



Canal &
River Trust

Making life better by water

Boater Report 2022

10 years of caring for our waterways



The canal system across England and Wales is the finest network of industrial heritage in the world, still used by boats 250 years after it was built. This past year the Trust has completed hundreds of jobs to help keep it navigable and safe.

Boaters and the boats that navigate the network remain central to our work. A navigable, safe and attractive canal system is the foundation that protects the waterways heritage, supports biodiversity and brings wellbeing benefit to millions of people in waterside communities.

With the threat of climate change, we are continuing to focus funding and resources on increasing the resilience of the canal network and our core purpose of keeping the waterways safe, attractive, accessible and available, for boating and the wide range of other users.

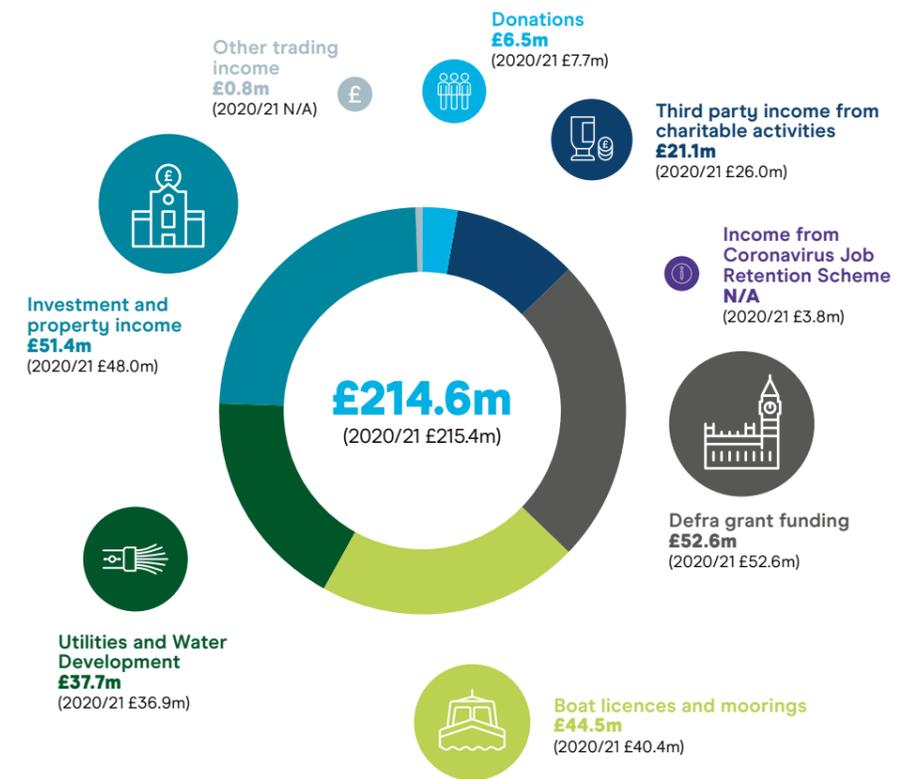
To safeguard the condition and resilience of the network, the scale of our infrastructure works must increase over the coming years, with increased extreme

weather events from climate change causing expensive emergency repairs.

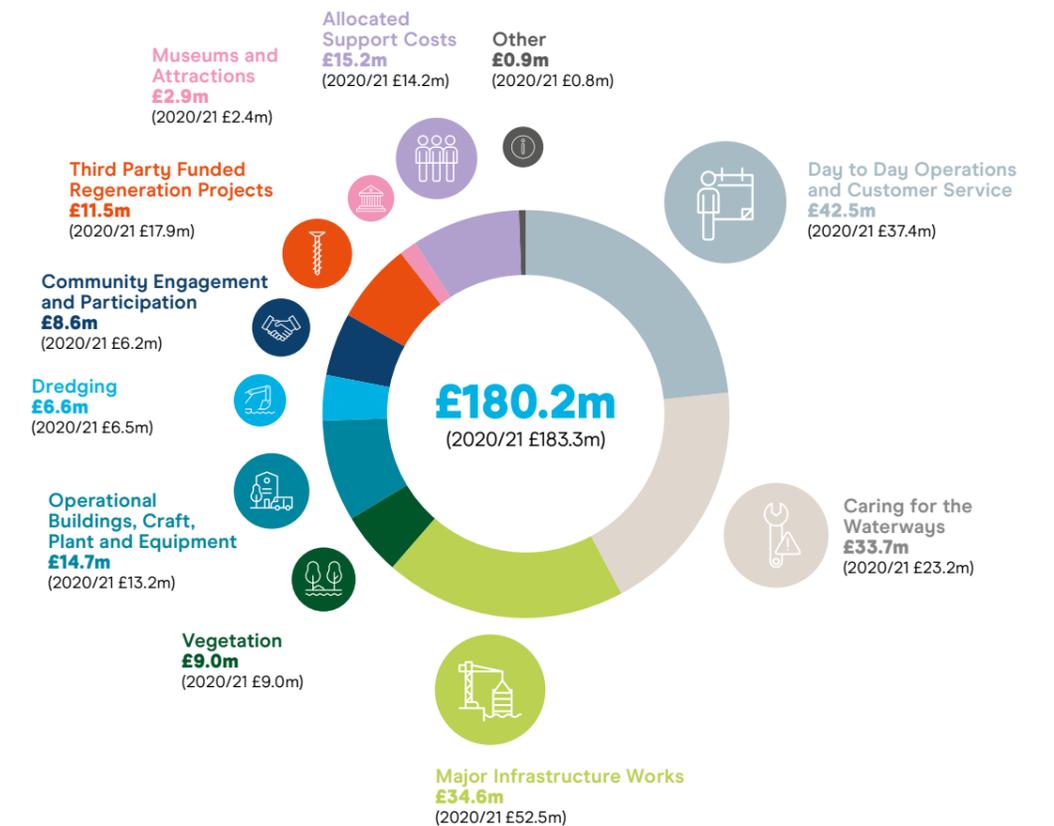
With the cost of looking after our ageing network continuing to rise, the sustainable long-term future of our waterways depends on building broad support and maintaining our partnership with Government, to secure the funding that is essential to address their long-term resilience and avert their decline. With our grant declining significantly in real terms over the next few years, the current Government review of our future funding provides the opportunity to demonstrate the substantial benefits that waterways bring, as well as the wider public risks associated with our ageing and vulnerable network.



