

About this event

The Broads Authority (BA) and Norfolk County Council (NCC) co-hosted this Broads Engage workshop at Acle Recreation Centre on 6th November 2018. Our aim was to hear from interest and user groups on their priorities for integrated access in the Broads and surrounding area, including the county's access network.

Adrian Clarke (Senior Waterways & Recreation Officer, BA) and Andy Hutcheson (Environment Manager, NCC) opened the event with a brief presentation on current access provision on land and from land to the water's edge.

We followed this with two round table discussion sessions, with up to seven participants and a facilitator/note taker at each table.

Session 1 focused on access on land and from land to the water's edge.

Guided by table maps of the area, participants discussed access issues and project opportunities. We asked them to consider what users want to do, the assets such as facilities and services to support such activities, the priority projects to create the assets, and the potential impacts of the projects on people, habitats and wildlife.

Session 2 focused on mooring provision.

Participants had maps of the Broads showing the location of BA moorings and formal moorings provided by others, together with a list of available spaces at each site. The BA's aim is to make sure moorings are available at roughly 30 minutes cruising distance from each other throughout the system, and the maps showed where we exceed this time.

We asked participants to highlight where they wanted to see either a new mooring or more spaces at an existing high-demand location, what type of mooring it should be (such as piled edge, pontoon or posts) and whether it was a high priority need.

See Appendices 1 & 2 for the workshop output and the attendance list



What happens next?

The Broads Authority is reviewing the Broads Integrated Access Strategy. We will use this workshop output to help prepare a new 3-year action plan, which will go out to public consultation in early 2019.

See the current strategy at www.broads-authority.gov.uk/about-us/how-we-work/strategy

Norfolk County Council has consulted on the draft Norfolk Access Improvement Plan 2018-28 and is now preparing the final plan. The Council is also working with key partners, including the Broads Authority, on priority access projects.

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Broads Engage offers opportunities to hear about and have your say on how we look after the Broads for the benefit of people and wildlife.

See this report and more at www.broads-authority.gov.uk/broads-engage

Appendix 1: Workshop output

We will feed all workshop comments into the review of the Broads Integrated Access Strategy (IAS) and the production of the final Norfolk Access Improvement Plan (NAIP). The Broads Authority has provided initial responses below.

Session 1: Access on land and to the water's edge

Ref	Location	Workshop comments	Broads Authority response
1.1	A47 crossing – path North from Lingwood	No easy crossing point, stopping connectivity on each side of A47	Noted – we will refer this to Norfolk County Council (Highways)
1.2	Acle	Byway going west from Acle towards Burlingham – is there a linking path?	There is no linking path at present. If a potential route is identified we will discuss it with Norfolk County Council.
1.3	Acle	Link cycle ways and multi-path routes to open up Acle as a Broads 'hub'	Noted. We are keen to see Acle developed as an access hub, and will consider this as part of our Acle Bridge site proposals.
1.4	Acle Bridge/ Weaver's Way	Here and elsewhere, update maps for walkers. BA and NCC work with landowners (footpath 6)	Noted.
1.5	Beccles	A146 across river is a dirt track, no disabled access.	Noted. We are working with Beccles Town Council on a future vision for Beccles Quay and surrounding rights of way/permissive paths.
1.6	Beighton to Freethorpe area (around B1140)	Existing footpath network and busy main road. Add circular walks. Car parking needed.	Noted – we will discuss this with Norfolk County Council.
1.7	Bramerton Common	Toilets south of river, mooring, fishing, electric charging points.	Noted.
1.8	Brundall	No public provision – slipway, moorings, foot access	Noted - however, there is limited opportunity to acquire land in Brundall for public slipways or moorings.
1.9	Buckenham Marshes	Work with RSPB to create access	Noted. We will consult with the RSPB during the review of the IAS.
1.10	Bure Valley - Hand Lane/Long Lane	Improve access and facilities – e.g. get trains to accommodate more cycles. Advertise and promote access points.	Noted.
1.11	Burgh Castle	Difficult to access	We need more information on this point. There is good access from the large car park at the site on surfaced paths and a boardwalk on the marsh.
1.12	Belton to Fritton Wood	No official path – liability issues	Noted. We are looking at access in the area through the Water, Mills and Marshes LPS.
1.13	Chet/Loddon Wherryman's Way	Wherryman's Way – gap in path	Noted. We are working with Norfolk County Council to assess the feasibility of reinstating the bank. We have carried out tree works and are

