

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 16 JANUARY 2003 AT 9.30am

Present: Professor M D I Chisholm (in the chair)

Conservators: Mr L Anderson: City Councillor B Bradnack, Mr C Darbyshire, Cllr R Driver, Mr R C Hardingham, Mr R Ingersent, Ms B Morgan, City Cllr I Nimmo-Smith, Mr R E Wakeford and Dr R D Walker.

Observers: Mr R J Bryant, Mr D Bradley, Mr W Key and Councillor W H Saberton.

In Attendance: Mr R B Bamford (from Archer and Archer - the Clerks), Mr A Wingfield (Assistant Hon Engineer and Control Officer) and Mr C Sparkes (River Foreman).

And of the general public: Messrs A C G Brown, J Leader, J Macnaghten (Scudamore's), J Martin (CRA) and R C Neal (CEN).

Action Required

By

1. The Clerks reported that the Senate of the University had re-appointed as Conservators Dr P Convey, Mr R Wakeford and Dr R D Walker.
2. Apologies for absence had been received from Dr P Convey (in Antarctica), Mr K Stonell and Councillor I Nimmo Smith.
3. Election of Chairman: On the nomination of Cllr B Bradnack seconded by Mr R Wakeford, Professor M D I Chisholm was re-appointed Chairman for the ensuing year.
4. Minutes of the meeting held on Thursday 26th September 2002 were approved and the Chairman was authorised to sign them.
5. Matters arising from the minutes.

5.1.1 Actuators: The Hon Engineer reported that the Environment Agency (EA) had decided to put Actuators on all their lock gates similar to the guillotine at Baitsbite. It was therefore for the Conservators to decide. It was not mandatory. The Chairman's view was that with the new operating system in place, safety aspects were covered and this should no longer be considered a priority. This was agreed nem con.

5.1.8 Halingway Easement: The requirements for the Conservators had been passed to the applicant's solicitor; but as yet, no further reaction had been received to take the matter forward.

(Dr Walker arrived at this point.)

Hon Engineer

5.7 The Hon Engineer reported that he understood that the County might be prepared to assist with resurfacing the Halingway subject to conditions being imposed. He was to meet the County's representative for full details. Conservators expressed concern about the resultant speed of bicyclists and the danger to walkers and fisherman. Once the arrangements have been put forward by the County, these would be considered by a Sub Committee of the Chairman, Mr L Anderson, Cllr B Bradnack, Dr P Convey (if he was available and back in this country), Mr C Darbyshire, Ms B Morgan, Mr R Wakeford and the Hon Engineer was appointed to meet with the County representatives to hear their recommendations and then to report back to the next Conservators' Meeting. The Hon Engineer agreed to set up the meeting as soon as possible.

7.4 No 2 Baitsbite Cottage: This cottage had been re-let by Carter Jonas with only a month's gap/loss of rent. The letting was for 6 months from the beginning of December.

6. Appointments:

- 6.1 Appointment of Deputy Chairman: On the proposition of the Chairman, Ms B Morgan was unanimously re-appointed Deputy chairman to act in the role of Chairman should the Chairman be absent or indisposed at any time so that the business of the Conservators was not interrupted.
- 6.2 On the proposition of the Chairman, Mr Peter Littlefair was unanimously re-appointed as the Hon Control Officer and Engineer on the terms of the current service level agreement at such rate as may be agreed with the City Council and Mr Alan Wingfield was appointed similarly as Assistant Hon Control Officer and Engineer.
- 6.3 The Conservators on the proposition of the Chairman unanimously appointed the River Foreman, Colin Sparkes, as Deputy for the Hon Control Officer and Engineer and his Assistant in their absence at any time from the river and that the River Bailiff, the Deputy Foreman and William Chipchase should have, with the River Foreman, the powers in the Control Officer's stead during his absence, for all matters, concerned with, inter alia, the Byelaws and the Statutes affecting the Conservancy Area.
- 6.4 The Conservators on the proposition of the Chairman agreed nem con, the re-appointment of Messrs Archer & Archer as their Clerks on similar terms to previous years at a rate of £28,058 per annum plus VAT. The Chairman was authorised to accept the retainer letter as last year amended only insofar as the salary was concerned, which letter would be provided by the Clerks in due course.

6.5 The Conservators were asked to delegate their power to their officers in the following terms to prevent the necessity of having to call emergency meetings for the Conservators when individual problems arose:-

On the proposition of Dr R Walker seconded by Mr R Hardingham it was resolved nem con that:-

- (a) the Chairman, the Clerks and the Hon Engineer be authorised to carry out all such matters requiring the authority of the Conservators in the event of any emergency works or works consequential on works approved by the Conservators being required and to take any decisions normally requiring to be given by the Conservators where the obtaining of such approval might delay any matters to the detriment of the Conservators or any third party.
- (b) the Clerks be authorised and directed to collect the registration fees, any arrears and all other charges due to the Conservators and to take such steps as may be necessary (through Court action, including power to agree to and to sign proxy for the Conservators in respect of any voluntary arrangements with creditors, bankruptcy or liquidation proceedings in respect of the Conservators' debtors or otherwise) on behalf of the Conservators to complete such collection or to enforce the Byelaws and statutes and to defend actions on behalf of the Conservators, and that the Clerks be appointed to appear on behalf of the Conservators before any Court of competent jurisdiction for these purposes.
- (c) The Hon Engineer (or the Clerks, where appropriate) be authorised to issue such notices as may be necessary in respect of all work to be undertaken on the Conservancy Area and the Upper River and to take appropriate steps to maintain the same in conformity with the current statutes and the Byelaws affecting the same.
- (d) the Clerks after consultation with the Hon Engineer be given power to agree special terms for payment, to compromise or otherwise to amend any claim in respect of registration fees due to the Conservators and to agree terms for and to issue (with or without such conditions as they deemed appropriate) licences for work to be carried out in or over the navigation or on the banks to applicants and to refuse such applications and those for registration of boats, for any reason for which the Conservators have that power and without limiting the generality of this authority, particularly if they have any concern as to the safety of the navigation or any boats concerned or their effect on the safety of others to implement such powers. Provided that details of all such licences granted

or refused shall be reported to the next ensuing meeting of the Conservators.

7. Chairman's Report:

7.1 Cam Corridor Study: The Chairman reported that he had written to Brian Human at the City Council to say that the waterways Trust was evidently going to offer no help. Brian Human had responded by referring to the revision of the Country Structure Plan when the City Council would develop a Local Plan which would necessarily include reference to the river corridor and its importance in the Structure Plan. The Conservators should have some input at that point.

7.2 Olympic Rowing Lake: The Chairman indicated that we had heard nothing on this. Mr B Key, who was a member of the trust (but not a trustee) reported that it was all down to money being required to finish off the proposals; most of the land had been purchased.

7.3 camToo: The Chairman reported that a series of possible dates for a meeting had been agreed with Mr Moseley. After some discussion it was agreed that the meeting should take place at the Guildhall at 6pm on 6th February 2003 when the maximum number of Conservators would be able to be present. The meeting would be for information only and no decision would be taken. The Clerks were asked to arrange this.

Clerks

7.4 The Collecting, Handling and Disposal of Rubbish: The Chairman referred to matters which had been raised in previous meetings concerning the replacement of the trailer with a secondhand tipper truck for the price of around £6,000. He had prepared a paper on the subject which was laid before the meeting which identified in particular the amount of rubbish that had to be dealt with. In addition, reference had been made to the possible purchase of a much larger barge from the Environment Agency.

After considerable discussion it was agreed, nem con, on the proposition of Mr C Darbyshire seconded by Councillor R Driver that the Conservators should buy a tipper truck up to the sum of £8,000 inclusive of VAT if a grant of £4,000 was available and that the Clerks should seek a grant of up to £4,000. If significantly less grant was obtained the Conservators would be approached in correspondence to agree any possible purchase.

Clerks

8. Hon Engineer and Control Officer's Report:

8.1 Matters for Report:

8.1.1 Baitsbite Lock Vee Doors: These gates had now been fitted but still leaked. The contractor had returned to the site in November and refitted the cill and grouted the quoins again. This did not work as

well as had been hoped so that they would be returning to the site in February, to correct all matters. A sum of £665 had been held back as a retention for release when the Engineer was satisfied that the doors were complete.

- 8.1.2 Trees: Storm damage on 27th October 2002 had resulted in the loss of and damage to approximately 60 trees, mainly willow, along the Halingway. Chesterton and Grassy Corner were amongst the areas worst affected by the gales. Navigation had been restricted in general for a few days as a result. Trees and bows falling into the river from private property just downstream of Riverside were among the last to be cleared and navigation was fully opened about 2 weeks later. The Conservators' staff had been reassessing the line of trees and a revised pollarding and tree maintenance schedule was being prepared for future years. During November 2002 The Green Belt Project planted 30 willow whips along the Halingway as infill to replace trees lost by disease or from storms in previous years. The work was undertaken by their volunteer working party. The Conservators accepted the position in this matter but indicated that in future years anyone planting a tree along the Halingway would have to provide a commuted sum to the Conservators for its future maintenance. The officers were instructed to calculate a suitable commuted sum at the appropriate time. In the meantime, positive management of this line of trees should be undertaken with removal of self sown, non willow species.
- 8.1.3 Upper River: Hannah Reed had requested the lowering by some 150mm for works to a new retaining wall at the Garden House Hotel which had begun in December.
- 8.1.4 Bishop's Mill Sluice: Bishop's Mill Sluice, being the last remaining manual flood defence structure on the Cam's system, should be considered for automation. The Engineer had met with John Cowin, Head of Property at the City Council to discuss the present SLA management agreement with the Conservators and was proposing to discuss matters further with the Environment Agency. The costs of this project would have to be borne by the City and automation would benefit the Conservators (and Scudamore's) by a reduction in attendance to regulate levels, greatly reducing the need for evening and night time call-outs due to high or low level alarms. Attendance to clear debris and to maintain the structure would still have to continue and would be much the same as at present.
- 8.1.5 Clayhithe House:
- 8.1.5.1 Damp: Following discussions, the Foreman and the Hon Engineer met several damp proofing companies on-site to assess the options. Damp was recorded in the external kitchen and lounge walls, plus the wall between the kitchen and the stairs to the cellar. It was noted that ground levels are a little high along these walls and if lowered and a

French drain installed and connected to the soakaway drains then this should greatly reduce groundwater contact with the walls. This could be done by the gang at minimal cost of say £200/300, plus a similar sum to hire in a self-drive mini digger. Injection treatment (approximately £2,800/3,000 plus VAT) in accordance with quotes received could be undertaken if the land drainage works were not completely effective.

8.1.5.2 Lounge Floors: Concern was growing over the area of floor (fireplace to back garden wall) which was settling, possibly as a result of disturbance from underpinning works 10 or so years back. Also, there was concern as to whether or not damp has reached the floor construction in the lounge. In any event, carpets and furniture would need to be moved to make a full assessment.

8.1.5.3 Guttering and downpipes: The existing arrangements require attention in that some rainwater escapes the guttering and in turn penetrates the building above the portico above the entrance doorway to the Hall. The penetration in turn creates stains and bubbling to the wall and ceiling of the hallway. The cast iron guttering would need some re-alignment and extension in places plus an additional downpipe would solve this problem. Estimated cost of the guttering, approximately £750 if undertaken by the gang. Work to provide lead flashing above the doorway would probably be in the same region at around £500 by a contractor. This was agreed.

8.1.5.4 New Workshop Extension: Building Regulation plans had been submitted for the mess facilities.

8.1.5.5 Redundant Riverside Buildings: The Hon Engineer had mooted the potential for refurbishment as a small gallery or holiday home and the like. Barbara Clarke, the Historic Buildings Officer at South Cambs DC had met the Foreman and Hon Engineer on-site and had since confirmed by letter dated 18.12.02 that the Council would not support an application from Conservators for the refurbishment of those buildings as dwellings, quoting PPG2 Green Belts and PPG15 Planning and the Historic Environment.

Clerks

The Clerks laid a copy of a letter dated 9.1.2003 from SCDC and suggested that the position be explored possibly by the person who had enquired in the first place.

8.1.6 Fishing Interests and Congestion on the River:

There was growing concern from anglers that the number of rowing boats and the times they are on the water is causing a loss of an amenity to the fishermen. Altercations between the two groups have been reported and loss or damage to fishing equipment had also occurred.

The Clerk, Lacy Anderson, Graham Tweed and the Hon Engineer had met to discuss those issues. The Hon Engineer had since received and placed all the fishing match dates for 2003 in the events list and the Clerk and Hon Engineer were keen to meet with the rowers just as soon as a date can be set to see what can be achieved to lessen the impact of two sports on one another's interests. It was thought that if events were advertised in advance then each group should respect the other activity and keep the river clear wherever possible.

