan Jones, Executive Member for Business, Culture & Tourism, Torfaen County Council



2.2 IMPROVING HEALTH & WELLBEING

THE WEY-SOUTH PATH, WEY & ARUN CANAL



Establishing the Wey-South Path on the line of much of the towpath of the Wey & Arun Canal increased public knowledge of the then derelict waterway and support for its restoration. A ‘virtuous circle’ has been created where physical evidence of restoration projects on view to the public has garnered more support, grown membership of the Trust to 3,000 and accelerated progress in reinstating the canal.

- Alan Johnson, Vice Chairman, Wey & Arun Canal Trust



Towpaths open up cycle routes



Walkers love the flat terrain

Many ‘waterways in progress’ offer opportunities to deliver community-based programmes that promote this. The Wey-South Path is a walking route from Guildford, Surrey to a junction with the South Downs Way above Amberley, West Sussex. Devised in the early 1970s on behalf of the Wey & Arun Canal Trust, the Path utilises almost all of the canal’s towpath which is open to the public – necessarily diverting to avoid sections where a right of way does not exist through private land.

The line of the restoration acts as a common thread, weaving together a group of otherwise disparate paths. Along the path, walkers have the chance to see a large amount of work already completed on the canal – a savvy way of attracting future support.

The 2014 Water Adds Value report, highlighted the utility of towpaths for people looking to increase physical activity. It explained how, “restorations open up walking and cycling routes through improvements in towpaths and the canal itself,” adding that the relative flatness of the terrain makes them, “especially beneficial to those getting back into exercise”.

2.3 ROAD TO REHABILITATION

HERITAGE HEROES



“I've been given the chance to learn new skills...”

Heritage activities that include volunteering can have a tremendous impact on wellbeing by boosting the confidence and skills of those involved. Most waterways in progress already have strong volunteering communities engaged in all aspects of the restoration, from construction and fundraising to administration and social media.

These opportunities can be tailored to suit the unique needs of a particular demographic. Heritage Heroes was an ambitious two-year project, funded by the People's Postcode Lottery, to give ex-service personnel the opportunity to gain qualifications and adapt to civilian life.

Coordinated by the Canal & River Trust and Help for Heroes, the project aimed to engage up to 60 veterans, working alongside local canal society volunteers to transform derelict waterways. On the Pocklington Canal, for example, veterans helped to restore a Grade II-listed lock at Thornton. This involved repairing the historic brickwork in the lock chamber,

replacing the timber lock gates and works to the lock floor. They were also instrumental in creating a new nature trail, pond and refreshing a visitor centre.

In return, participants could gain an accredited qualification in construction or land-based management to enhance job prospects.

“If it wasn't for Heritage Heroes I would probably still be sitting at home worrying about what I was going to do. I've been given the chance to learn new skills and find out what I can do without being under pressure.”

I'm hoping this is going to lead to me getting a job in the conservation and land-based sector once I've left the military.

- Glyn Cassidy, Heritage Heroes participant

3. CREATING COMMUNITY SPACES



Waterways in progress can be a driving force for better social cohesion and provide a focal point for the entire community. While canals are traditionally linked to our industrial past, they are flexible and can respond to the modern needs of users, becoming a safe, inviting space which can bring a wide range of groups together. Getting these communities on board from an early stage bolsters local support for canal projects and ensures their

long-term sustainability. An active restoration not only roots people to their past, but helps form a common bond by instilling collective pride in the place they live today, and brings community benefits along the way.

As a result, restorations give a massive boost for local councils looking to tie in or kick-start other community projects on their patch.

“An active restoration instills community pride”



Photo: Hollingwood Hub © Chesterfield Canal Trust

3.1 SERVING THE WHOLE COMMUNITY

HOLLINGWOOD HUB, CHESTERFIELD CANAL

Hollingwood Hub stands alongside a lock on a five-mile restored length of the Chesterfield Canal, showcasing the restoration to all walkers and cyclists who stop here. Formerly a lock house, it was converted in 2010/11 thanks to a government grant of £385,000 under the Community Assets Programme and now boasts a coffee shop, a meeting and education room, a play and picnic area, shower and toilets. It also serves

as an archive and office base for the Chesterfield Canal Trust. With many local facilities closed due to financial cuts, the Hub has filled a much-needed gap in the area. Its flexible space lends itself to a wide variety of different uses. The meeting room is used by schools, crèches and playgroups. It is available from early morning until late evening so social events, training courses and night school classes are also easily accommodated.

“ Converted in 2010/11 thanks to a government grant of £385,000 under the Community Assets Programme.”



The Hollingwood Hub site is owned by Derbyshire County Council, who supervised the renovation and construction, and it is run by the Chesterfield Canal Trust. It is conveniently located on the Chesterfield Canal towpath (which also forms part of the Trans Pennine Trail), attracting some 55,000 walkers and 30,000 cyclists each year, as well as

anglers and canoeists. Many of them call at the Hub for coffee, for information about the canal or for volunteering opportunities.

Meanwhile, the garden is being developed by local volunteers and school children. Benches, picnic tables and cycle racks have already made this an inviting area for all.

“ Hollingwood Hub has brought amazing benefits to an area that had come to regard itself as being as derelict as the industry it once overlooked.

Within days of opening, local teenagers were employed and being trained in the coffee shop. Within months, the three-year target for visitor numbers had been met.

- Robin Stonebridge, Chair of the Chesterfield Canal Trust



30,000 cyclists each year



Towpath attracts 55,000 walkers

BEFORE



AFTER

Photo: Hollingwood Hub, Chesterfield Canal © Chesterfield Canal Trust

3.2 BRINGING NEW AUDIENCES TO WATER

CHICHESTER CANAL



Artists wishing to emulate J M W Turner's famous Chichester Canal painting would today find a much busier and varied scene than the one he depicted in 1828 and 1829. The 7.2km long waterway connects the centre of Chichester and its canal basin to the sea at Chichester Harbour.

These days, Chichester Canal Basin is a huge draw for water sports enthusiasts. Their brightly coloured rowing boats, canoes, paddleboards and trip boats provide interest for walkers and cyclists. All groups benefit from the gift of a building to the Chichester Ship Canal Trust under a Section 106 planning agreement, which now serves as a café. Meanwhile, a second historic building bought by the Trust has been kitted out as a heritage centre. With a wide programme of boat trips and rowing boat hire, as well as income from canoeing and fishing licences, the Trust and its wholly owned trading company has nearly £300k income for maintenance and development.

The Trust has approximately 160 volunteers and three paid part-time staff. Together they have turned their local waterway into a TripAdvisor rated attraction, while the income is ploughed back into the further restoration of the canal.



“Visitors to the canal include groups as diverse as children with learning difficulties and Royal Navy recruits learning to canoe or paddleboard. It is estimated that 700,000 walkers use the towpath every year and joggers enjoy the flat run. There is a growing sense of pride among the local community as they witness their canal being transformed into a real asset to the area.”

- Ian Milton, Chairman of Trustees, Chichester Ship Canal Trust

3.3 PROMOTING SOCIAL INCLUSION

LAPAL CANAL TRUST & SENSE



“ Restoration projects give space to engage with harder-to-reach communities and other groups that are often left on the margins of society.

There is a huge amount of work still to do to restore the Dudley No 2 Canal, but when it's opened it will be a welcome amenity for boaters, anglers, cyclists and walkers and provide part of a new 21 ¼ mile long route around Birmingham.

In the meantime, the Lapal Canal Trust has been working with SENSE – a national charity supporting people with complex communication needs – to give them and their carers the chance to experience canal boating aboard a monthly boat trip.

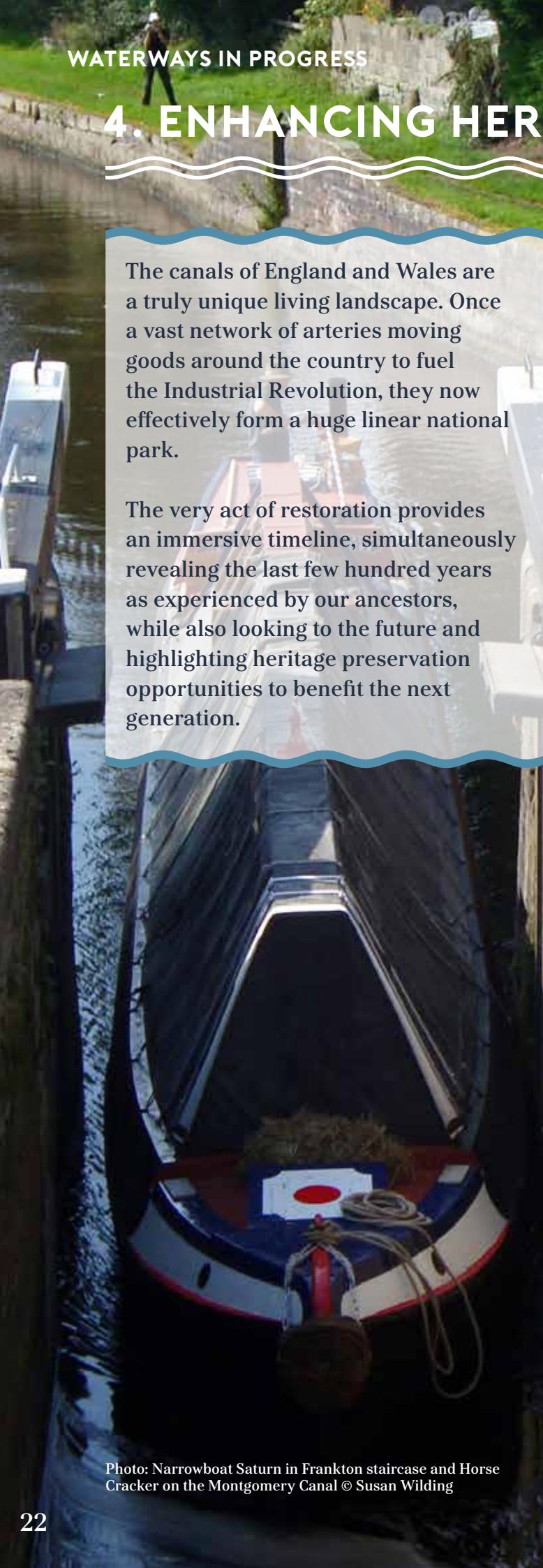
SENSE's new multi-purpose centre in Selly Oak sits next to the junction where the Dudley No2 Canal meets the Worcester & Birmingham Canal. The two-hour return cruise aboard narrowboat Ivy offers passengers the chance to explore the canal from here to Birmingham's Brindley Place, from where they are ideally placed to visit attractions in the heart of the city.

The partnership with SENSE has proved mutually beneficial in other areas too. Recently the Lapal Canal Trust held its AGM in SENSE's local HQ, and it has been grateful for funding advice from the charity.

“ For the deaf-blind adults we support, the boat is proving itself to be a warm, safe and cosy environment, which travels at a gentle pace while retaining an excitement about it that everyone is responding to. It is a unique experience and a wonderful activity for those we work with at SENSE.

- Jon Fearn, SENSE Activities Instructor and Development Coordinator

4. ENHANCING HERITAGE & HABITATS



The canals of England and Wales are a truly unique living landscape. Once a vast network of arteries moving goods around the country to fuel the Industrial Revolution, they now effectively form a huge linear national park.

The very act of restoration provides an immersive timeline, simultaneously revealing the last few hundred years as experienced by our ancestors, while also looking to the future and highlighting heritage preservation opportunities to benefit the next generation.