Ref	Location	Workshop comments	Broads Authority response
			depositing dredged sediment from the Chet onto the bank. We are also commissioning an hydraulic modelling study to assess the likely effects of various scenarios for bank works.
1.14	Cockshoot Broad boardwalk	Access to boardwalk from Ferry Road car park no longer available	We were unable to agree lease terms with the landowner and therefore no longer have a lease for this site.
1.15	Cockshoot boardwalk Woodbastwick Estate	Recognise difficulties, but closed asset is missed by all	Noted - see response to 1.14
1.16	Cockshoot Broad, Woodbastwick Ferry Inn, Horning	Walking/ angling/ viewing places. Restricted access/no disabled access. Cockshoot - negotiate car parking with landowner and repair wood boarding access.	Noted - see response to 1.14
1.17	Ellingham Mill	What is latest progress? Some work done by River Waveney Trust, but not able to launch canoes and not enough parking.	We were unable to proceed with planned works due to the failure of gabion mattresses on site, which resulted in bank erosion. We are assessing new design options. There is no parking provision as the site is a portage, and not promoted as a launch site.
1.18	Filby - Ormesby St Michael	Support land trust to develop access	Noted. We are not aware of the land trust's interest but we will investigate.
1.19	Fritton	BA area extends to approx. 50% of Waveney forest. Car park and ROW to staithe in other half of forest closed by owners – this causes congestion on village lane and possible emergency vehicle hazard. Include remaining area of Waveney forest within BA boundary to help parking and staithe access.	Noted – we will need discussions with Norfolk County Council about the closure of the right of way and about car parking issues.
1.20	Geldeston and Gillingham	Maintain path	Noted – we will discuss this with Norfolk County Council.
1.21	Geldeston Locks pub	No notification of BA car park nearby - pub owner worried about access being blocked in emergency. Install better signage on where to park	This site is not a public car park. We regularly put up signs to this effect but unfortunately they are vandalised.
1.22	Geldeston Locks	Potential to improve access facilities for canoeists, anglers, walkers	Noted. We are keen to see access at the site improved and have had discussions with the River Waveney Trust about possibilities at the site.
1.23	Halvergate	Add permissive path link between Halvergate Stone Road east to forked paths going past Manor Farm and Mutton's Mill	Noted. We are exploring the possibility of creating routes to form a Mills Trail through the Water Mills and Marshes Landscape Partnership Scheme (LPS).

Ref	Location	Workshop comments	Broads Authority response
1.24	Halvergate	Access to Halvergate - use of 'private' roads – concrete road	Noted. See response to 1.23
1.25	Halvergate Stone Road area	Possible farmland opportunities for public parking. More access land for circular walks and new walks.	Noted. See response to 1.23
1.26	Heigham Sound	Moorings not linked to access path	Noted. This matter has also been raised by others - we will investigate.
1.27	Hickling / Hickling Heath	3 miles of road walking – would prefer safer route	Noted - we will discuss with Norfolk County Council
1.28	Hoveton Riverside Park	Talk to Broads Trust about funding for redevelopment	We have already undertaken to do this.
1.29	Lackford Run, Strumpshaw, Buckenham Station down to river	Existing long-distance paths, car parking at RSPB reserve, train stops at Buckenham on Sunday. Add short (2-3 mile) circular walks off long distance paths, linked to rail stations, diversity of attractions, e.g. visit to bird hide.	Noted. This will require further investigation – we will discuss it with Norfolk County Council.
1.30	Norwich out into the Broads	Add multi-use paths, e.g. Whitlingham Bridge to country park – partnership development. Need a definitive map for Norwich.	Noted. We recognise the importance of multi-use paths. We support the ambition to provide bridges to form a link to Whitlingham Country Park, and this is a planning policy adopted by us and by Norwich City Council. The project is noted in the River Wensum Strategy and is identified for future funding in the Greater Norwich Infrastructure Plan.
1.31	Norwich to Wroxham	Provide additional footpaths to increase connectivity between Norwich and Wroxham area	Noted. Both Norfolk County Council and the BA recognise the importance of providing green infrastructure to increase connectivity between Norwich and Wroxham through the growth area north of Norwich – referenced in a project called 'Broadland Way'.
1.32	Norwich to Postwick	Missing link in path	Noted.
1.33	Oulton Dyke west to Somerleyton	Walking and angling access	Noted. There is permissive access around the Suffolk Wildlife Trust Oulton Marshes Reserve. We will investigate the potential for angling access with the Broads Angling Services Group and landowners.
1.34	Rackheath	New development – poor provision of footway and facilities	Noted. We will discuss this with Norfolk County Council. (Also see comment 1.31.)
1.35	Reedham/Freethorpe/Wickhampton/	Create bridleway extension to link existing bridleway from Wickhampton Church (Freethorpe BR2) to join Wherryman's Way at	Noted. We are exploring the possibility of creating several routes to form a Mills Trail through the Water Mills and Marshes Landscape

Ref	Location	Workshop comments	Broads Authority response
		Polkey's Mill/Seven Mile House (Reedham FP5). This would create opportunities for circular walks based on Wherryman's Way and Weaver's Way and provide easy access to Land of the Windmills site at Seven Mile House.	Partnership Scheme. (Also see comment 1.23)
1.36	Hardley Flood	Replace missing section of path – not flood defence (Environment Agency)	Noted - see response to 1.13
1.37	Reedham, Wherryman's Way	Permissive path links to Wherryman's Way	Noted - Parish Council is negotiating with landowner. The BA and Norfolk County Council are prepared to support this process but believe the PC is best placed to hold any agreement with the landowner.
1.38	Reedham, Wherryman's Way	Wherryman's Way cut off at Reedham due to landowner issues. Anxious about safety issues on road.	Noted – see response to 1.37
1.39	Reedham, Wherryman's Way	Gap in path at Reedham – issue with landowner - give more support to get access.	Noted – see response to 1.37
1.40	River Ant navigable section	Land access for walkers and anglers - footbridge behind Crome's Broad – public access restricted	Noted. We have carried out work to establish a permissive path leading from How Hill Staithe to Crowe's Dyke. The Environment Agency will carry out works to the footbridge and the path will then be opened.
1.41	River Waveney near Seven Mile House/ Norfolk Way	Possible canoe launch – existing sandy beach	Noted - we will investigate this.
1.42	River Yare, