

CONSERVATORS OF THE RIVER CAM

NOTES FOR THE MEETING TO BE HELD ON 12 JANUARY 2012

AgendaNo**5. Matters Arising from the minutes of the meeting held on 29th September 2011:**

- 4 Regulating the commercial punting industry: Letters were sent to all registered punt operators on 12th October advising them of the changes to registration which would take effect as of 1st April, i.e. that applicants seeking to register a commercial punt or other commercial craft must be able to demonstrate that they will be operating from one of six officially recognised stations. A press release was issued and an item was published in the boaters' newspaper 'Towpath Talk'. The offices received a number of challenges from operators regarding the decision taken given its obvious impact on operations at Garret Hostel Lane slipway. A note was circulated to Conservators at the request of Dr Pullen, Junior Bursar of Trinity College, clarifying the difference between punts used for hire purposes from 'Trinity College Punt Scheme' and 'Trinity Punts' respectively, the latter being a business independent of the College (proprietors Drs MacGinnis and Lyall). The River Manager attended a punting meeting with City officers and Councillors on 6th October and provided feedback on the decision taken by the Conservators (minutes held by City Council). Various reports and documents have been published on the Council's website in advance of the Strategy and Resources Scrutiny Committee on 16/01/2012 at 5 pm (further information at <http://www.cambridge.gov.uk/democracy/ieAgenda.aspx?A=601>). Agenda item 7 is listed as 'Council's Response to Punt Touting in the City Centre, Incl. Visit Cambridge's Punt Ticket Sales Agreement'. Mr Macnaghten, Director of Scudamore's, has requested that a letter from the Punt Operators' Association be circulated to all Conservators for further consideration (attached).

- 5.1 River traffic monitoring at Riverside and implications for the Conservators' mooring policy: Bill Key (President of the CRA) wrote to the Chairman on 12th September citing the need to establish what defines a safe navigational fairway, taking into account the requirement for two passing rowing eights to be able to pass without touching blades. His letter, which contains preliminary estimates of channel width established from public domain remote imagery, is annexed. At the 29th September meeting, Conservators made a commitment to better define what constitutes a safe navigation width. Riverside remains the most contentious area where navigation is alleged to be restricted by moorings, exacerbated by awkward channel geometry. Mr Key wrote to the Chairman expressing his ongoing concerns (letter of 30th September annexed). In light of this, a survey was deemed necessary, assessing the distribution of narrow- and broad-beam vessels along Riverside relative to recognised pinch-points. Mr Key and the River Bailiff, Adrian Hoyes, undertook a boat-based survey of channel widths from Elizabeth Bridge to Chesterton (Green Dragon) footbridge on 22nd November 2011. The results are given below. Bank-to-bank channel widths range from 19.50 m to 27.00 m. Regarding the vegetation management on the opposite bank to Riverside, tree works are subject to Tree Work consent (planning Conservation Area). No major works have been identified for this winter season. The City Council's Community Reserves Officer was made redundant in November. In the interim, a meeting has taken place

with Iain Webb of the Wildlife Trust and a joint ‘bushing’ day has been arranged along the banks of Logan’s Meadow Local Nature Reserve with the WT ‘Tuesday Group’ volunteers and the river crew (10th January 2012) to trim back encroaching vegetation.

Depth measured 1 metre from the bank. Measurements taken 3 metre from the bank are marked with an asterix ¹	Width, metres	Effective width metres ²	Depth left (Chesterton) bank	Depth mid-stream metres	Depth right (Riverside) bank
<i>In downstream order</i>					
First park bench downstream of Elizabeth Way Bridge in line with Abbey Road	27.00	27.00	0.60	2.10	0.80
[Abbey Road]					
Upstream of Capstan Island cut in line with No 20 Riverside	19.50		1.60	2.20	0.85
[Priory Road]					
No. 30 Riverside and in line with upstream edge of Combined Boathouses	23.60		1.20	2.30	*1.10
[Saxon Road]					
No. 46 Riverside and in line with downstream edge of Combined Boathouses	22.60		1.00	1.80	0.70
[River Lane]					
No. 2 The Mallards Riverside and in line with upstream end of main cut of Logan's Meadow LNR	24.10		0.85	1.70	*1.05
Wildlife fishing platform In line with Riverside Place	20.00		1.05	1.80	*1.50
Tesco footpath in line with large willow on downstream end of Logan's Meadow LNR	21.00		0.30	1.70	1.05
Museum of Technology Chimney at start of cycle bridge access ramp	22.50		0.20	1.80	0.85
St Bartholemew's Court and footbridge support in line with old Pye's field	21.00		0.45	2.20	1.10
Midway along Water View in line with meadow and missing Conservancy no mooring sign	20.40		0.45	2.20	0.65
96 Riverside and in line with end of Pye's site and upstream edge of Cantabrigian BC hardstanding	22.00		0.75	1.73	0.60
Chesterton Footbridge	25.50		0.65	1.90	0.70

¹ These direct measurements were taken with marked tape. They are from the Riverside Wall to the opposite bank and ignore the vegetation and over hanging trees which in places is significant.

² Cells with shading indicate areas where boat moorings are permitted presently under the Conservators’ Mooring Policy. A maximum beam of – represented amongst the existing fleet of moored craft – has been deducted from the overall width measurement to provide an estimate of effective width for navigation.