A man in a white t-shirt and blue jeans stands on a stone path next to a canal lock, holding a rope. A white horse is harnessed to a cart or sled, which is being pulled along the path. In the background, another person walks away from the camera on a grassy bank. The canal walls are made of light-colored stone.

“ These canal corridors can act as a vital wildlife sanctuary, an important industrial heritage site and a living, flexible educational resource all rolled into one.

Photo: Narrowboat Saturn in Frankton staircase and Horse Cracker on the Montgomery Canal © Susan Wilding

4.1 A SUCCESSFUL BALANCING ACT

MONTGOMERY CANAL

“There are plans to build a new marina which should generate around £1m per year for the local economy.

A canal diversion under a new road bridge leaves a stretch unused for Whitehouse nature reserve



£1m per year
for local
economy



25 of canal's
28 locks
now restored

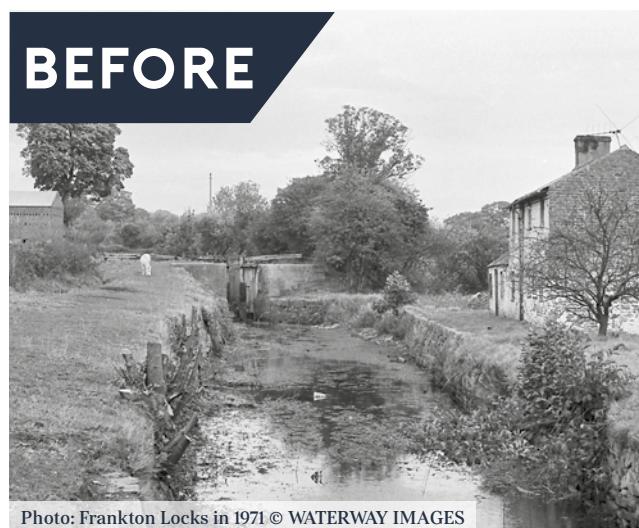
The Montgomery Canal is testament to how much both built and natural environments can benefit from sensitive ongoing restoration projects. After becoming derelict in the 1930s, restoration began on the waterway in 1969. Now, about 50% of the canal's 35 miles have been returned to navigation and the towpath has also been brought back into use.

Most of the canal is a Site of Special Scientific Interest and in Wales it is a Special Area of Conservation. However, thanks to a 2005 conservation management strategy, these precious habitats continue to be protected, even as the waterway

welcomes increasing boat and visitor numbers. Restoration to date has included the creation of off-line nature reserves to safeguard wildlife and rare water plants when sections of the canal are reopened to traffic. These have become an attraction in their own right.

Meanwhile, the built heritage – an integral part of the restoration – has also been rejuvenated. Currently 25 of the canal's 28 locks have been restored and many of its bridges, aqueducts, warehouses and other structures have been conserved although more remains to be done.

FRANKTON LOCKS BEFORE AND AFTER RESTORATION



“The Montgomery Canal is a fascinating reminder of our industrial heritage which retains more of its original structures than most canals. On the restored, but isolated, 12 navigable miles in Welshpool, people on boat trips and on the towpath enjoy the restored built and natural heritage. A Welshpool Festival takes place annually, which attracts many visitors to the area.

On the restored 5 miles linked to the Llangollen Canal at Frankton to Maesbury, pubs and restaurants have benefited from the 1,000-plus boats a year that visit in addition to the local craft kept on the canal. As a result, there are plans to build a new marina which should generate around £1m per year for the local economy. This wouldn't even be a possibility without the canal's restoration.

- John Dodwell, Chair,
Montgomery Canal Partnership



Photo: Carregofa Lock Keeper's House © Andrew Denny

4.2 SECOND CHANCE FOR WILDLIFE

POCKLINGTON CANAL

Largely unchanged since it opened in 1818, the Pocklington Canal is a real hidden gem.