Income



Expenditure on charitable activities





Emergency Repairs – Leeds & Liverpool Canal, Eshton Lock 31, Gargrave

Bulging of a listed lock wall on Leeds & Liverpool Canal resulting in it being declared unsafe in September 2021.

Work was disrupted by flooding due to storm Eunice.

The time taken to dismantle the wall was extended due to the legal requirement to provide an archaeological watching brief, plus additional voids which required more wall to be repaired than anticipated.

All masonry was stored on site for reuse with new masonry from a local quarry being cut to size to replace those blocks which were beyond repair.

Costs: £2m



Ivy House Embankment, Caldon Canal

Planned repairs to high-risk embankment brought forward to winter 2021/22 due to continued leakage from the canal into a neighbouring business.

Since November 2021, the Trust's contractors have been working between Ivy House lift bridge and Bucknall Road bridge on the Caldon Canal to stop leakage from the canal through the embankment.

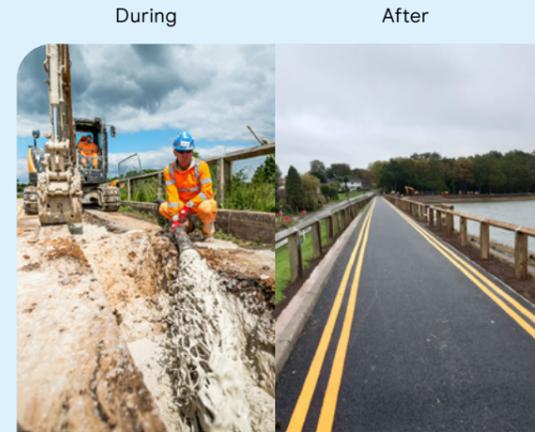
The depth of silt that had to be removed to reach a suitably hard bed was deeper than predicted despite completion of advance surveys and double the expected amount of silt had to be removed from the canal bed before relining works commenced. In addition the level of contamination of the additional material removed required specialist disposal. This made the canal bed and offside repairs more difficult and has taken much longer than planned.

Costs: circa £3m

Earlswood Reservoir

£2.8m programme of improvement to the reservoirs at Earlswood. The works, which are required to ensure the reservoirs are compliant with reservoir legislation, have included strengthening the core of the main dam along Valley Road to improve its resilience during flood events.

Works in the interest of safety completed including works to rise the clay core of the embankment, drainage improvements and raising the crest level.



Tringford Reservoir Spillway

Measures in the interest of safety to the spillway.

Costs: circa £700k



Soulbury Three Locks

Repairs to waterway walls and side pound at a listed lock flight to eliminate leakage.

Costs: circa £350k



Regents and Hertford Union

Dewatered waterway wall repairs, repairs to towpath and the installation of interpretation information.

Open day held weekend of March 4th and 5th.

Costs: circa £710k



Highlights 2021/22		 81 Gates repaired
 308,077kg Total weight of lock gates (including beams) manufactured 2021/22	 132 Gates replaced	
 160 Total large-scale works completed	 715.5 Total sq m of brickwork	
 £11,550,000 Total spend for winter works by direct services 2021/22	 179.5 tonnes Total weight of material removed from locks	
 £30,469,000 Total spend for priority projects winter works 2021/22	 13 Number of open days	

Priority Project 2022/23



Black Cock Bridge, Daw End Canal

Refurbishment of substandard life-span expired bridge.

Summer stoppage – 9th May – 21st October.

The existing steel structure was demolished, but the existing brick abutments were reused in the construction of a new bridge deck. Pedestrians were diverted along Hall Lane during the works. We supported boaters by installing temporary pump out facilities. Other planned works were brought forward to coincide with these works.

Costs: circa £600k

Dredging

Notable dredging projects (2021/22) include

GU Birmingham to Henwood (£750k)

Staffs and Worcester spot dredging (£680k)

Marple Flight dredging (£470k)

Routine spot dredging:

- Gloucester & Sharpness docks
- River Severn, River Trent, River Weaver
- Ribble Link, Caldon Canal

YNE River Navigation dredging including Aire & Calder Freight



Planned dredging 2022/23

Mainline dredging

- South Stratford Canal
- Dudley Number 2 Canal
- Trent & Mersey Barrow Bridge to Lock 3
- GU bottom of Hanwell Flight
- K&A East
- Oxford Canal – Knapton and Heyford

Routine dredging

- River Trent, Weaver, Ribble Link
- G&S Docks and River Severn
- Yorkshire & NE spot dredging – river navigations



Major works, minor works & everyday repairs



94%

licence compliance



£810

per day on fish rescue



£21.1m

third party funding



£34.6m

major works



451

planned repairs



52

unexpected repairs



37km

dredged



**£14k-
£177k**

lock gates
replacement costs



241,000

hours of volunteer
lock keeping



£38k

on average repairing a
bridge hit by a vehicle



87.15%

of assets graded A-C



125,375

tonnes of silt removed

Canal & River Trust

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All information correct at the time of printing.