The H&S sub-committee group has discussed Mr Key's survey findings at a recent meeting. They recommend that this preliminary piece of work is extended to the remaining reaches of the navigation between Jesus and Bottisham Locks using GPS-referenced boat surveys. The output should be in the form of a map which marks out the effective navigation width. Some external resources may be required to complete this exercise. With the increasing number of on-line moorings appearing on the lower river, the map will serve a purpose in shaping the future Mooring Policy beyond the City's boundaries.

- 6.2 Conservators' website: the revised terms of agreement for a further 2 years (up to 31st December 2013) had been extended to the existing webmaster, Honey Web Design.
- 2 Declarations of interest (7th December Special Meeting): The City Council's Code of Conduct for Councillors has been circulated to Conservators.



For 12th January 2012

CC. CAMBRIDGESHIRE ROWING ASSOCIATION

Secretary:
Emily Mackley
49 Sweetpea Way
Orchard Park
Cambridge
CB4 2GT
Tel: 077 1324 2004
Email: ejmackley@hotmail.com

President:
Bill Key
4 Parr Close
Impington
Cambridge
CB24 9YH
Tel: 01223 234506
Email: billkey65@hotmail.com

Hon Treasurer:
John Martin
4 High Street
Coton
Cambs
CB23 7PL
Tel: 01954 210475
Email: jwmartin@onetel.net.uk

12th September 2011

Mr John Adams
Chairman
Conservators for the River Cam

Dear John

River Cam Width Measurements

Following my letter dated 20th September I have checked on the width of the River Cam along the stretch from Victoria Avenue Bridge to the Railway Bridge. These were taken from "Google Maps" which included a number of rowing eights that were on the river at the time the photo was taken. Scaling was checked by referring to the length of the eights (18metres) which verified the accuracy.

The widths measured were from bank to bank and did not take into account the vegetation and overhanging trees which we know can reduce the width enormously.

Landmark	Width (metres)
Above Victoria Avenue Bridge	15 (Average)
Queen's College Boathouse	25
Fort St George Footbridge	20
Fitzwilliam College Boathouse	19
CRA Boathouse (Kimberley Road)	20
Cutter Ferry Footbridge (Pye)	20
Eights Marina	18
Elizabeth Way Road Bridge (Upstream)	20
Elizabeth Way Road Bridge (Downstream)	22
Combined College Boathouses (Opposite Riverside)	26
Wildlife area (Next to Combined Boathouse, above)	21
From downstream edge of Wildlife area to Cantabrigian Boathouse (Riverside)	17 to 18
Cantabrigian Boathouse	20
From Cantabrigian Boathouse to Green Dragon Footbridge	20

I hope this information is helpful.

Yours sincerely

Bill Key
President, Cambridgeshire Rowing Association.



For 12th January 2012

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Secretary:
Emily Mackley
49 Sweetpea Way
Orchard Park
Cambridge
CB4 2GT
Tel: 077 1324 2004
Email: ejmackley@hotmail.com

President:
Bill Key
4 Parr Close
Impington
Cambridge
CB24 9YH
Tel: 01223 234506
Email: billkey65@hotmail.com

Hon Treasurer:
John Martin
4 High Street
Coton
Cams
CB23 7PL
Tel: 01954 210475
Email: jwmartin@onetel.net.uk

30th September 2011

Mr John Adams
Chairman
Conservators for the River Cam

Dear John

Decision on Conservator's Mooring Policy - Riverside

I was very concerned at the outcome of the decision taken at the Meeting of the Conservator's of the River Cam yesterday on Item 5 Matters for Decision: Conservator's Mooring Policy - Riverside (Note 5).

My letter circulated at the meeting included some very important facts relating to the size and manoeuvrability of rowing eights which until then had never been known to the Conservators least of all the author of the document.

The document "River traffic monitoring at Riverside and implications for the Conservators Mooring Policy" contained the statement "The minimum navigation width for two vessels to pass safely on the River Cam has been established by Conservators to be around 15metres". My letter clearly states that the width of a rowing eight is 7metres blade tip to blade tip. This means that two eights passing would take up a width of 15metres (given an additional "skew" measurement of 1 metre).

For two such vessels to pass safely requires a minimum width of at least 20metres (given the British Rowing minimum space between the vessels of 2.5metres) though I understand that Geoff Facer, previously River Engineer, used a figure of 23 metres when the cycleway under the railway bridge was being discussed. At the meeting between Cam Conservators and CRA club Safety Advisers on Tuesday 8th February 2011 (attended by yourself and Geoff Brighty) a compromise of a minimum navigation width of 18 metres was established though it was fully understood that this did not meet safety regulations and it would mean that one of the vessels would have to easy and pull in their oars for safe passage of the other.

I realise that at the moment there is a complex mooring situation along Riverside. There had been a strong opinion from a number of Conservators at the meeting to restrict mooring to narrow boats indeed there had been a proposer and seconder but the motion was cleverly manipulated to avoid that issue. The outcome of the voting that boats will be shuffled around depending on identified "pinch points" and that encroaching vegetation on the opposite bank will be trimmed was a very weak statement from a group that have a statutory obligation to maintain safe navigation on the River Cam.

When the time comes to address these points I would like to be involved. As a regular rower for 53 years I believe I can speak with some authority. It would be helpful to know the width of the river at points along this stretch and I will investigate this unless you can lay your hands on such data.

I hope I have given some constructive information in this letter.

Yours sincerely

Bill Key
President, Cambridgeshire Rowing Association.