8.1.7 Punts and the Marine Coastguard Agency (MCA):

The MCA had provided the Hon Engineer with a list of publications (letter dated 11.12.02) and Acts that are downloadable on the internet, along with a copy of the Merchant Shipping (fire protection: small ships) Regs 1998 to support their stance that punts carrying 12 or more persons should be registered as passenger ships. The Hon Engineer had made it clear to the MCA in the past that they would need to address these issues directly with the punting companies themselves which is what they were going to do.

One side issue, where the Conservators were more involved, was the matter of lashing punts together and where occupancy of the combined craft exceeded 12 persons. In their letter to the Hon Engineer dated 18.11.02 the MCA indicated that these would qualify as passenger ships. Scudamore's were suggesting that these Regulations were ambiguous and were therefore down to interpretation. The operators must determine themselves whether to accept these Regulations at face value and work within them (ie sign up to the safety requirements with fire extinguishers etc) or to choose not to provide transport for groups of more than 12 persons in any one craft.

Discussions were still ongoing between those operators with large craft and the MCA to resolve the issues over registration as ships.

Whether operators elect to register as ships and so continue to carry 12+ in single and/or multi-hulled arrangements was yet to be determined. However if this were so it could lead to complications in managing and enforcing policy. One way round this would be to extend the triples ban to make an outright ban and possibly to ban doubles also, although this might be difficult, if operators sign up to the Regulations.

In light of the information that the MCA had provided him with, and in view of the period between then and the new season, the Hon Engineer intended to meet the operators again in the new year to obtain their views. An outright ban on doubles and triples would seem appropriate if Conservators' staff were to be part of any enforcement process.

8.1.8 Scudamore's:

Scudamore's had applied to City planners and to the Conservators (letter dated 13.12.02) proposing new ticket offices and pontoon arrangements. The effect of their proposals was an overall increase in the plan area of pontoon of approximately 6%. The structure appears not to protrude further into the river than at present. Fee income to Conservators would probably increase as a result.

At first sight the application appeared reasonable, however the Hon Engineer intended to meet Scudamore's on-site to discuss the application.

8.2 Requiring Conservators' Decision:

- 8.2.1 Clayhithe House Chimney Lining: Following the Foreman's concern over the smell of smoke in some of the bedrooms, and in light of the health and safety concern for him and his family, the Hon Engineer called in experts to assess the potential of lining the main chimney stack that serves the lounge. The following options were available:-

Option A - Stainless Steel Lining - The Historic Buildings Officer informed the Hon Engineer that SCDC would consent to a stainless steel flexible liner, but the contractor (A1 Chimneys) informed that this would reduce the chimney opening from approximately 200mm sq to 150mm diameter, almost halving its cross-sectional area and thus reducing its ability to draw efficiently. The contractor would need to break into the chimney from the rear to install the cap that the liner sits on over the hearth. Conservators were also advised that the resultant area of flue would not be large enough to serve the existing fire arrangement, meaning that the grating and hearth would either have to be reduced by almost a half, or Conservators would have to install a log burner to control the emission. Neither of these options is ideal. The flexible liner would only be guaranteed for 15 years. For the flexible lining, A1 Chimneys quoted £2,950 plus VAT.

Option B - Eldfast Ceramic Lining - This was a process that placed a fire resistant coating on the inside of the flue which could best be described as resembling a thin layer of render. It was applied by pumping a "grout into the flue space whilst drawing up a "pig" which is marginally narrower than the existing flue. The lining material is thereby forced into any voids and areas between the pig and the brickwork and leaves a relatively smooth rendered fireproof finish.

Although A1 Chimneys quoted £3,400 + VAT, the guarantee is longer than option A. The internal dimensions of the chimney would only be marginally reduced and there would be no requirement to provide a new stove, which might cost £1,000, nor to reduce the size of the hearth.

Though Option B is some 17% more expensive it appeared that the efficiency of the chimney remains close to that of the existing and is not compromised as in Option A. The longer guarantee implies a greater life expectancy. However, this process would require Listed Building Consent, which is at no charge, as this lining method is considered permanent. There would be no need to expose the inside of the chimney with the resultant redecoration of the hall, stairway and landing. There was also no need to alter the hearth and fireplace in the lounge.

After discussion the Conservators agreed, nem con, to accept Option B.