The canal is one of the UK's best for wildlife, with natural banking and exceptional bio-diversity. The majority of its length is protected through three Site(s) of Special Scientific Interest (SSSI). In addition, the canal between Melbourne and the River Derwent, is within an area of international wildlife protection – Special Protection Area, Special Area of Conservation and a Wetland of International Importance (Ramsar site). A variety of important aquatic plants live below and above the water surface – soft hornwort, flat-stalked pondweed, narrow-leaved water-plantain, fan-leaved water-crowfoot, flowering rush and arrowhead.

Among the invertebrates that live on the canal are 15 species of dragonflies and damsel flies. It is hoped that the aquatic environment will flourish further in the years to come, supporting other wildlife in turn.

These efforts formed part of the Canal & River Trust's three-year 'Gem in the Landscape' project, supported by a grant from the Heritage Lottery Fund. It has run in parallel with the Pocklington Canal Amenity Society's bicentenary appeal. Between them, the initiatives have improved water quality and resulted in the reopening of two miles and two locks, meaning more than six miles out of a total length of nine and a half miles is now navigable.

Photo: © Ray Goulder

“The canal is one of the UK's best for wildlife.



“The aquatic environment will flourish further in the years to come, supporting other wildlife in turn.

4.3 LANDSCAPE SCALE COLLABORATION

CHURNET VALLEY LIVING LANDSCAPE PARTNERSHIP

Photo: Bridge 70, Uttoxeter Canal



“ A restoration project can have a wider benefit beyond the canal corridor.

The Churnet Valley Living Landscape Partnership (CVLLP) was a five year Heritage Lottery funded scheme, which aimed to conserve, enhance and celebrate the natural and built heritage of the area.

The partnership project linked the Caldon & Uttoxeter Canals Trust (CUCT) with 20 other organisations including Staffordshire Wildlife Trust, English Heritage, Natural England and district and county councils. This landscape-scale collaboration sought to improve teamwork across the valley, bringing together the efforts of the many different organisations to integrate their individual objectives but with one common goal.

Key successes included the rebuilding of structures in the project area, new

“ This project highlights how canal organisations can tap into funding by forming partnerships with like-minded organisations to help progress their shared agenda.

interpretation boards and trails, volunteering opportunities for young people and training in countryside skills. It has created a thriving wildlife corridor through sustainable woodland management, supported by RSPB.

Bridge 70, the last standing bridge over the Uttoxeter Canal was one of the structures to be rebuilt. The grant from the Heritage Lottery Fund helped to cover the bridge's restoration costs, including replacing the bridge parapets with local stone. Staffordshire Moorlands District Council had to carry out a compulsory purchase order on the bridge before any work could take place as no owner could be identified. The bridge was then sold to CUCT for a nominal sum.

“ By working closely with so many different partners, we were able to each bring our own area of expertise to the project, which has created long term environmental and social benefits for the Churnet Valley.

- Steve Wood, Chair, Caldon & Uttoxeter Canals Trust

FINAL THOUGHTS...



“What became patently obvious to me while compiling this report was just how difficult it was to actually categorise the case studies we compiled. Projects that were proposed as “Economic” case studies could just as easily be reformatted as “Community” case studies. This really does illustrate how waterway restoration projects bring a wide range of benefits to both people and places, no matter what the initial motivation.

Another striking observation was how important partnerships are to driving a project forward. The restoration societies we spoke to aren’t necessarily big spenders, nor do they rely on an unreal-

istically vast number of supporters. Instead, their successes to date have been built on talking to the right people and convincing them of the benefits that will be delivered. This results in both new funding opportunities and ever growing public support.

Finally, not for one second should this report be misinterpreted as an excuse to scale back ambition and concentrate on short-term aims instead. Dream big, be bold, press for full-length navigation with all the bells and whistles. But never forget, along the way, that opportunity knocks at every stage.

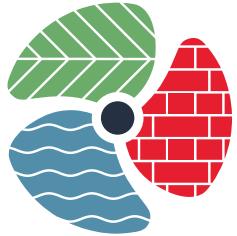
- Mike Palmer, IWA Trustee



Dream big, be bold...

“Opportunity knocks at every stage of a restoration.

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