

**CONSERVATORS OF THE RIVER CAM**

MINUTES OF A MEETING OF THE CONSERVATORS HELD IN COMMITTEE ROOM 1 (THE HEIDELBERG ROOM) AT THE GUILDHALL, CAMBRIDGE ON THURSDAY 10 APRIL 2008 AT 9.30 am

Present: Mr J A Adams (in the chair)

Conservators: Mr A C G Brown, Mr R C Hardingham, Mr R Ingersent, Cllr M I Nimmo-Smith, Mr L Phillips, Mr J R Pryce-Jones, Dr R D Walker, Cllr L Walker, Cllr T Ward and Cllr R M Williamson.

Observers: Mr D Bradley, Mr R T Bryant, Cllr H Smith and Mr W Key.

In Attendance: Dr P E Noon (River Manager), Mr J R Wakefield (Deputy River Manager) and Mr C S Sparkes (River Foreman).

And of the general public (who signed the attendance record): Mr J Leader.

**Action Required**

**By**

The Chairman opened the meeting at 9.30 am and told Conservators that he had made some changes to the way in which business would be presented to Conservators, so that the emphasis of the meeting could be directed towards matters for decision, followed by matters of report for note.

1. **Apologies for absence** had been received from Dr N H M Chancellor, Mr C Howes and Mr J Bayliss-Smith.
2. **Minutes of the Meeting held on 10<sup>th</sup> January 2008:** The header was corrected to read 2008, the first line of report 10.2.7 The Halingway was corrected to read 'Cllr H Smith had been given guidance' and Observer Mr Bryant noted that his second initial was T, not J. The corrected Minutes were approved and the Chairman authorised to sign the same.
3. **Matters Arising from those minutes as reported (not dealt with elsewhere on the agenda):**

10.2.8 Lease of Fishing Rights: The half-yearly payment in respect of fishing rights had been received.

10.3.2 Conservators' Boats: An order had been submitted to HMS at Brundall for a new Jeanneau Aquapeche 400 (complete with fitted rubbing strake and moulded centre console), for £3,140 ex. VAT. This was slightly higher than the figure budgeted (£3000). The Chairman accounted for this overspend by the need for an upgraded boat specification to meet the crew's operational requirements. The officers had requested for the

boat be named after the River Foreman's predecessor, Mr Fred Young.

RESOLVED unanimously that the additional spend met with Conservators' agreement and that the boat was to be named 'Fred Young'.

10.3.4 Vehicles and equipment: A new Eagle 1210H steam cleaner had been purchased (£1,500 inc. VAT); the insurers had been notified of its purchase and addition to the asset schedule.

The Tomlin tipper-trailer was sold at Cheffins Machinery Auction, Sutton, on 11 February for £1,040 less commission (£936.60 net).

The Chairman had procured a highly-competitive quotation for a new truck for the River Foreman from Mitsubishi UK. Payment had been remitted for a model L200 2.5 DID 4Life Club Cab (coloured silver) with extras (alarm, towbar, loadliner) for £15,889 inc. VAT. The supplier was due to deliver the vehicle to Clayhithe depot on 16 April and insurance was being arranged. A potential buyer had expressed an interest in purchasing the old Mazda truck.

RESOLVED that the officers should arrange sale of the Mazda truck and for it to be removed from the capital assets list.

10.4.4 Miscellaneous Applications: Reported as item 4.

10.7.4 Conservators' Mooring Policy: Reported as item 5.

4. 'Water Bus' proposal for the Upper River: A report prepared by the River Manager had been circulated to Conservators and Observers before the meeting. At the 10 January 2008 meeting, the applicants, Mr Garlick and Mr Ramsey, had been asked to return to the Conservators with more information about the proposed service in the form of a business plan. Mr Garlick and Mr Ramsey had withdrawn their application but they had indicated that they might attempt to set up the business in 2009 once they had researched the matter further. The 'water bus' proposal had generated considerable public interest as a result of attention from the media. The office had received 223 representations in opposition to the proposal and a further 1081 persons had signed petitions asking the Conservators to reject the proposal. The Upper River was a permissive navigation, and the principal landowner, Mr Pemberton, had objected to the scheme. It was felt that allowing one operator to commence this type of service would set the precedent for further applications and Conservators would have limited means of controlling these vessels because registration was not required on the Upper River. The general public considered these reaches to have a unique amenity value, providing a haven for peace and wildlife. Non-motorised river traffic ensured the safety of children in canoes and swimmers using the watercourse, the only remaining designated area under the byelaws. The River Manager asked Conservators if they would approve a new policy for the regulation of motorised vessels on the Upper River under the terms of byelaw 5.1.

RESOLVED unanimously to support the River Manager's recommendation, thus:

The Control Officer reserved the right to grant permission, under the powers of delegation, for the following types of motorised vessels:

At any time: the Conservancy's own vessels (e.g. River Bailiff's punt with outboard petrol-driven engine or electric engine)

Upon request: vessels required for essential maintenance works and emergencies and safety vessels to accompany certain events.

This policy statement was to be published on the Conservators' website and letters would be sent to the City Council's Executive Councillor (Environment and Planning), the Chief Executive of SCDC

River Manager and David Howarth, MP.

5. Review of the Conservators' Mooring Policy: A report prepared by the River Manager had been circulated to Conservators and Observers before the meeting. The public consultation document had elicited 74 responses. Four areas had been reviewed and the Chairman took each area for discussion and decision in turn.

Riverside Walkway (Quayside to Thompson's Lane): The officer's recommendation was to uphold the current Mooring Policy (Paragraph 2(c) Prohibit mooring along both banks save for those boats in registration categories 1-12 and the punt station at the public house). Conservators agreed that enforcement should rest with the riparian owner.

RESOLVED, unanimously, to maintain the current Mooring Policy at Riverside Walkway.

Riverside retaining wall (Elizabeth road bridge to Stourbridge Common): Most respondents had commented on the proposal to prohibit mooring between the Museum of Technology and Stourbridge Common for safety reasons. The Chairman admitted that it had been difficult to recommend any changes to the current arrangement. There was a clear division in the submissions from residential moorers versus the rowers. Responses had been anecdote-rich but evidence-poor in terms of actual risks posed to those using the navigation. Any obstruction to navigation by moored vessels was compounded by a lack of tree management on the opposite bank. The number of moored vessels had shown an increase in parallel with an increase in the number of rowing craft using the river over the last decade. The officers had recommended a deferment on the prohibition of mooring along this reach of the river for another year for two reasons: (i) to enable a programme of tree management to be set into motion with the riparian landowner (land to be adopted by the City Council on completion of the new housing development on the former Simoco site); and (ii) to provide time for the collection of data on any actual hazards caused by the moored vessels. Mr Key was concerned that the