9. Finance Report:

9.(a).1 The Conservators noted the statement of budget comparisons drawn to the 30th November 2002 (after a fresh one had been tabled) and approved the transfer of £2,970 to the R&R Fund and £651.31 to the Capital Expenditure Fund.

9.(a).2 The Conservators noted the substantial increases in costs relating to NIC payments to staff, superannuation payments and the expected 25% increase in insurance charges.

9.(b) Budget and Registration Fees:

9.(b).1 The Conservators noted the Chairman's paper annexed which had been brought up-to-date from the previous year. They noted the Clerks' registration fee sheets prepared with different percentage increases in registration charges, and the number of boats registered up to the 30th November 2002. The Conservators agreed to increase the multipliers for ownership as follows:-

Category 4 to 2.10

Categories 5 and 6 to 4.7

on the proposition of Professor Chisholm and seconded by Mr C Darbyshire and also agreed the percentage increase of 12.5% overall (with the usual 5% less than EA charge for motorised boats) on the proposition of the Chairman seconded by Mr C Darbyshire when the voting was 5 for and 2 against.

9.(b).2 Bearing in mind those increases, the Conservators then approved the budget formally as laid before them incorporating the 12.5% increase previously agreed.

10. Agreement of River Lowering (Middle River - along the Backs):

10.1 The Conservators agreed unanimously that the next window for lowering the river should be from the 1st December 2003 to 14th February 2004 followed by a period from the 1st December 2004 to

14th February 2005 and similarly the following year 1st November 2005 to 14th March 2006.

During the discussions it was confirmed that the “windows” were for planned maintenance. When emergencies occurred then clearly the river might have to be lowered or if the weather made work impossible during a window it might have to be extended.

- 10.2 The fees for matters of obstruction etc dealing with the river were agreed (after discussion of the budget, later in the meeting) with an increase of 12½% in line with the increase on registration fees as under:-

	£
For lowering middle river	800
For any obstruction where scaffolding up to 1½ m in from the bank lasting for 14 days	398
With per week or part week thereafter	164
Approval of plans without obstruction	84

The Conservators also reserved the right to waive the fee where appropriate and to set a different fee where obstruction is more than 1½ m into the river. The power of the Conservators in this context would be dealt with by the Hon Engineer and the Clerks in consultation with the Chairman under the standard power of delegation.

- 10.3 It was agreed that the Clerks would forward details of these windows to the Bursar of Darwin College as the current Secretary of the Bursars’ Committee.
- Clerks

(Councillor R Driver left at this point)

11. Clerks’ Report:

- 11.1 Insurance Cover for Conservators: The Conservators noted that the Clerks had been in touch with insurers who had indicated a 25% increase rather than 50% as had been set out in the newspapers.
- 11.2 Grazing: Conservators noted that Mrs Barton has renewed her grazing licence at 10% increase on the previous year in line with the Conservators’ requirements.
- 11.3 Fishing: The Clerks had attended a meeting at the offices of the Assistant Hon Engineer with representatives from CFPAS. Correspondence had now taken place and it was hoped that some form of agreement would be reached between the conflicting parties using the river.

The Conservators confirmed the Chairman and Clerks’ agreement with the CFPAS to reduce the increase on fishing rent for the Halingway so that it was less than inflation.

11.4 Upper River - The Canoe Club: The Clerks had received a report from Dr Block representing Cambridge Canoe Club, that his Club had undertaken work in the Regional River Care Initiative in respect of the upper part of the River Cam above Bishop's Mill Sluice to Byron's Pool, Grantchester. The Clerks would make further enquiries and would report in due course as to whether or not there was any benefit in their arranging for the Conservators to follow this lead.

11.5 Punt Safety Standards: The Maritime Coastguard Agency had produced a draft safety policy which they were proposing should be adopted on all non sea going waters for boats having over 12 passengers as well as that referred to at 8.1.7 above. As the Clerks had been given insufficient time to consider this properly with the Hon Engineer, they had replied briefly although in their view, this code would apply only to motorised vessels.

11.6 The Clerks had received:-

Cambridge Sustainable City - Newsletter No 22 December 2002
Algar Signcrafts Brochure in respect of its signage
British Waterways - Waterfront - Autumn/Winter 2002 Issue
The Waterways Trust "Everyone Valued Everyone Involved" Review 2001/02

11.7 Seat at the end of Fen Road, Milton: The Conservators noted Milton Parish Council's Clerk's e-mail of 4th December and they agreed that the Hon Engineer should discuss this with the Parish Clerk drawing his attention to the need to consider the siting and regular clearing by the Council of a rubbish bin in the vicinity and upkeep of the bench by that Council.

