



# **Restoring Britain's derelict waterways – Progress, Barriers and Opportunities**

**Research Report - October 2022 (updated November 2022)**

This report gives an overview of the research carried out for a work-based major project towards a BA in Management by Alison Smedley from January to August 2022. The full project report as submitted to Anglia Ruskin University, which includes a literature review, is available on request.

## **1. Background**

The research aimed to identify how many waterway restoration projects are in a position to benefit from current and forthcoming government and third party funding opportunities, along with identifying barriers and problems that exist.

A questionnaire was designed to address the overall research question “*How many waterway restoration projects in England, Scotland and Wales are in a position to benefit from current and forthcoming government and third party funding opportunities?*” A series of specific questions were drawn up, which aimed to identify what stage waterway restoration projects across England, Scotland and Wales are at, along with identifying the problems and barriers that are preventing progress.

The objectives of the research were:

- to confirm which derelict waterways have active organisations progressing their restoration,
- to determine accurate figures for the number of miles currently under restoration at different stages,
- to discover what barriers or problems are preventing progress on these restoration projects, and
- to enable IWA's Restoration Hub to better prioritise its activities to support restoration organisations in building their own resources so that they will have the capacity to deliver projects when funding opportunities arise.

## **2. Research Design and Analysis**

### **2.1 Research method**

Organisations were surveyed by means of an emailed text-based form. This was intended to be a more assured way of getting responses in a timely way, given that the contact details for each restoration society was known, compared to setting up an online survey.

The objective was to get as wider a picture as possible of the waterway restoration sector so it was important to be sure that all active waterway restoration organisations were contacted. Consultation with IWA's Restoration Hub identified all active organisations known to be on IWA's corporate member list, or having attended recent restoration conferences and events. Cross referencing this list with the 118 waterway restoration projects listed in the then Inland Waterways Amenity Advisory Council's 2006 *Third Review* report was therefore required, along with identifying any new projects that may have started up since. The survey questionnaire was then sent by email to all the restoration societies identified.

### **2.2 Data Analysis**

Completion rate was important for the quantitative data, where a 100% completion rate would have given a definitive answer to the question of how many miles are currently under restoration. The 94% completion rate in fact represented just 3 organisations who did not respond to the survey. For these 3 projects it was possible to use approximate mileage figures based on information available in the public domain (internet research looking at the relevant organisations' websites). This enabled a meaningful set of total mileage statistics in the various categories to be identified.

For the qualitative questions around latest developments and barriers to progress, 100% completion rate was not necessary in order for a good overview of the situation to be obtained. Those responding were likely to be the most active in terms of both making good progress and experiencing lots of issues or barriers, and as such the responses are likely to provide good coverage of all potential issues.

### **2.3 Ethical issues**

Ethical approval was obtained from Anglia Ruskin University Ethics Committee and permission from IWA obtained for this research to be carried out on its behalf, along with access to restoration society contact details.

Participants were asked to answer the questions on behalf of the waterway restoration organisation that they represent. The only personal details requested were the name and contact details of the person responding. These will not be published and were only used to contact the recipient in the case of any queries. Respondents were asked to confirm their organisation's permission for their answers to be used both by the researcher and by IWA.

All references in the final report to specific projects are credited to the relevant restoration group and not the individual who has responded on its behalf. Respondents had the option to request that their responses to Question 11 (Barriers) would remain anonymous. Participants were advised how they could withdraw their data from the study.

All the research data will be held securely and will comply with UK law. The data will be shared with ARU's research supervisor, and with IWA's Restoration Hub High Level Panel.

This research was carried out using minimal resources with no expenditure incurred. The main resource required was researcher's (personal, not work) time, and the time given voluntarily by the restoration societies in responding to the survey.

## **2.4 Project remit**

55 organisations were identified and contact details obtained. All were sent the survey questionnaire and supporting documents and 52 organisations responded (some after several reminders). Three organisations responded on behalf of multiple projects while other organisations that are working on multiple waterways provided a combined response. A number of the organisations also include branch canals as part of their overall response but these were regarded as being part of the same restoration project.

This gives a total of 58 restoration schemes covered by this report. The bulk of the mileage and projects are in England, with just 6 restorations in Wales. The pre-research to identify which restoration societies to approach found no active waterway restoration societies in Scotland. This study did not cover Eire or Northern Ireland as that is beyond the remit of IWA's charitable purposes.

## **3. Results, analysis and interpretation of data**

### **3.1 Name of waterway, organisation and contact details (Question 1, 12 and 13)**

These 3 questions represent the factual information required to identify each response. Question 1 asked for the name of the waterway being restored. This enabled an accurate record to be obtained of which restoration societies are currently active and which waterways are therefore currently under restoration.

Questions 12 and 13 asked for the name of the organisation and the individual responding on that organisation's behalf. The purpose of these 2 questions was purely to allow further contact to be made in the event of any queries in the data provided.