first 'hard' evidence the Conservators might gather could be someone being seriously injured. The rowers felt that there was little point complaining to the Conservators because nothing was ever done. Rowers had been putting up with this situation for far too long. Mr Key was astounded that the Conservators did not appear to know who owned the riverbanks, in spite of being the navigation authority for 300 years. The Chairman conceded that the criticism of poor tree management was fair but it was not possible to rectify 300 years of history overnight. Any decision-making by the Conservators had to be evidence-based and fair. Mr Jolly (Riverside Place Residents' Association) voiced his concerns about the number of barges outside his property and the unacceptable levels of nuisance and annoyance they caused to local residents (rubbish, vermin, drug-taking, illegal parking); he had raised these issues with Councillors and his MP. Mr Phillips said that regulation of rowing craft on the river needed to be revisited but the decision at Riverside should not be continually deferred; residential boat owners needed some peace of mind. Mr Adams agreed that the Conservators could not let the matter drift. Mr Brown was concerned that over-zealous tree management might affect an area of environmental importance close to the city. Dr Walker said that the ownership uncertainties were profoundly unsatisfactory and the City and County Councils were, as usual, taking two steps backwards. Some body needed to assert their legally-binding ownership before the residential moorers could claim adverse possession. However, he reminded Conservators that there would be issues of homelessness if a number of moorings were lost from this area. Mr Phillips believed that Riverside should be brought into the City Council's Mooring Policy scheme so that people there paid a fee; the County Council should take on its share of responsibilities. If the Conservators proposed an outright ban, a campaign would be mounted against the decision, leading to very unhealthy public relations through a media frenzy, as witnessed over the City's visitor moorings a couple of years previously. Mr Key asserted the fact that Britain had the largest rowing association in the world and there had been rowing crews on the river Cam for over 150 years. He acknowledged that it was a small, busy river with more and more people subscribing to the sport. Mr Davies asked if the data analysis would be able to differentiate between accidents and incidents involving moored boats or those in the process of leaving or arriving at their moorings. Cllr Nimmo-Smith noted the issues which had been raised, particularly by Mr Jolly, and thought that the City needed to hold discussion with the County Council as the highway authority. Ownership of the wall and railings was contentious but the City would like to work towards including Riverside in its own Mooring Policy. Cllr Nimmo-Smith looked to the new Chairman to assist in a harmonised system. Cllr Nimmo-smith would follow up issues of nuisance with City officers. Mr Jolly was grateful to hear that there would be proper coordination between the two authorities. Mr Moseley believed that the Conservancy should work towards maintaining a standard navigation fairway of 20 metres, and considerations of making people homeless

had to be gauged against the increasing pressure on the river. There was to be an estimated 30 per cent growth of population over the next 20 years in the Cambridge area and the Cam as a recreational facility was to become even more pressured. The CamToo project would solve these problems.

The Chairman confirmed that if there was to be a ban on mooring along this section of Riverside, the Conservancy would work with the City Council to assist in the relocation of these vessels.

Mr Davies (CUCBC) recognised two safety problems in the area: (i) boats had been hitting each other, regularly, owing to width constriction; and (ii) people fell in, although this was often when boats were at slow speeds, without injuries being sustained. The desirable navigation width of 20 metres was not attainable in all places. People were unable to get out on the Chesterton bankside because of dense vegetation growth and there was only one ladder to his knowledge at Riverside. He knew of one person who had capsized and had swum to Stourbridge Common before they could find an egress point. Mr Davies asked Conservators not to over-dramatize the decision with fears of making people homeless. A residential boat owner at Riverside said that he had no issues with rowers but it was impossible to stop motorised boats from using these reaches without there being some traffic controls in place. Mr Bond (Old Chesterton Residents' Association) shared Mr Brown's concerns about the potential loss of the wildlife corridor afforded by the bankside vegetation opposite Riverside. Ongoing housing development on the former Simoco site

Dr Walker left the room

would come to fruition in 2009 and he opposed any scheme to use this area for moorings. Mr Pryce-Jones said that maintaining a minimum fairway width of 20 metres was crucial. Mr Bradley was keen to support the environmental lobby but thought that more ladders should be installed along the length of the retaining wall. Mr Sparkes said that in many places the water was so shallow that anyone could get out on their knees.

The Chairman drew the discussion to a conclusion by repeating the officer's recommendation and asking Conservators to vote.

Dr Walker returned to room

RESOLVED, unanimously, that Conservators should defer the ban at Riverside until 1<sup>st</sup> April 2009 in order to assess the effects of improved tree management on the Chesterton bank upon navigation, and to provide officers with a period of time to gather data and evidence on actual hazards (incidents, collisions) which could be directly attributable to the presence of the moored vessels. Until that time mooring arrangements were to remain unchanged.

Victoria Bridge to Eights Marina (Midsummer Common): The Chairman advised Conservators that the officer's recommendation to defer the proposed seasonal ban had been made on a similar basis to the situation at Riverside. Mr Ingersent proposed that for this reason,

decisions at both Riverside and Midsummer Common should be deferred together until October 2009. Mr Phillips was concerned that repeated deferment was leaving boat owners in a void with anxieties about their future displacement. Conflicts between the rowing and residential mooring communities had been going on for a long time, the numbers of rowers were increasing and the population of Cambridge was increasing. The Conservators needed to seriously consider the development of off-river moorings with a timeline and costings. A seasonal ban would clash with the City Council's Mooring Policy. The Chairman recognised that it would be unsatisfactory to defer this decision without an obvious end-point and thanked Mr Phillips for reminding Conservators of their long-term aspirations for off-river moorings. Mr Davies could see that the arrangements at Riverside were almost the same at Midsummer Common but anyone accidentally immersed in the water would be able to get out easily if boat owners had a rope on the outside of their vessels. Mr Davies believed that the spacing between boats should be increased as well, to assist those novice coxes extricate themselves from being pinned against the bank in between moored vessels. The Chairman read out the officer's recommendation to defer the seasonal ban, subject to bringing a final decision into alignment with Riverside. The motion was put to the vote

RESOLVED, unanimously, for the seasonal ban on the prohibition of mooring between Victoria Bridge and Eights Marina be deferred until a new decision was taken by October 2009 based on empirical evidence of actual risk posed by the moored vessels.

The Chairman therefore asked Conservators if they would reconsider changing the date of implementation at Riverside to October 2009.

RESOLVED, unanimously, that the deferred proposal to prohibit mooring from the Museum of Technology to Stourbridge Common should be acted upon by October 2009.

Mr Pryce-Jones asked Conservators to reject any further deferrals and the Chairman agreed that these dates should not be put back again.

Jesus Green Frontage: The Chairman drew the Conservators' attention to the River Manager's report and recommendation which he read out to those present. Cllr Nimmo-Smith felt that there was an unsatisfactory ambiguity if the Conservators had a policy for prohibiting mooring if it was not enforced actively. The City Council was very interested in asserting that there should be no commercial activity or mooring in this area without the permission of the City Council. The Chairman recognised that the habitual punt mooring which took place there was in breach of the Conservators' Mooring Policy. Mr Brown thought it proper that punts should be allowed to moor there on a casual basis. Mr Ingersent, declaring a personal interest, said that the Conservators' Policy was hard to justify on the

basis of its powers. The Chairman asked Conservators if a condition about the vessel category was to be made to the Policy, how would that align with the City Council's Policy. Cllr Nimmo-Smith assured Conservators that self-hire punts would be allowed to moor along the frontage. Dr Walker could not envisage a need for a mooring ban since there was no clear navigational issue; he supported a motion to ban all categories except manually propelled craft. The Chairman proposed to borrow the set of words used for the Policy at the Walkway. Mr Ingersent believed that consistency in the Policy was required. Mr Macnaghten could see no need for a mooring ban and the arrangement should rest with the riparian owner using the previous logic applied to the Walkway on navigational grounds. Mr Cooper (Chairman, Jesus Green Association) said that his members were very anxious that there should be no relaxation of the Conservators prohibition on mooring. Boats should however, be allowed to moor there for picnics, as this was one of the attractions of the Green as a civic amenity.