Hon Engineer

11.8 The Conservators noted that the Clerks had had a number of enquiries in respect of release of minutes prior to a meeting. It was felt that minutes should not go into the public sphere until they had been approved by the Conservators at their next meeting. However, where people were regular attenders at the meetings, the Conservators had in the past authorised the Clerks to send the full papers to them on their paying a suitable sum each year, to cover the Conservators' costs in dealing with this. This had been agreed at £15 in the past and at the present time Dr R Law and Mr J Leader had taken up this arrangement. Mr A C G Brown had requested this. The Conservators agreed that he should be added to the list on agreeing to pay the said sum which covered the necessary expenses. It was agreed that these recipients would be told that the minutes are not public documents until they have been agreed by Conservators.

12. Draft 5 year Business Plan:

The Conservators noted the draft plan and agreed in principle that this was the format that was required. The final draft would be laid before the April meeting, it was hoped, with updated financial figures where

appropriate. Conservators were asked to notify the Clerks before 16th March on any points that they wanted included or amended. Dr Walker drew attention to the fact that the plan, as drawn at present, was merely a plan of proposals for expenditure and it was desperately necessary to look for including plans for bringing in new revenue. In addition, the mission statement should contrast the Conservators obligations and their power to do things. Also, the effect of the automation at Bishop's Mill should be considered within the plan.

13. Appointment of Observers:

The following observers were appointed for the forthcoming year:-

R J Bryant: Sailing Club and River Cam Users

D Bradley: IWA

W Key: CRA

Councillor W H Saberton: Representing South Cambridgeshire District Council whom the Chairman welcomes to the meeting in place of Councillor Kime.

14. Proposal to resolve crisis between fishing/rowing:

Conservators noted the correspondence between the CFPAS and the officers in connection with the conflicts which were occurring particularly over the weekends on the river. The Conservators endorsed the proposals that the agreement between the anglers and the rowing fraternity reached in 1992 should be enforced as indeed both Town and University appeared to accept. Mr Lacy Anderson presented the proposals set out in the paper indicating how the problem was getting out of hand. He was under considerable pressure from the fishing fraternity and this had been exemplified by a College crew which had crashed into an angler breaking his kit at a cost of some £240 when the College had merely written to the injured party indicating that the crew were merely learners and perhaps he should not have been fishing on that particular point. It was accepted that this was an absurd approach by the rowing fraternity but it was not the only example. The exchange of e-mails prior to the meeting indicating a general agreement was noted by the Conservators and Mr W Key suggested that the CFPAS representatives might like to attend the meeting on 5th February with the CRA to which he would also invite a representative from the CUCBC.

The Conservators endorsed this and suggested that perhaps at that meeting the former anglers code of agreement entered into with Cambridge University Boat Club back in 1992 might be reviewed including reference to item 6 in that code.

Mr Leader drew attention to the fact that one of the principal reasons for the problems was the appearances of the long roach poles which caused problems for rowers and users of the Halingway.

Hon Engineer The problems of Colleges parking trailers at Baitsbite would be looked at by the Hon Engineer.

15. Dates of Next Meetings:

The meetings for Thursday 17th April, Thursday 3rd July and Thursday 25th September 2003 were confirmed and that for Thursday 15th January 2004 was agreed.

16. Any Other Business:

Mr Macnaghten requested that the Conservators reconsider the marking of the bridges. It was agreed that perhaps the best thing would be for him to approach some of the Bursars with a view to seeing whether or not they would be happy for something to be affixed to their listed bridges indicating that boats should keep right on the river, prior to any necessary Listed Building Consent being obtained.

Mr W Key raised the point that the Sustrans cycleway under the Railway Bridge had still had no luminous chevrons fitted to it and it was certainly a very dangerous impediment to navigation.

Clerks

Mr C Darbyshire raised the point about the standardisation of lighting on boats at night following a crash between an VIII and a narrowboat. Various points were raised; and the Clerks were asked to consider the appropriate arrangements and to have discussions with the various bodies to make certain that the Cam Byelaws complied with those used nationally.

There was no further business and the meeting finished at 12 noon.