### **3.2 Mileage questions (Questions 2 to 8)**

This set of 8 questions relating to mileage are quantitative in nature, with knowledge of the waterways required in interpreting the results. Consistency was a particular issue for Question 8 ("length of canal already restored to navigation") in terms of whether the mileage was already included in the second question ("total mileage to be restored") or not. This was inconsistent across the data and required double checking against the IWA Waterway Directory to ensure a consistent method was used across all entries. Given that many waterways have been restored in their entirety, and were therefore not covered by this research, the total mileage for this question does not give a particularly meaningful statistic. The results to Question 8 have therefore been omitted from this report.

#### ***a) Question 2 - Total length of waterway as originally built (in miles)***

This question was useful as a baseline and for historical information only.

#### ***b) Mileage Question 3A (restoration projects) - How many miles does your organisation have long term plans to return to full navigation?***

This is potentially the most important piece of information obtained as a result of this set of mileage questions, as it gives IWA a high level figure of the number of miles that organisations have aspirations to restore.

45 organisations representing 48 restorations entered a mileage figure for this question (or Section 3B below). The mileage in Question 3A responses added up to 488 miles.

Three organisations did not respond to the survey, and so further research was required by looking at their websites to identify the total mileage intended for restoration. This research adds a further 28 miles.

Four of the organisations that responded had no current aims to restore any further mileage back to navigation, and so these responses have been excluded from the mileage data analysis, but included in the analysis of data around barriers and problems.

The total length of waterways where organisations have long term plans for restoration is therefore 516 miles.

***c) Mileage Question 3B (for proposed new build waterways only) - How many miles does your organisation intend to build?***

This question was only sent to those 5 organisations with proposals for entirely new build waterways. Any mileage of new replacement routes as part of an overall restoration is included in the Question 3A mileage.

The proposed new build mileage from these 5 organisations adds up to 50 miles.

The fact that the total mileage came to over 500 miles was not a great surprise, as it had previously been estimated (and often quoted by IWA) that around 500 miles was currently under restoration. This piece of research enables a more accurate figure, and when added to the 50 miles of new build waterways provides a significant increase to the estimated 500 miles, of 566 miles.

Appendix 1 lists the 55 organisations contacted, the waterways they are aiming to restore, and the overall number of miles that they aspire to bring back to full navigation.

***d) Mileage Questions 4 to 7***

Of the 48 projects with current aspirations for restoring (or building) 566 miles of waterway, 455 miles was reported to have feasibility studies in place. This is encouragingly high as this indicates the mileage that is technically possible for restoration, as opposed to simply aspirational. Further research indicates that several of these reports are many years out of date, however, and so the feasibility of restoration may have changed for some projects.

Only 123 miles have both outline design and outline planning permission in place, while 47 miles have detailed design and full planning permission in place (but no funding).

Just 40 miles was reported to be under active restoration or construction with all permissions and funding in place, representing 10% of the miles that have been identified as feasible for restoration.

Figure 1 below gives an overview of the total mileage identified in Questions 3 to 7. The full data for these questions can be seen in Appendix 2.

HEADLINE MILEAGE FIGURES FROM QUESTIONS 2 TO 7					
Number of waterway restoration projects	How many miles does your organisation have long term plans to return to full navigation?	How many miles have been identified as feasible for restoration (eg in an outline feasibility study or similar)?	How many miles have outline design and outline planning permission in place?	How many miles have detailed design and full planning permission but no funding in place?	How many miles are currently under active restoration/ construction (with all permissions and funding in place)?
<b>53</b>	<b>566.5</b>	<b>455.47</b>	<b>123.42</b>	<b>47.12</b>	<b>40.4</b>

Figure 1: Overview of mileage figures identified by the research

### 3.3 Update on Progress (Question 9)

This question was a free text box of unlimited length which asked for “a brief update in just a paragraph or two about latest progress or the current situation, which may be used for a restoration update report, or in other IWA publications and on the IWA website.”

The responses indicate a wide range of experiences, with some organisations making hugely significant steps towards restoring lengths of waterway, while others are just about keeping up with the day-to-day administration of running an organisation while struggling to make any meaningful progress in physical restoration.

Consistency of the responses was variable so for any wider use further verification would be required, e.g. by using the contact details provided in Question 12 or correlating the data provided against information available on the organisation’s website. The validity of the data is also likely to go out of date over time, and so again verification will be required before further use.

### 3.4 Lack of resource, experience and capacity (Question 10)

Respondents were asked which specialist areas their organisation did not have enough capacity, experience or resource in, out of a list of 18. There was also an option for “other” to allow for any topics that hadn’t been listed.

48 organisations responded to this section. 3 organisations (6.25%) responded to advise that they had capacity in all of these areas, e.g. “(the trust) has full competence in all the above” and “the partnership has all the necessary skills to fully restore”.

The remaining 45 ticked a total of 390 topics, giving a mean average of 8.66 areas in which organisations feel they are lacking capacity.

Of the 18 categories, the highest number of responses was “funding”, which 77% of responding organisations identified. In the current climate of austerity, and as previously identified in the secondary research by the lack of restoration projects that have been completed since the Millennium funding push, this is not a surprising find, but also

highlights the importance of ensuring that the sector can build capacity so that new funding opportunities can be exploited.

The category with the next highest number of responses was “volunteer recruitment”, with 58% of organisations experiencing a lack of volunteers. This represents a significant challenge to those groups, as even if grant funding was offered to them, they are unlikely to have the capacity to take advantage of it.

The next and third highest number of responses was “ecology”, with 56% of organisations identifying this as an area in which they were lacking skills and knowledge. It is likely that the implementation of the Environment Act 2021, which requires most development schemes in England to deliver a biodiversity net gain of at least 10% and for this to be maintained for at least 30 years, will have impacted this result. Although restoration societies will be required to demonstrate biodiversity net gain, they can also benefit from providing off-site locations for biodiversity credits where a developer cannot achieve the target on their own site, but better knowledge is required for these opportunities to be realised.

This was followed by marketing/PR/communications and then community engagement, identified by 52% and 50% of organisations respectively. This ties in with the volunteer recruitment issue, as volunteers with those skills and experience are needed to build capacity in other areas.

Legal and research/evaluation were the joint sixth highest with 48% of organisations lacking these resources.

Health & safety received the lowest number of responses, suggesting that the health & safety advice and training that has been available through IWA’s Restoration Hub and Waterway Recovery Group in recent years has helped to build capacity in these areas.

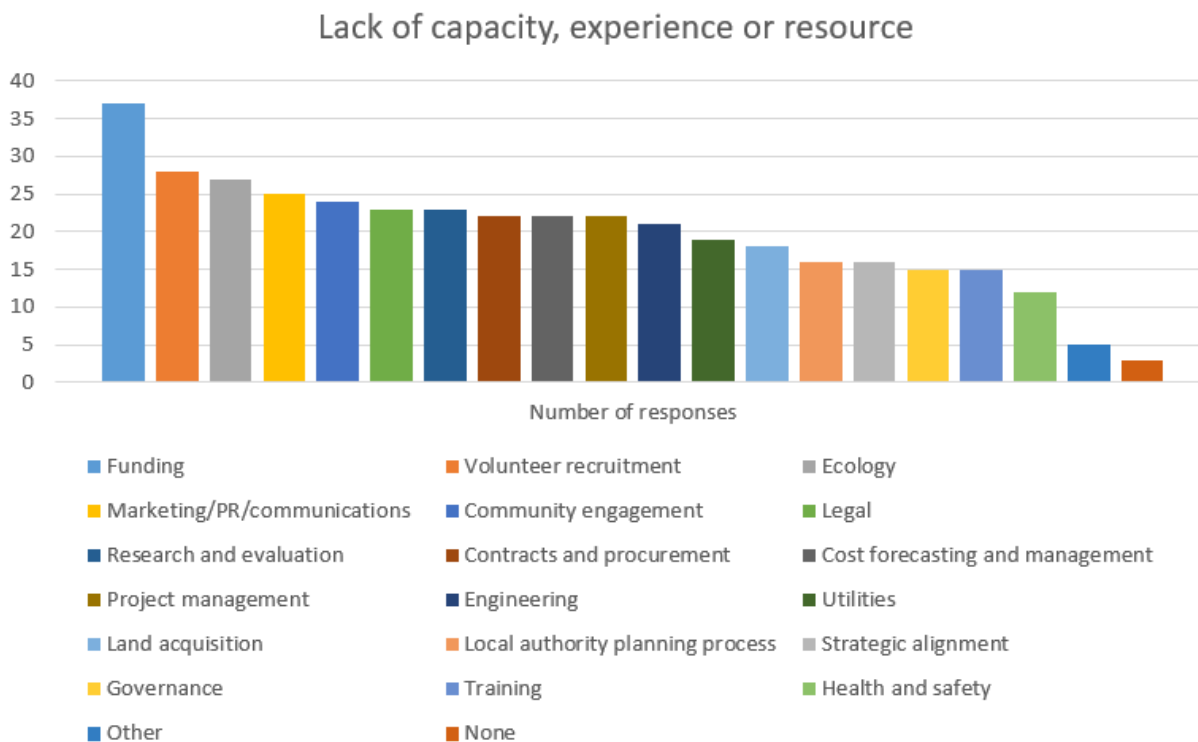


Figure 2: Lack of capacity, experience or resource experienced by restoration organisations

Figure 2 (above) gives an overview of the findings from this question, while the full proportion of responses is included at Appendix 3.

### **3.5 Top 3 Barriers (Question 11)**

This was a free text box giving an opportunity for organisations to prioritise the top 3 problems they were currently facing. 51 organisations responded, but many identified less than 3 barriers while others raised multiple issues within their responses. Once the responses had been categorised, there was a range of 137 data units which were used to work out the percentages.

The results were consistent with the findings of Question 10. Funding continued to be the top concern of most organisations, with 32 respondents (23% of barriers raised) identifying funding as one of their top 3 barriers.

Volunteer recruitment was again the category with the next highest number responses (21 responses representing 15% of the barriers raised). While most respondents mentioned the difficulties of recruiting sufficient active volunteers generally, three specifically mentioned the requirement for younger volunteers while only one respondent mentioned the lack of any other diversity across their volunteer base. 4 further responses mentioned the recruitment of trustees.

The 3<sup>rd</sup> highest grouping was a category not identified in Question 10, with 14 responses relating to “Permissions”. These outlined the difficulties in obtaining permissions from bodies such as the Environment Agency, Natural England or the relevant navigation authority.

The next highest grouping was also a new category and related to political will and support from local authorities at both elected and officer level, with 11 responses (15%). Local authority planning issues received 8 comments, with 3 of those organisations having concerns about housing and retail developments affecting their restoration. 2 other topics from Question 10 - Engineering (8 comments), and community engagement (6 comments) - featured next in the list of responses ordered by occurrence), while the new topic of land ownership issues also received 7 responses. Only 2 responses mentioned the Covid-19 pandemic as being relevant to their top 3 barriers. Both related to funding priorities having changed as a result of the pandemic.

Land acquisition and ecology received only 4 mentions each, while 2 new topics of flood risk and dredging each got 2 mentions, as did governance. Project management, health and safety and legal each received 1 comment. 2 mentioned historical issues (such as the length of time since the canal was last navigable) as being a current barrier. The remaining topics listed in Question 10 received no responses in this section but there were a further 8 comments relating to broader support – such as raising the profile or working in partnership.

It is worth noting that it is likely that there are other issues not covered by the responses to this question, simply because the organisation (or person responding to the survey) is not aware that it is an issue, yet.

Respondents were able to note whether they wished their response to this question to be anonymised. Of the 51 responses to this question, 33 responded “no” and “18” requested

yes. As this was quite a high proportion (almost a third), a decision was taken to anonymise all of the data units (rather than just those who requested it) before any wider circulation within the IWA staff team or the Restoration Hub High Level Panel.

### TOP BARRIERS TO PROGRESS (% OF ISSUES RAISED)

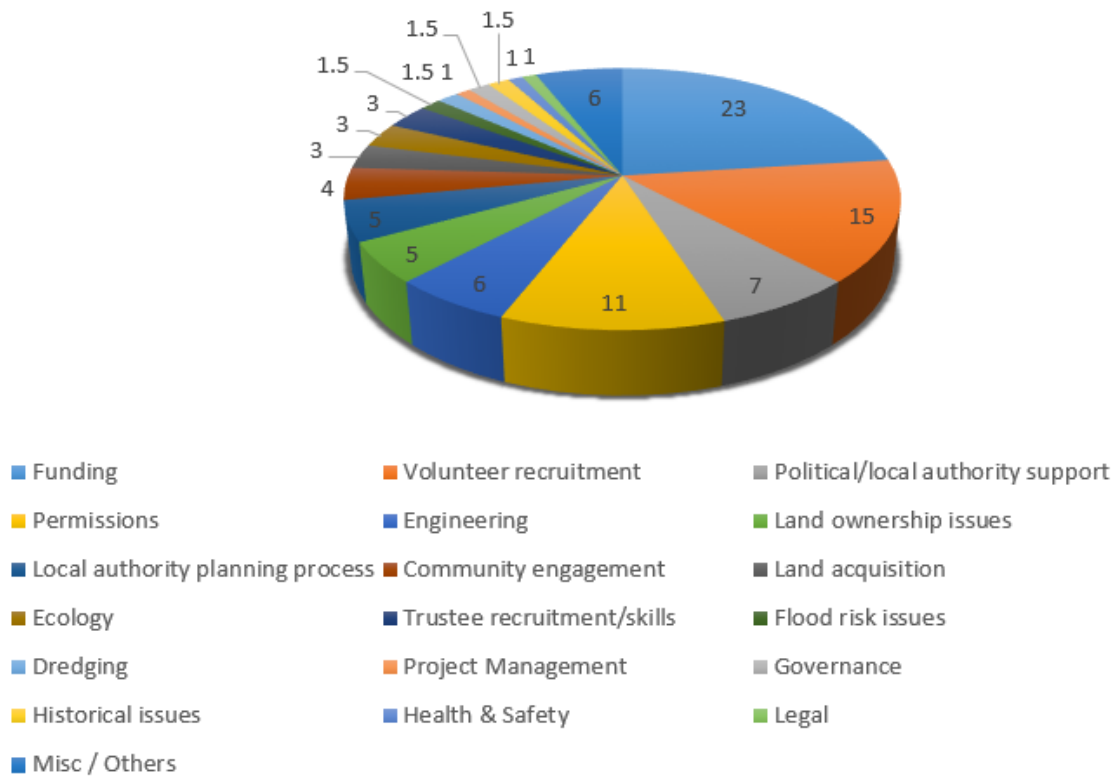


Figure 3: Top barriers to progress by percentage of issues raised

Figure 3 above gives an overview of the top barriers while the full but anonymised categorised data can be found in Appendix 4.

## 4. Conclusion and Recommendations

### 4.1 Conclusion

Analysis of the completed questionnaires allows the following conclusions to be reached:

The estimate of 500 miles currently under restoration, often quoted by IWA on its website and in publications, is not far out, with the total mileage identified as planned for restoration in the longer term by active restoration groups being 516 miles. This increases to 566 miles when 50 miles of proposed new build waterway is added in. 10% of the miles identified as feasible for restoration have all planning permissions and funding in place with work progressing.

The main barrier to waterway restoration projects making progress has indeed been the availability, or lack of it, of third party grants and other funding, as indicated by the responses to the questions about barriers and lack of resources. Volunteer recruitment and knowledge of biodiversity and other ecological issues were the next most significant areas where organisations were lacking resources, which may indeed affect organisations' ability to deliver projects even if sufficient funding was currently available to them.



The objectives of the research were met, with the research having:

- identified 53 derelict (or new build) waterways being actively restored (or built) by 50 organisations
- determined a set of accurate figures for the number of miles currently under restoration at different stages (see Figure 1), with an overall total of 566 miles
- identified the barriers and problems which are preventing progress on these restoration projects (see Figures 2 and 3), with funding and volunteer recruitment coming out as the top two for both barriers and where organisations perceive that they are lacking in resource.

## **4.2 Recommendations**

### ***Recommendation 1 – IWA website updates***

IWA should take the opportunity to use the data collected about mileages and project updates to update its website information and the IWA Waterway Directory, thus ensuring that IWA continues to be the repository of all information on waterway restoration and is the first point of call for anyone researching the subject. A summary of the research findings should also be made available on IWA's Restoration Hub portal.

### ***Recommendation 2 – Restoration Roundup Report***

IWA's Restoration Hub High Level Panel should consider how best to make use of the data provided in Question 9, which takes the form of a brief update from each organisation. This could be used to produce a further report later in the year, before the information becomes invalid due to being out of date. This could be the first in a series of an annual updates on waterway restoration.

### ***Recommendation 3 – Building Capacity in the Restoration Sector***

IWA's Restoration Hub High Level Panel should use the results of the questions around barriers and lack of resources to help build capacity in the restoration sector. The topics identified as being highest in need (funding, volunteer recruitment, ecology, permissions, marketing/PR/communications and community engagement) should all be prioritised for training and topics at workshops, webinars and the annual restoration conference breakout sessions.

### ***Recommendation 4 – Influence government departments and agencies***

IWA should use the findings of this report to raise with relevant government departments and agencies such as the Environment Agency, Natural England and others the problems being experienced in the bureaucracy and costs of obtaining permissions. In many cases these are presenting real stumbling blocks to progressing restoration schemes and an opportunity exists to campaign for simpler and cheaper procedures.

### ***Recommendation 5 – Raise awareness at a political level***

IWA should use the findings of this report, alongside the separate *Waterways for Today* report, to raise the profile of waterway restoration and the wider waterways sector generally. Both reports should also be used to engage with local authorities and MPs to ensure support for waterway projects being included in initiatives such as the Levelling Up and Shared Prosperity funds.

Alison Smedley  
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## APPENDICES

### APPENDIX 1: RESTORATION ORGANISATIONS, WATERWAYS AND TOTAL MILES IDENTIFIED FOR RESTORATION

#### Key to colour coding

Restoration of currently derelict waterway (blue)

Proposed new build waterway (green)

No longer actively looking to restore any length to navigation (or organisation wound up) (red)

Restoration organisation	Name of Waterway	Miles
Ashby Canal Association	Ashby Canal	6.5
Avon Navigation Trust	Higher Avon	14
Barnsley Dearne & Dove Canal Trust (wound up)	Barnsley/Dearne and Dove canals	0
Bedford and Milton Keynes Waterway Trust	Bedford and Milton Keynes Waterway Park	16
Boston to Peterborough Wetland Corridor Partnership	Boston to Peterborough Wetland Corridor	13
Bradley Canal Restoration Society	Bradley Canal	1.4
Buckingham Canal Society	Buckingham Arm, Grand Union Canal	11
Bude Canal and Harbour Society	Bude Canal	2
Burslem Port Trust	Burslem Arm, Trent & Mersey Canal	0.75
Caldon & Uttoxeter Canals Trust	Uttoxeter Canal	11.5
Chesterfield Canal Trust	Chesterfield Canal	8.5
Chesterfield Canal Trust	Rother Valley Link	6
Chichester Ship Canal Trust	Chichester Canal	2
Cotswold Canals Trust	Cotswold Canals (Stroudwater Navigation and Thames & Severn Canal)	34
Derby and Sandiacre Canal Trust	Derby Canal	13.5
Driffield Navigation Trust	Driffield Canal	2.5
Essex Waterways Ltd	Chelmer & Blackwater Extension	1
Friends Of The Cromford Canal	Cromford Canal	14.5
Friends of the Grand Western Canal	Grand Western Canal	2
Grantham Canal Society	Grantham Canal	25
Herefordshire & Gloucestershire Canal Trust	Herefordshire & Gloucestershire Canal	34
Hollinwood Canal Society	Hollinwood Canal	3
Lancaster Canal Trust	Lancaster Canal	14
Lapal Canal Trust	Dudley No 2 Canal	5.5
Lichfield & Hatherton Canals Restoration Trust	Hatherton Canal (Hatherton Branch, Staffordshire & Worcestershire Canal)	7
Lichfield & Hatherton Canals Restoration Trust	Lichfield Canal (part of Wyrley & Essington Canal)	7
Louth Navigation Trust	Louth Navigation	12
Maidenhead Waterways Restoration Group	Maidenhead Waterways	5
Manchester & Stockport Canal Society	Stockport Branch Canal (Stockport Branch of Ashton Canal)	3.5
Manchester Bolton & Bury Canal Society	Manchester Bolton & Bury Canal	13
Melton & Oakham Waterways Society	Melton Mowbray Navigation (River Wreake)	14
Monmouthshire, Brecon & Abergavenny Canal Trust	Monmouthshire Canal (Cwmbran to Newport + Crumlin Arm)	14
Montgomery Canal Partnership	Montgomery Canal	14
Neath & Tennant Canals Trust	Neath Canal	12

Neath & Tennant Canals Trust	Tennant Canal	8.5
North Walsham & Dilham Canal Trust	North Walsham & Dilham Canal	7.75
<b>Oakham Canal Green Corridor Project</b>	<b>Oakham Canal</b>	<b>0</b>
Plas Kynaston Canal Group	Plas Kynaston Canal	0.5
Pocklington Canal Amenity Society	Pocklington Canal	2.5
River Gipping Trust Limited	River Gipping (Ipswich & Stowmarket Navigation)	16
River Stour Trust	River Stour (Suffolk/Essex)	14
River Weaver Navigation Society	Frodsham Cut, River Weaver	5
Rolle Canal & Northern Devon Waterways Society	Rolle Canal	2
Runcorn Locks Restoration Society	Runcorn Arm, Bridgewater Canal	0.35
Sankey Canal Restoration Society	Sankey (St Helens) Canal	15.5
Shrewsbury & Newport Canals Trust	Shrewsbury & Newport Canals	24.75
Sleaford Navigation Trust	Sleaford Navigation	4.5
Somersetshire Coal Canal Society	Somersetshire Coal Canal	10.25
Stafford Riverway Link CIC	Stafford Branch, Staffordshire & Worcestershire Canal	1.5
<b>Stover Canal Trust</b>	<b>Stover Canal</b>	<b>0</b>
<b>Sussex Ouse Restoration Group</b>	<b>Sussex Ouse Navigation</b>	<b>0</b>
Swansea Canal Society	Swansea Canal	8.25
Thames and Medway Canal Association	Thames & Medway Canal	2.5
Wendover Arm Trust	Wendover Arm, Grand Union Canal	5.5
Wey & Arun Canal Trust Ltd	Wey & Arun Canal	23
Whitchurch Waterway Trust	Whitchurch Arm, Llangollen Canal	1
Wilts & Berks Canal Trust	Wilts & Berks Canal	70
<b>Total miles currently proposed for restoration/new build</b>		<b>566.5</b>

## APPENDIX 2: RESPONSES TO QUESTIONS 5 TO 7

### Key to colour coding

Restoration of currently derelict waterway (blue)

Proposed new build waterway (green)

Name of Waterway	How many miles have been identified as feasible for restoration (e.g. in an outline feasibility study or similar)?	How many miles have outline design and outline planning permission in place?	How many miles have detailed design and full planning permission but no funding in place?	How many miles are currently under active restoration/construction (with all permissions and funding in place)?
Ashby Canal	6.5	5	5	0
Higher Avon	14	0	0	0
Bedford and Milton Keynes Waterway Park	0	0.2	0	0
Boston to Peterborough Wetland Corridor	0	0	0	0
Bradley Canal	1.4	0	0	0

Buckingham Arm, Grand Union Canal	11	3	0	1
Bude Canal	2	2	0	0
Burslem Arm, Trent & Mersey Canal	0.75	0	0	0
Uttoxeter Canal	11.5	0	0	0
Chesterfield Canal	8.5	2.5	2.5	1.25
Rother Valley Link	6	0	0	0
Chichester Canal	2	0	0	0
Cotswold Canals	34	10	0	10
Derby Canal	12.5	12.5	0	0.8
Driffield Canal	0	0	0	0
Chelmer & Blackwater Extension	0	0	0	0
Cromford Canal	0.62	0.62	0.62	0
Grand Western Canal	12	0	0	0
Grantham Canal	25	0	0	7
Herefordshire & Gloucestershire Canal	34	0	0	0
Hollinwood Canal	0	0	0	0
Lancaster Canal	12	0	0	0
Dudley No 2 Canal	5.5	0.5	0.5	0
Hatherton Canal (Hatherton Branch, Staffordshire & Worcestershire Canal)	7	0	0	0
Lichfield Canal (part of Wyrley & Essington Canal)	7	3.5	0	0
Louth Navigation	12	0	0	0
Maidenhead Waterways	5	2	1	1
Stockport Branch Canal	1.6	0	0	0
Manchester Bolton & Bury Canal	5	0	0	0
Melton Mowbray Navigation (R. Wreake)	7	0	0	2
Monmouthshire Canal (inc Crumlin Arm)	14	14	0	0
Montgomery Canal	14	4.5	0	0.5
Neath Canal	12	12	0	0
Tennant Canal	8.5	8.5	0	0
North Walsham & Dilham Canal	7.75	n/a	n/a	2.6
Plas Kynaston Canal	0.5	0	0	0
Pocklington Canal	2.5	n/a	n/a	0
River Gipping (Ipswich & Stowmarket Navigation)	2.5	0	0	0
River Stour (Suffolk/Essex)	0	0	0	0

Frodsham Cut, River Weaver	5	5	5	0
Rolle Canal	n/a	n/a	n/a	2
Runcorn Arm, Bridgewater Canal	0.35	0.1	0	0
Sankey (St Helens) Canal	4	0	0	0
Shrewsbury & Newport Canals	24.75	0	20	0.4
Sleaford Navigation	4.5	1.25	0	0
Somersetshire Coal Canal	0	0	0	0.75
Stafford Branch, Staffordshire & Worcestershire Canal	1.5	0	0	0
Swansea Canal	8.25	2.75	0	1
Thames & Medway Canal	2	2	1	1
Wendover Arm, Grand Union Canal	5.5	5.5	4	4
Wey & Arun Canal	23	0	5	5
Whitchurch Arm, Llangollen Canal	1	0	0.5	0
Wilts & Berks Canal (inc North Wilts Branch)	70	26	2	0.1

### APPENDIX 3: QUESTION 10 - LACK OF CAPACITY, EXPERIENCE OR RESOURCE – PROPORTION OF RESPONSES

LACK OF CAPACITY, EXPERIENCE OR RESOURCE		
Specialist area where resource is lacking	Number of responses	Percentage of organisations lacking this resource
Funding	37	77
Volunteer recruitment	28	58
Ecology	27	56
Marketing/PR/communications	25	52
Community engagement	24	50
Legal	23	48
Research and evaluation	23	48
Contracts and procurement	22	46
Cost forecasting and management	22	46
Project management	22	46
Engineering	21	44
Utilities	19	40
Land acquisition	18	37
Local authority planning process	16	33
Strategic alignment	16	33
Governance	15	31
Training	15	31
Health and safety	12	25
Other	5	10
None	3	6.25