The Chairman said that there seemed to be three options for this area: to turn a blind eye to vessels moored there, to remove the ban on the grounds that there were no navigational issues, or to amend the current Policy to allow punts only to moor there using the same form of words as used for Riverside walkway. Dr Walker asked for these proposals for amendments to be presented to the Conservators first. Mr Ingersent said that the riparian owner, the City Council, had made its own decision and he felt that there were no navigational grounds for the Conservators' Policy to prohibit mooring along the Frontage. Cllr Nimmo-Smith concurred with Mr Ingersent; the Conservators Policy decision, taken in 2004, was taken at a time when the City Council had not taken on responsibility for issues along the frontage. This situation had changed and the City Council was in control of its riparian responsibilities. Cllr Nimmo-Smith therefore asked Conservators to lift the prohibition on mooring except the 36 metre byelaw limit upstream of the Lock. Dr Walker queried if the lifting of the ban should include motorised vessels. Mr Adams reconciled these opinions by proposing 2 possible amendments to the proposal: (i) to lift the ban; or (ii) to lift the mooring ban for vessels in categories 1-12 only.

For the first amendment, to lift the ban on mooring at Jesus Green frontage, on the proposition of Mr Ingersent, seconded by Mr Pryce-Jones, Conservators voted on lifting the ban completely. Seven Conservators were in support, none against and there were two abstentions.

For the second amendment, proposed by Robin Walker, there was no one to second the proposal so this was dropped.

The Chairman then took the Motion.

RESOLVED that Conservators should lift the ban on mooring along Jesus Green Frontage with immediate effect with the exception of the 36 metre byelaw limit upstream of Jesus Lock.

The Chairman thanked Conservators for helping him to take the correct procedural route.

Cllr Walker asked the River Manager for clarification of the response which was to be given to the CUCBC and the CRA to the report annexed, which was highly critical of the Conservators. The River Manager confirmed that she had not yet responded to this challenge but a letter would be forthcoming, which was to suggest the convening of a meeting with herself, the Chairman and representatives from the CUCBC, CRA and ARA to discuss their concerns.

River Manager

6. **Matter Agreed:**

6.1 Administration (Bank Mandate Forms): The Conservators' approval for the new Chairman to act as an authorised person on bank and building society mandates was sought. It was confirmed that for any cheque issued there were to be two signatories, one being a Conservator and one being an officer. Conservators currently delegated to act as signatories were Dr Walker and Cllr Nimmo-Smith. Either Dr Noon or Mr Wakefield could countersign cheques.

On the proposition of Cllr Nimmo-Smith, seconded by Mr Brown, it was RESOLVED that the Chairman, Mr John Adams, should be appointed as a signatory in place of Professor Chisholm, the other signatories to remain the same.

6.2 Pontoon licences: Cambridge City Council had applied to place a pontoon on the Middle River adjacent to the suspended walkway and landing stage at La Mimosa restaurant (junction of Thompson's Lane and Jesus Green) under the terms of s15 & 16 of the 1922 Act. This pontoon was proposed to act as a new punt 'station' for independent punt operators working under the City Council's new trading permit system. The plan of the new pontoon had been circulated to Conservators and the River Manager had suggested that the arrangement of punts to be moored there should lie parallel to river flow in accordance to the Byelaws. Cllr Nimmo-Smith, declaring an interest, informed Conservators that he hoped that they would support this application for a licence. He showed a plan to the Chairman and River Manager indicating available channel width; 'finger' moorings would not restrict the channel significantly. Cllr Nimmo-Smith argued that for the purposes of equity, punts should be allowed to moor across the stream as there were other places on the river where 'finger moorings' were allowed where they impinged on at least half the channel width (for example, at Quayside). Imposing a parallel mooring arrangement would create problems for the successful operation of the new punt station. Dr Walker queried if the City Council could prove ownership in order to be granted a licence and the River Manager showed Conservators a letter from Mr J Cowin, Head of Property and Estates, City Council, proving Deed of Title. Mr Brown was concerned about finger mooring: the Conservators were unable to derogate their own byelaws. The River Manager explained that the byelaw requirement for parallel mooring had not been enforced in this area as

it was generally applied to larger vessels only. Mr Ward stated that this illustrated the problem of allowing statutory concessions and that it would not be fair to impose this rule retrospectively on the other operators who had enjoyed a relaxed situation for a number of years. Mr Adams had some experience of attempting to change byelaws in his work for the Environment Agency, and reminded Conservators that any review of the Conservators' byelaws was not to be undertaken lightly. Cllr Nimmo-Smith said that the Control Officer could specify the mooring arrangement at the new pontoon using powers of byelaw 6.2 without derogating the Conservators' powers.

RESOLVED that a pontoon licence agreement was to be drawn up with Cambridge City Council, the mooring arrangement to be specified by the Control Officer using the powers of byelaw 6.2, and for the term of the licence to be 5 years.

River Manager

6.3 CamToo: Mr Moseley has requested a letter of support from the Conservators for the CamToo project. The Chairman explained that a letter of support from the navigation authority would assist the Project in being a recognised entity, capable of demonstrating partnership and local community support, if they were to approach various grant-funding bodies for monies in the future. Mr Brown said that he was very much opposed to a letter of this type being issued and that the CamToo Project must 'row its own boat'. There were wider issues about the management of the Middle River and it would be wrong to issue a letter of support without consulting with other interested parties. The project was to add another mile of waterway and there had been no exposition as to how future channel maintenance would be funded or by whom. Mr Ingersent said that he was uneasy about an ancient common being dug up; he did not believe it was within the Conservators' remit to offer a letter of support. Cllr Williamson was disappointed by the lack of reference to the Cambridge Sport Lakes, a huge scheme which had been granted planning permission and was to provide a major addition to rowing facilities. Mr Hardingham stated that he was not happy to support a letter at this stage. Michael Bond, Secretary of the Old Chesterton Residents' Association, told Conservators that Stourbridge Common was treasured by Chesterton residents as an unspoilt area with high conservation value and the Sport Lakes were the right way forward. Mr Moseley remonstrated these criticisms, informing Conservators that the Amateur Rowing Association backed the Project and that what they were proposing was a replica of the existing river channel; it would not destroy the amenity value of the Green Belt and the project was about coping for future expansion of the City and demand from its population for rowing which would not be met by the Sport Lakes. Dr Walker reminded Conservators that they must be clear of their facts: if such a scheme was implemented, the Conservancy would be the navigation authority. Dr Walker proposed that Mr Moseley should meet with the Conservators informally, perhaps with an approved working party. Cllr Nimmo-Smith proposed an alternative way forward: it was clear that rowing was expanding as a recreational pursuit but he, and other Conservators, had lots of questions to ask about the Project which

meant that no-one could take a view on this day. The Project would have huge implications for the Conservators' management and finances. Cllr Nimmo-Smith informed Conservators that Mr Moseley should bring together a set of issues that Conservators would like to see addressed. Mr Moseley had approached the City Council for support and the Project had been recognised in the Local Plan but not sponsored as such. The City Council had a similar standing to the Conservancy as regards the Project and the need for more facts. If the Project was to get the go-ahead, then it would be appropriate to become fully engaged and facilitative. Mr Pryce-Jones told Conservators that they must be mindful of congestion as a priority issue for them as a navigation authority, and that CamToo sought to relieve congestion. He could see no difference in the arguments presented by Dr Walker and Cllr Nimmo-Smith: everyone wanted to understand what the Project would involve. Mr Brown also believed that congestion needed to be addressed and that growth in rowing craft numbers appeared to be exponential. Mr Macnaghten also felt that the project was intended to improve navigation for increasing numbers of rowing vessels and it should not be dismissed out of hand. Mr Leader spend time beside the river every day of they year and he did not perceive that traffic congestion was really an issue on the Cam. The matter was put to the vote.

RESOLVED that the Conservators were unwilling to offer a letter of support at this stage and that the Chairman and officers should continue a dialogue with the project proponents.

Chairman / River  
Manager

- 6.4 Boat Standards: Conservators had been circulated with an amended version of the Code of Practice for Commercial Punt Operators prepared by the River Manager; the intention was to bring the policy document into closer alignment with the Inland Waters Small Passenger Boat Code. Mr Ingersent, declaring an interest, believed that revisions to the use of small commercial boats (carrying 12 or fewer passengers) were long overdue. Mr Ingersent queried the practicalities of requesting a first aid certificate of every punt chauffeur and asked if any changes in signage on the punts could be phased in. Mr Williamson reminded the River Manager that such documents should be drafted in stronger terms. Mr Macnaghten felt that he had received no notice of any intended revisions to the Code. Dr Walker queried the legal necessity for the Code needing to align with the MCA's guidelines. Cllr Nimmo-Smith believed that many incidents involving punts were minor, possibly requiring first aid, that that there should be a gradual period of implementing first aid training for operators. Mr Macnaghten asked Conservators if they would delegate this matter to the Chairman and officers. Conservators were asked to support this proposal.

Mr Bryant left the room

Mr Hardingham left  
the room

RESOLVED that further guidance be sought from the MCA prior to recommending any further changes to the Code of Practice for Commercial Punt Operators.

Chairman / River  
Manager

- 6.5 Events: The River Manager had received an application for a punt race to be held on 15 June along the Backs as part of a City twinning event between Cambridge and Padova. The River Manager asked if the Conservators would waive the event fee for this voluntary event which was being hosted for good international relations.

RESOLVED unanimously that this event would not incur a fee.

The River Manager asked Conservators if she could represent them at two forthcoming waterways events for the purposes of publicity if costs could be kept to a minimum: Ely Aquafest (6 July) and the biennial Bedford River Festival (12/13 July).

RESOLVED unanimously for the River Manager to attend both of these events on behalf of the Conservators.

River Manager

Two additional items for decision were tabled.

- 6a Pontoon licence at Tyrell's, Quayside (Scudamore's): Scudamore's had asked to modify the configuration of the pontoon at Tyrell's by swapping the old Tyrell's ticket office with the more modern design which had been moored at La Mimosa prior to the termination of their tenancy there (City Council as landlord, see 6.2. above). There would be a slight change in the 'footprint' of the new arrangement at Tyrell's; Scudamore's intended to fit a walkway around the ticket kiosk to improve access to and from the water. Mr Brown believed that the terms of the original licence would cover this change. Cllr Nimmo-Smith stated that the City Council was involved in a legal process in relation to land ownership adjacent to this location and he could not, therefore, speak on the matter. Mr Ingersent declared, similarly, that he would not vote. Cllr Ward deferred this matter to the other Conservators present. Mr Macnaghten confirmed that the new arrangement had been granted Land Drainage Consent by the Environment Agency. Those who had not declared an interest agreed that the proposed modification was *de minimis* and the licence did not therefore, require amendment.

Cllr Ward left the room

RESOLVED that the new ticket office could replace the old Tyrell's ticket office with no amendment to the pontoon licence.

- 6b Repairs to weed harvester hydraulic legs: The River Manager had reported that the legs of the weed harvester were worn causing instability of the vessel during operations. A specialist engineer had assessed the condition of the legs and had recommended repairs (quotation £2706 ex. VAT). Conservators recognised the importance of maintaining this vessel which was key to a number of operations.

RESOLVED to commission the repairs to the weed harvester legs.

7. Chairman's Report: The Chairman reported that he had made a tour of the Conservancy Area and he had visited Byron's Pool for the first time. The Chairman had identified 3 key deliverables. The new Business Plan: the former Chairman had moved the Conservators a long way forwards as regards their financial management; he reminded Conservators that the next 5-years required an assessment of capital costs, such as lock maintenance, and long-term planning including sufficient funds to maintain the Conservators' assets. Secondly, the

Chairman was aware that the Conservators were not gathering enough information on river accidents including 'near misses'. Conservators needed to formulate a safety plan for the river. Thirdly, the Chairman believed that a vision was needed for the River. The water taxi debate had brought about a clear policy for the Upper River. Conservators needed to work with partners to decide the best management of the Middle and Lower Rivers in the medium- and long-term for all river users.

8. Finance Report:

8.1 A cash basis statement had been circulated for the year up to 31 March 2008 showing also previous years' figures. Cllr Nimmo-Smith thanked the Deputy River Manager for including the historical perspective with this report. The final accounts would be prepared by the accountants and checked by the auditors for the next meeting.

8.2 Capital position: There was £340,000 held on a Barclay's Treasurer's Deposit providing 4.474% and £250,000 held on a Cambridge Building Society Hallmark account earning 4.24% A.E.R. (variable interest rate).

8.3 Local Government Pension Scheme (Cambridgeshire County Council): The Employer's contribution had been set at 16.3% for 2008/09. Employee contribution rates were to be increased to 6.5%/6.8%; the higher rate would be applicable to employees with a whole time equivalent pay in excess of £30,000, to be adjusted by the RPI each April. The 2007 Valuation (completed every 3 years) had shown a funding level of 93.6%, i.e. there was less money in the County Pension Fund than the Scheme Actuary had calculated as being required to pay the current liabilities.

8.4 Business Plan: Various projects had not been completed as recommended in the 2003-2008 business plan (estimated £160,000 at 2003 costings). The sub-committee group had met on 2 April and had prepared a table of projected income / expenditure for the next 5-year plan (2008-2013).

9. River Manager's Report:

**The Conservators noted her report on:-**

9.1 Administration

The new Chairman was given a tour of the Conservancy Area by the officers on 21 February.

A dinner to mark the retirement of Professor Chisholm after his long period of service as a Conservator had been arranged for Conservators, Observers and Officers on 24 April at Trinity Hall by kind arrangement with Dr Chancellor.

A copy of the 1922 Act had been requested by a member of the public but Crown Copyright barred the River Manager from providing a full copy or displaying a copy on the Conservators' website.

- 9.1.1 Archiving: The County Archivist had been sent copies of the 2007 Minutes. The reproductive costs had been invoiced to Cambridgeshire County Council and payment was awaited. The Clarks' Shoe Museum had invited Ely Museum to adopt the unusual Conservancy 'fen waders'.
- 9.1.2 Business Plan: The sub-committee group (Chairman, River Manager & Deputy, Cllr Tim Ward, Mr Clive Brown) had met on 2 April to determine the key issues facing the Conservators, which were mostly financial (see 8.4. above).
- 9.1.3 AINA/BW consultation: The River Manager had contributed case study material to the AINA guidance document 'Harnessing the Leisure Potential of Inland Waterways'. AINA's subscription to GrantFinder, the web-based grant-finding search engine, was not to be renewed as of 1 April owing to lack of use by members. The River Manager attended an AINA Executive Committee meeting on 1 April in London.
- 9.1.4 Insurance: The insurance broker from Towergate Risk Solutions had visited the office on 22 January and 27 March to discuss insurance renewals for 2008/09. The broker had arranged a reduction on the annual premium by transferring some of the policies from Royal & Sun Alliance to Allianz Cornhill.
- 9.1.5 Office supplies: The Deputy River Manager had been seeking quotations for a photocopying machine (hire or purchase).
- 9.1.6 Procedures: The River Manager had reviewed payroll and bank reconciliation procedures in order to produce a working guide. The River Bailiff had produced a list of vessel owner contact details which the staff could use in their emergency response.
- 9.1.7 Staff: The River Manager conducted staff annual appraisals in February. A portfolio of training needs was to be discussed with the Chairman.
- 9.1.8 Licensing Act: Nothing to report.
- 9.2 Property management  
The electricity provider, e-on, had sent notification of their charges for 2008/09. Carter Jonas had advised that an Energy Performance Certificate (EPC) was required under new legislation, effective 1 October 2008. Inspections and

certification was to be arranged prior to any tenancy renewals after this implementation date.

- 9.2.1 Jesus Lock Keeper's Cottage: A non-student tenant vacated the property in late January and a new student tenant replaced him on 5 February for a period of 6 months. Carter Jonas had received deed of guarantees in respect of two of the tenants. Works to remedy damp in the downstairs bathroom had not been undertaken; Carter Jonas were seeking the advice of the City Council regarding relevant permissions required for these repairs to the Listed Building.
- 9.2.2 Baits Bite Cottages: A pollarded willow tree between the two cottages had been removed by Town & Country Tree Surgery (£329 inc. VAT); shoots were interfering with overhead power cables. Walker & Turpin had completed their inspection of the properties for asbestos; none was found. Following a breakdown, a new pump, motor capacitor and immersion heater were fitted to No. 1 Cottage (£500). The fence to the rear of No. 1 Cottage partially collapsed during high winds on 29 February; quotations for its repair were being sought. The tenants in No. 1 Cottage, Mr Debnam and Ms Clough, had renewed their tenancy for another year (up to 30 April 2009) at a rent of £910 per calendar month. Carter Jonas had arranged for the central heating system in No. 2 Cottage to be serviced (£62.50). The tenants in No. 2 Cottage, the Clarkes, had agreed to a rent increase as of 8 April 2008 to £940 per calendar month and they had renewed their tenancy up to 7 April 2009.
- 9.2.3 Baits Bite Office: A contractor was fabricating metal handrails for the steps leading to the office door. An annual inspection of the fire extinguishers had been arranged for 11 March. A double electrical socket had been fitted to the store room behind the office; a Test & Inspection Certificate had been issued by the electrician for this installation. The software for the CCTV system had been upgraded by Advance Security free of charge.
- 9.2.4 Clayhithe House and Depot/Workshop: The wooden garage to the rear of the house had collapsed and was unusable. Its rebuilding was to be factored into the new Business Plan. An earthquake centred on Lincolnshire was felt at Clayhithe House in the early hours of 27 February, without apparent damage to the building. A structural engineer had visited the Conservators' House to discuss the fitting of movement indicators to monitor the property, as recommended by the SCDC Historic Building Officer. A quotation was awaited.
- 9.2.5 Jesus Lock: The City Council had confirmed that Listed Building Consent was not required in order to complete brickwork repairs to the damaged lock wing wall; the River

Manager had commissioned R L Atkinson to commence the works as soon as possible. Materials had been purchased to repair the wooden decking of the lock swingbridge; the River Bailiff completed these works over the Easter weekend. The City Council had lodged a claim to Title with the Land Registry Office for the south side of the lock, including Jesus Green Cottage, as part of the registration of Jesus Green, in opposition to the previous Statutory Declaration made by the same City Council solicitor. The matter has been taken up with the City Council's solicitors who had provided assurance that Title would be transferred back to the Conservators. The Conservators' solicitors advised the reclaim of any legal costs since the mistake had been the City Council's.

9.2.6 Baits Bite Lock: The EA had agreed to the long-term loan of a spare Bonfiglioli gear box unit for the guillotine gate which was surplus to their requirements. The half-yearly maintenance inspection by RJ Marriott was due; an assessment of remedial works would be made when they visited the site. The River Manager had submitted a planning application to SCDC for the fitting of safety rails around the parapet at the downstream end of the lock and steps leading to the downstream landing stage following their officer's recommendation for a suitable design. A hole had developed to the rear of the downstream landing stage which had been back-filled; undercutting by river flow was causing the pilings and bank to collapse. A capital expenditure programme was required to replace this asset, to be set out in the Business Plan. Public safety could be improved by replacing the grass bank with terraced steps, for the benefit of rowing crews and canoeists.

9.2.7 The Halingway: Mr Henry had produced a Statutory Declaration from the former occupant of 14 Fen Road stating that he used to enjoy access to the Halingway from the rear of this property from 1972 onwards. Mr Henry's easement by prescription could not be challenged any further. The Conservators solicitors had been paid their costs for attending to this issue.

A new property owner at 34 Fen Road had enquired about access from the rear of this plot (the fence does not currently have a gateway). She was advised that a formal agreement would be required if the fence was to be rebuilt allowing gated access onto the Halingway, the houseowner being responsible for the costs of drawing up such an agreement.

The River Manager attended a meeting of the Chesterton Fen sub-committee group (Old Chesterton Residents' Association), on 24 January. Cllr H Smith had been pursuing Anglian Water over the provision of a foul sewer along Fen Road to alleviate effluent leakage problems into the drainage ditches. It was reported that Cllr Nimmo-Smith was to present a letter to

Anglian Water on behalf of the City Council supporting this petition.

A local resident had complained to the County Council Cycling Officer about the hazards presented to pedestrians along the towpath by 'speeding' cyclists. Any warning signs would have to be supplied by the County Council and erected in agreement with the Conservators.

A metal plate had been fitted to the hole for the lockable post near the footbridge at Baits Bite following an accident which had involved a dog putting its leg down the hole. The dog owner complemented the river crew for their prompt remedial action.

The River Manager had received plans for the preferred cycleway route from Mr Megginson, National Trust, in the Waterbeach area. The route was being discussed by the Parish and County Councils.

River Manager

9.2.8 Lease of Fishing Rights: Angler's Mail Magazine had cited the River Cam as one of the "50 Venues You Must Fish in 2008". The fishing Close Season commenced at midnight on 15 March. The paths leading to the disabled fishing platforms at Clayhithe remained incomplete; materials and labour had to be agreed with CFPAS and the EA.

9.2.9 Grazing, 1.74 acres Fen Road: Nothing to report.

9.2.10 Grazing, 4.69 acres Fen Road: The tenant's half-yearly rent payment remained outstanding (due in March). Rubbish had been accumulating in the ditch adjacent to Fen Road. The River Manager met with City Cllr Clare Blair (East Chesterton) on 7 March to discuss how to deal with this issue. Under the terms of the grazing agreement, the tenant was responsible to keep the ditch clear and free of vegetation. A letter had been sent to the tenant reminding him of the terms of his agreement.

9.2.11 11.3 acres Clayhithe Field: Mr Smart's annual rent was due 25 April. An owl expert had recommended installing a barn owl nesting box on one of the trees in the west corner of this field (see Tree Pollarding).

9.3 Plant and equipment

9.3.1 Computer: Nothing to report.

9.3.2 Conservators' Boats: The small white boat (Seabird 900) was on shore in the Depot and it had been advertised for sale (suitable for light recreational use). The engine was to be kept and used on the new open boat (see Matters Arising, note 3).

9.3.3 Safety Equipment: The River Bailiff had recovered a lifebuoy which had gone missing from its station at Jesus Lock. Two spare lifebuoys had been ordered as spares.

An annual maintenance contract has been entered into with Econoguard to service the fire extinguishers at Baits Bite office, Clayhithe, and aboard the Conservators' workboats.

9.3.4 Vehicles: The tractor tax certificate was due for renewal on 23 April.

9.3.5 Mobile phones: Nothing to report.

#### 9.4 River Work

9.4.1 Bishop's Mill SLA with the City Council: The invoice for the final quarter (January to March) had been issued. An unauthorised lowering of the Upper River had occurred when a Scudamore's operative had left one of the gates open. The River Manager had written to the City Council's SLA Supervisor, Mr J Cowin, and Mr Macnaghten, Director of Scudamore's, about the company's attendance to the gates, safety issues and Scudamore's authority to regulate the river as a third party. The River Manager had suggested a joint meeting about the operating protocol, in particular once the gate automation project had been completed.

A large tree on the island in front of one of the properties at Capstan Close, opposite Riverside, was in danger of collapse. Covehome Property Management (St Neots) had arranged for tree surgeons to remove the tree on behalf of the property owner who lived in Hong Kong.

9.4.2 EA Memorandum of Understanding (SLA): Bank piling works had been undertaken in the Horningsea area in January and February. In places, bank erosion was getting close to the edge of the cycleway. The River Foreman had prepared a schedule of piling requirements for the EA's consideration in the future. Formal agreement of the MOU from 1 April 2008 was awaited. The EA had not yet been able to estimate if additional funds could be made available to assist in the control of floating pennywort.

9.4.3 Towpath - grass cutting: Nothing to report.

9.4.4 Miscellaneous Applications: Hannah Reed Associates had asked if permission was required to moor a pontoon beside the Jesus Boathouse during the works on the new bank tub.

A proposal had been received for a floating tea-shop on the Middle River at either Jesus or Laundress Green. The applicant was informed that permission of the landowner (City Council) would be required.

A pre-application enquiry had been made regarding the operation of a passenger boat from the Bridge Hotel at Waterbeach, possibly commencing in 2009.

The Upper River was lowered between 18 February and 3 March and notices were advertised. ECS Engineering, on behalf of Cambridge City Council, were to install new gates and provide a power supply by cable across the river bed from Scudamore's Boatyard. A week's extension up to 7 March was granted by the River Manager and advertised. Fees for the lowering, advertising and River Foreman's attendance to adjusting the river levels had been invoiced (£1,143). Members of the public expressed concern at the length of river lowering and the potential impact on fisheries and ecology; articles were published in the local press. The EA fisheries' team visited the river and were satisfied that there was sufficient residual depth of water to support the fish population during this exercise.

Cambridge Canoe Club had found funding to install flow deflectors ('flippers') at Bishop's Mill Sluices, subject to Land Drainage Consent by the EA. The Club were hoping to use the services of ECS Engineering once they had completed works to the sluices. The Club had requested a minimal lowering of the river to assist in this project but, being outside the normal time 'window' for lowering requests, permission was denied.

Cambridge City Council was to start refurbishment work to the toilets at Chesterton Road in April. The new facilities, which would include an area for recycled rubbish disposal, would be of benefit to boaters. A low head hydro-electric power scheme report for Jesus Sluices was with the Council's Environmental Strategy group for their decision.

9.4.5 Rubbish Clearance (City): Nothing to report.

9.4.6 Third Party Rechargeable: A riparian landowner at Horningsea had requested remedial works to a length of pilings adjacent to her property. The River Manager met with the applicant and the EA Development Control Officer to discuss the proposed works. The applicant applied for Land Drainage Consent and this has been granted. A licence for works under s15 1922 Act had been agreed. A quotation had been provided for the works, to be carried out by the river crew.

9.4.7 Tree Pollarding: Town & Country Tree Surgery had completed pollarding 37 willow and ash trees along the Halingway between Fen Road (Milton) and Horningsea (for £14,100 inc. VAT). A project-end report had been submitted to SCDC, who had contributed funds to the programme. Two barn own nesting boxes had been placed on trees in the Horningsea area by the river crew upon the advice of a local owl expert. The river crew had also fabricated some bat boxes as part of the project which were due to be installed along the Halingway. SCDC issued a Press Release on 4 March about the grant funding of the

pollarding works. The River Manager took part in a live discussion on BBC Radio Cambridgeshire's morning show on 6 March. Articles were also published in the Cambridge Evening News and on the BBC News websites. Grant monies (total £3000) had been received from both project partners (SCDC and the Biodiversity Partnership).

## 9.5 Acts / Byelaws

9.5.1 Bank maintenance: The river crew had been hard-piling riverbank in the Horningsea area under the terms of the EA MOU.

9.5.2 Breaches of mooring policy: The River Bailiff had posted Notices on 2 vessels: Windflower 61678 (moored within 36 m of Jesus Lock) and Dawn G7265 (moored on the inside bend at Riverside in a no-mooring zone). Vessel 'Bidean' continued to moor within a prohibited zone on Riverside; arrangements were being made for the owner to moor the vessel elsewhere.

A City Mooring Licence holder had requested overnight mooring beside the Halingway at Milton for one night in order for his wedding bans to be read in the Parish. Permission was granted for one night only under the terms of byelaw 3.

9.5.3 Moorings under Bridges: Nothing to report.

9.5.4 Incidents: The Incident Report Form (see Minutes, 11th January 2008) had been published on the Conservators' website.

Narrowboat 'Guinevere' was adrift on the river adjacent to Stourbridge Common on 20th January. The vessel's anchor pegs had apparently been released deliberately. 'Guinevere' was recovered by Mr Mayo, a local resident moorer, and the vessel was returned to its usual moorings later that day. The vessel owner suggested that CCTV should be installed on Stourbridge Common to reduce crime. The same vessel was partly released again a month later. The owner may have been the victim of a neighbour dispute. The perpetrator of this offence could not be identified.

Rowing eights had been observed being swept onto the new safety booms at Baits Bite Sluices in conditions of high flow when attempting to 'spin'. Crews had been asked, via the CUCBC, to commence spinning further upstream. CUCBC members were reminded by their Safety Advisor that novice eights were not allowed on the river under yellow or red flag conditions and novice crews were not to be coxed by novice during these flow conditions. Safety issues would be discussed with rowing representatives at a future meeting with the Chairman.

Narrowboat 'Heron's Flight' was found adrift on 4 February and recovered to its moorings on Stourbridge Common with the assistance of Conservator Mr A C G Brown.

A residential moorer reported finding a dead swan beside her vessel. This was recovered by the river crew the following day and buried at Clayhithe. The bird appeared to have died from natural causes.

A crew member sustained a blow to his chest during the Lent Bumps on 27 February. A paramedic attended at Grassy Corner. The injury was not serious. On the same afternoon, the owner of cruiser 'Puffin' chose to ignore the marshals' instructions to wait for the division to complete its race. A Jesus College rowing eight collided with the cruiser and was called to a halt. Witness statements had been prepared and forwarded to the Conservators' solicitors in order to commence prosecution proceedings under the terms of the byelaws.

The master of narrowboat 'Montie' interrupted the start sequence for one of the divisions of the Lent Bumps on 29 February by failing to heed the marshals' instructions. This led to a lengthy delay for the crews who were about to commence their race. Weather conditions were blustery and wet; the crews were at risk of developing hypothermia. The River Manager was following-up this incident with the vessel owner.

The CUCBC objected, in the strongest terms, to the Conservators' alleged historic failure to respond to these incidents. It was felt that the Conservators should actively marshal these events. A meeting was to be convened with the CUCBC and the CRA to discuss events and other rowing-related issues.

Chairman / River Manager

Three 'portalos' arranged for the Lent Bumps at Baits Bite Lock were blown over in very strong winds overnight on Friday 29 February. The same winds felled a large willow tree beside the Riverside Bridge site; this was cleared from the waterway by the river crew so that racing crews could complete the Lent Bumps on Saturday 1 March. The CUCBC, CRA and Eastern Region Rowing Council extended their thanks for the swift response by the Conservators' officers.

A contractor's barge was found adrift on the Middle River and recovered to Jesus Lock by the River Bailiff. It had originated from the entrance to Queens' Drain where de-silting works were taking place on behalf of Kings College and the City Council. The contractors collected the barge and returned it to the site.

A boater reported an injury to a female swan, possibly resulting from a blow by a rowing blade. A reminder was sent to the CUCBC and CRA asking their members to be vigilant to wildfowl on the water.

A window was smashed on a new vessel moored at Stourbridge Common on 19 March. This offence – the act of drunken vandals - was reported to the Police.

Mr Macnaghten, of Scudamore's Punting Company, informed the River Manager of an incident which took place on Good Friday when 2 Chinese tourists disembarking from an independent chauffeured punt at the middle steps at Quayside fell into the water. This report had been sent to the City Council Safer Communities Department. The City Council was to write to all punt operators advising them of their legal responsibilities. The City Council was encouraging members of the public and operators to report any instances of unsafe practices.

A juvenile swan which had been bullied and injured by a pair of swans at Baits Bite was taken away for veterinary treatment by the RSPCA on 1 April. It would be returned to a different reach of the River once it had been treated.

- 9.5.5 Navigation: Mr Macnaghten, Director of Scudamore's, had expressed concerns about freelance punt operators who had been navigating the Backs during strong flows, placing their young chauffeurs and customers at risk. He had been invited to submit his suggestions as to how river traffic could be regulated during times of high flows. There was no protocol for the use of the Middle River at such times.

Navigation restriction notices had been received from the Environment Agency relating to railway bridge works over the Little Ouse and Ely Ouse; an emergency closure notice had been issued for Brampton Lock, River Great Ouse, for 27 March for the repair of flood-damaged brickwork.

- 9.5.6 Obstructions: The City Council Tree Team had granted permission for the river crew to reduce a willow tree to the rear of Banhams Close, opposite the Fort St George public house, to improve navigational safety.

A residential moorer ran aground at the sanitary station at Jesus Green in February. The river crew were asked to investigate any obstruction on the river bed at this location. The probable cause was the build-up of a silt bar by repeated patterns of vessel movements accessing the station.

The river crew have been clearing riverside vegetation from both banks near Fen Road, Milton, and Horningea. The River Manager has sought permission from the land agent (H W Dean) for the arisings to be left on the grazing tenants' fields at Horningsea. Some of the arisings are suitable for redeployment in river restoration projects and the SCDC Ecology Officer has been invited to collect any material which might be useful for this purpose.

- 9.5.7 Pontoon applications: Invoices had been raised for the 2008/09 pontoon licence fees. The fees for Scudamore's and Tyrell's pontoons had been received.

Cambridge City Council had made a formal application for a pontoon at La Mimosa (see 6.2).

Mr Ingersent had submitted two complaints about freelance punt operators using the pontoons at Quayside for their operations. The terms of their licences prevented other commercial operators from using these pontoons for access. The River Manager forwarded Scudamore's letters of objection to the relevant operators. Their address details could not be divulged for reasons of Data Protection. A collective of independent punt operators had set up a website at <http://www.cambridgerivertour.com/> setting out their argument that provision for their trading by the City Council under the new touting regulations had fallen well below their expectations, undermining the economic viability of their businesses.

- 9.5.8 Pontoon licence application, at Quayside, by Scudamore's: Mr Macnaghten, Director of Scudamore's, met with the Chairman and River Manager on 2 April to discuss a modification to the terms of the Tyrell's pontoon licence (see 6a above).
- 9.5.9 Registration numbers: Granta Punts and Cambridge Chauffeur Punts had been reminded of their requirement to display their vessel registration numbers on their hireboats. Cambridge Chauffeur Punts had complied with this request.
- 9.5.10 Removal of Sunken Boats: Reclaimed narrowboat 'Jay Bea II' had not been reclaimed by its owner; the vessel had been sold by sealed tender and it was due to be lifted from the water for transportation. Vessel 'Glow of Light' had also been advertised for sale by tender but there had been no offers. The vessel was in poor condition and was to be scrapped in accordance with the Byelaws.
- 9.5.11 Vehicles on the Halingway: Company 'Infoserv' had been granted permission to access the A14 road bridge via the Halingway to undertake repairs on behalf of W S Atkins and the Highways Agency (6 & March). A local fisherman with a heart problem had been granted permission to park beside Baits Bite office. Permission had been granted for a truck, equipped with a winch, to access the Halingway to recover objects from the river during the Cam Clean Up Day, 15 March.
- 9.5.12 Noise: There had been further complaints about the noise being generated by residential boats opposite Beaufort Place (Riverside), often late into the night. Residential boat owners at Chesterton and Fen Ditton had complained about early morning noise from rowing coaches and coxes. The CUCBC has been following up these reports by sending warnings to the captains and coxes that penalties or restrictions would be imposed if they were unable to control their noise levels.

9.6 Environment and Planning

9.6.1 Biodiversity: The City Council's Tree Team had sent notice of their works to specified trees in the City's parks and open spaces (Christ's Pieces, Coe Fen, Lammas Land, Stourbridge and Midsummer Common and the City's Recreation Grounds), in accordance with the Town & Country Planning Act.

9.6.2 Cambridge City Council Local Plan: Formal announcement of the 'Adoption of Cambridge Southern Fringe and Cambridge East Area Action Plans' from the City Council and SCDC had been received in February.

The Adoption Statement of the Cambridge Local Development Framework 'Affordable Housing Supplementary Planning Document had been received, effective from 14 January 2008.

9.6.3 Cambridge Sports Lakes: Mick Woolhouse, Interim Director, Sport Lakes Trust, visited the office on 20 March, accompanied by Pat Matthews (SCDC Environmental Health Services) to discuss the revised plans for the Lakes and potential effects on the local field drainage network. The Trust was finalising a Section 106 Agreement with SCDC. Progress was being made on a number of conditions imposed by the planning authority, including the undertaking of a stage 2 & 3 Flood Risk Assessment to the satisfaction of the EA. A consultant had been contracted to complete this work. The Trust has been working on a process with SCDC which was to transfer the operation of Milton Country Park into the management of the Trust on a 99-year lease. This transfer took effect on 1 April 2008. The Trust was continuing with its fund-raising efforts.

9.6.4 CamToo: Mr Moseley has requested a funding contribution from the Conservators to commission a feasibility study of the project by consultants, 'Strategic Leisure Ltd'. Mr Moseley met with the Chairman, River Manager and rowing representatives (T Davies, A Johnson & R J Pryce-Jones) at the St John's Innovation Centre on 27 February (see Matter Agreed, above).

9.6.5 Planning Consultations: The River Manager attended a workshop at the Pitt Building on 24 January, co-convened by the University and City Council, about the Mill Lane/Silver Street Area Development Framework, which would affect the two blocks of buildings bordered by Little St Mary's Lane, Silver Street, Trumpington Street and Granta Place.

Cambridge Canoe Club had appointed an architect for its clubhouse extension project. A flood risk assessment was being conducted by a consultancy. Subject to this, the Club was to submit its Planning Application. Neither Land Drainage Consent nor a licence from the Conservators was deemed necessary.

A planning application had been received from SCDC to demolish and rebuild the dwelling at Riverside Cottages, Clayhithe, by the property owners, Mr & Mrs Starkie. The River Manager submitted a neutral response by e-mail. If successful, the project could set a precedent for other developments in the Clayhithe area.

The Chairman had received an invitation to the annual conference of Cambridgeshire Horizons on Friday 13th June at Hinxton Hall. The appointed speaker was to be the Rt Hon. Hazel Blears MP, Secretary of States for Communities and Local Government.