#### APPENDIX 4: CATEGORISED (& ANONYMISED) DATA FROM QUESTION 11

BARRIER	NUMBER OF OCCURENCES/ PERCENTAGE	SAMPLE QUOTES
Funding	32 (23%)	<ul style="list-style-type: none"> <li>• “With adequate funding we could do so much more”</li> <li>• “Lack of funding is the key barrier”</li> <li>• “Sufficient income needed to justify employment of staff”</li> <li>• “Funding – everything has now turned to Covid recovery”</li> <li>• “Fundraising is a continuing barrier to progress”</li> <li>• “Funding for preliminary work is not readily available”</li> <li>• “Increasing maintenance and operational costs”</li> </ul>
Volunteer recruitment	21 (15%)	<ul style="list-style-type: none"> <li>• “Volunteer capacity – we have some hugely committed and enthusiastic volunteers but capacity is limited”</li> <li>• “Recruitment of volunteers with an appropriate skill set”</li> <li>• “Access to younger project leaders, none of us are getting any younger!”</li> <li>• “Lack of people with the right skills to take on responsible roles”</li> <li>• “Not enough active members. No-one with the drive and skills to take the organisation beyond its current limited short-term objectives”</li> <li>• “Skills gaps”</li> <li>• “Lack of volunteers willing to undertake ‘management’ roles compounded by general shortage of volunteers throughout the charity sector”</li> </ul>
Permissions: Environment Agency/ Natural England/ navigation authority	15 (11%)	<ul style="list-style-type: none"> <li>• “Need significant agreements over water and land use for water and drainage etc”</li> <li>• “Restrictions on water abstraction from rivers historically used to fill the canal”</li> <li>• “Priorities shifting to ecology above navigation”</li> <li>• “Dependence on third parties for permissions”</li> <li>• “Total lack of strategic planning by (navigation authority)”</li> <li>• “Local authorities required to consult with EA which appears to move at a glacial pace to review designs and flood risks”</li> </ul>
Political/local authority support	10 (7%)	<ul style="list-style-type: none"> <li>• “Political support is lacking at (unitary authority) and to a lesser extent at (borough council). Good moral support at (district council). Previously good support at (county council) is currently faltering due to reorganisations and staff changes.”</li> <li>• “(county council) owns the canal and we cannot do anything without them.”</li> <li>• “Continuity of officers and lack of consistent leadership at the local authority partner with a long term vision. Waterways restoration is a long term game..!!”</li> <li>• “Convincing our local authority that the waterway could be a major player in future tourism plans, and therefore is worth spending time and money on”</li> </ul>
Engineering	8 (6%)	<ul style="list-style-type: none"> <li>• “Updating existing studies and costings”</li> <li>• “Investigating the best form of lock construction”</li> <li>• “An up to date understanding of the possible engineering solutions”</li> <li>• “Several major roads which need tunnelling under”</li> </ul>
Land ownership issues	7 (5%)	<ul style="list-style-type: none"> <li>• “Opposition from local landowners and parish councils”</li> <li>• “landowner permissions where the route of the canal lies within private property”</li> <li>• “Lack of response from waterway owner”</li> </ul>
Local authority planning process	7 (5%)	<ul style="list-style-type: none"> <li>• “The planning authority has been rearranged twice since we started 5 years ago. It amalgamated with another authority in 2019 and has subsequently become a Unitary Authority. Each</li> </ul>

		<p>change resulted in delays while new officers were appointed and new councillors elected”</p> <ul style="list-style-type: none"> <li>• “Despite strongly expressed support of local councillors and the CEO, Planning Dept officers are intransigent”</li> <li>• “Risks from redevelopment around the canal”</li> </ul>
Community engagement	6 (4%)	<ul style="list-style-type: none"> <li>• “The canal passes through one of the more deprived areas of (city), where there is little sign of “community spirit” – what there is, concentrates on social deprivation rather than the enhancement of the locality”</li> <li>• “Meeting the community engagement requirement to achieve NLHF funding”</li> <li>• “Proving to funders that we have sufficient public support to reintroduce navigation”</li> </ul>
Land acquisition	4 (3%)	<ul style="list-style-type: none"> <li>• “The (canal) was abandoned by an Act of Parliament, the land reverted to the descendants of the original owners. We have had to battle for every metre of our canal and we continue to do so”</li> </ul>
Ecology	4 (3%)	<ul style="list-style-type: none"> <li>• “Proving that re-instating navigation will improve biodiversity”</li> </ul>
Trustee recruitment/skills	4 (3%)	<ul style="list-style-type: none"> <li>• “Trustee recruitment – our Trustees are all too old and diversity is poor”</li> </ul>
Flood risk issues	2 (1.5%)	<ul style="list-style-type: none"> <li>• “Proving that installing lock gates will not increase flood risks”</li> </ul>
Dredging	2 (1.5%)	<ul style="list-style-type: none"> <li>• “Land capacity to stack dredgings prior to further processing”</li> </ul>
Governance	2 (1.5%)	<ul style="list-style-type: none"> <li>• “Operating as a proper company and a charity with all the bureaucracy that that involved in the end meant that there was little volunteer time left to do anything very practical”</li> </ul>
Historical issues	2 (1.5%)	<ul style="list-style-type: none"> <li>• “Historic infrastructure – (canals) ceased to operate commercially with horse-drawn boats in the 1930’s such that they have not evolved to accommodate the requirements for powered / leisure craft”</li> </ul>
Health & Safety	1 (1%)	<ul style="list-style-type: none"> <li>• “Health &amp; Safety Management – a qualified Trustee is not available”</li> </ul>
Legal	1 (1%)	<ul style="list-style-type: none"> <li>• “The only area we may need support from an outside organisation is if a Legal situation arises”</li> </ul>
Project Management	1 (1%)	<ul style="list-style-type: none"> <li>• “Project management – short term and long term”</li> </ul>
Misc / Others	8 (6%)	<ul style="list-style-type: none"> <li>• “The entirely rural area that the canal passes through makes it difficult to demonstrate the economic benefits of restoration”</li> <li>• “The willingness of restoration partners to play an active part”</li> <li>• “Major champion to promote the project”</li> <li>• “Lack of support from key destination stake holders”</li> <li>• “(navigation authority’s) unwillingness to look favourably on taking on restored canals without some sort of dowry for future maintenance”</li> </ul>