9.6.6 SCDC Towpath: Payment has been received in respect of rubbish clearance along the towpath by the river crew.

9.6.7 Land Registry application, at Quayside, by Scudamore's: The City Council's Head of Legal & Democratic Services had advised officers that the matter would be heard in court.

9.6.8 Land Registry application, at the Mill Pond, by Lawrence Austen: Lawrence Austen had applied to the Land Registry, claiming land adjoining his pontoon at Newnham Terrace, Granta Mill Pond. The Conservators had no statutory grounds for opposing this application.

9.7 Moorings

9.7.1 Camboaters: Representatives from the Camboaters Committee attended a meeting about Moorings at the Guildhall with Active Communities and the River Manager and River Bailiff on 25th January. A noticeboard in the Fen Ditton area was mooted; representative from Camboaters and the River Manager were intending to meet with the publican at The Plough Inn to discuss siting a noticeboard near the public house. Information on registration fees was provided to Mr L Phillips for the February edition of the Camboaters' Newsletter. The Cam Clean-Up Day was organised by Camboaters in association with ENCAMS for Saturday 15 March, 10am to 2.30pm. Posters were displayed in the Conservancy notice boards and on the website. An estimated 200 volunteers attended on the day and it attracted some media attention. The River Foreman and River Bailiff provided support in the motorised punt. The River Manager acted as a coordinator for the clearance exercise below Baits Bite Lock. Refreshments and welfare facilities were offered to volunteers at Baits Bite.

9.7.2 Clayhithe 48 hour visitor's moorings: Nothing to report.

9.7.3 Mooring Arrangements with Cambridge City Council: The Community Services Committee met on 17 January to consider a report on River Moorings: Changes to Policy.

Recommendation 2.1.13 of this report, relating to mooring on Jesus Green, was 'subject to further consideration by the Leader' following the outcome of the review of the Conservators' Mooring Policy.

Weekly boat observations were being conducted by the River Bailiff on behalf of the City Council; relevant invoices for this contract had been raised.

Camboaters had complained that the new water point at Stourbridge Common provided by Active Communities did not meet with their expectations; they had expected the facility to conform to legislative requirements for disabled access.

The City Council was issuing Mooring Licences for 2008/09. The Mooring Licence Agreement had been revised to include a clause whereby each moorer had to provide a grab-line on the outside of his/her vessel. Opinion as to the optimal design was sought from the MCA, CUCBC and CRA; their recommendations were provided to the City's officers.

Recommendations regarding arrangements at the City's Visitor Moorings were to be reviewed by the City Council Community Services Scrutiny Committee in April. GOBA had been consulted. Visitor Moorings were currently permitted at areas C and E2. Two recommendations had been proposed: (i) visitors were defined as anyone not holding a Cambridge City Council River Moorings Licence; and (ii) visitors were to be permitted a 48 hour period of stay with no return within 7 days. If approved, the changes were to be brought into effect on 1 May 2008.

9.7.4 Conservators' Mooring Policy: See 5, above.

9.8 Registration

9.8.1 Boat Standards: The MCA Surveyor for the River Cam, Captain Walley, visited the Conservancy Area on 6 March and was given a tour of the Lower and Middle River by the river crew aboard the Conservators' workboat and motorised punt.

Three motorised vessel owners had failed to produce evidence of their Boat Safety Certificates; they had been reminded that these Certificates were required to complete annual registration. A number of punts at Quayside Walkway had been issued with non-conformity Notices by the River Bailiff due to their poor condition and lack of registration numbers.

Scudamore's had reported the overloading of a single passenger by a freelance punt operator, in contravention of the Code of Practice for Commercial Punt Operators. A warning letter had been sent to the operator.

9.8.2 EA Interchange Agreement: The EA had published their 2008/09 regional boat licence fees which had increased by 11.5% on the previous year's fees.

9.8.3 Prosecutions: Witness statements had been passed on to Archer & Archer solicitors relating to the incident involving cruiser 'Puffin' during the Lent Bumps (see 9.5.4 Incidents).

## 9.9 Events

9.9.1 Events: The University RAG Week Duck Race on 23 February raised over £1000 for local charities.

A banner for the footbridge at Baits Bite Lock had been ordered and received (total cost £220 plus VAT). CUCBC and CRA had been asked to refund a third of the total costs each to the Conservators. The banner was to be stored at Baits Bite office.

Historic steam-powered narrowboat 'President' had requested the right to moor in Cambridge along Jesus Green on 5 and 6 July. Their visit from the Black Country was cancelled last year owing to problems of recurrent Strong Stream conditions on the River Nene and the closure of the river at Ely following the collapse of the railway bridge. Conservators agreed last year to delegate the decision of allowing mooring for this type of event at Jesus Green to the River Manager. The Review of the Mooring Policy (see 5 above) meant that this decision was to rest with the City Council, as landowner, henceforth.

Cambridge School of Visual and Performing Arts intended to host an 'on-the-water' fashion show in June. The River Manager met with the organiser on 4 April to discuss arrangements. A temporary catwalk was to be moored on the river in front of Jubilee Gardens, upstream of Jesus Lock (residential boats being asked to move for the duration of the show). The show was to raise funds for the charity WaterAid.

## 9.10 Publicity

9.10.1 A.I.N.A. directory and bulletin: The appointment of the new Chairman of the Conservators was reported in the February edition of the AINA Network newsletter.

9.10.2 Notice boards: One of the Conservators' notice boards went missing in 2007 when the City Council's contractors replaced the fencing adjacent to the Cambridge Canoe Club building. Replacement costs would be sought for the notice board and byelaws poster. The other notice board, near Sheeps Green Footbridge, was in poor condition.

River Manager

9.10.3 Publications: The River Manager provided information on the number of craft registered on the Cam and the number of vessel movements through Baits Bite Lock for Capita Symonds Ltd who were undertaking a baseline data gathering exercise about transport activities in the area.

9.10.4 Presentations: The River Manager gave a presentation to the Cambridge Scout Fellowship at their Cambridge headquarters on the evening of 27 March on managing the River Cam. The River Manager has been asked to give a talk to a women's group in Waterbeach on the evening of 7 May.

9.10.5 Media: The River Manager gave a live radio interview on 7 February for BBC Radio Cambridgeshire on the 'water bus' proposal for the Upper River. Later that morning, the River Manager gave a pre-arranged interview for Milton Community Radio on the Conservators and managing the Conservancy Area, due to be broadcast later in the month. Later the same day, the River Manager gave a TV interview for BBC Look East. This was televised on 11 February. The Cambridge Evening News ran a series of articles and published letters on the water bus proposal throughout February.

The lowering of the upper river for works to Bishop's Mill Sluices had generated complaints which were published in the Cambridge Evening News. The River Manager gave an interview by telephone to Varsity Magazine, the university weekly, which was published on 7 March.

The River Manager gave a live radio interview on 6 March about the tree pollarding grant provided by SCDC to assist the Conservators with the costs of the 2007/08 pollarding programme of large trees along the Halingway.

9.10.6 Website: The annual maintenance fee (calendar year) had been paid to the webmaster. The proposal to operate the 'water bus' on the Upper River had been advertised on the website inviting members of the public to submit representations in writing to the River Manager by 31 March. The 2008 Review of the Conservators' Mooring Policy had been published on the website inviting public comment by 14 March.

10. Dates of Next Meetings:

The meetings for Thursday 10<sup>th</sup> July 2008, Thursday 25<sup>th</sup> September, Thursday 15<sup>th</sup> January 2009 were confirmed and Thursday 16<sup>th</sup> April 2009 was agreed.

There being no other business the meeting closed at 12.18pm.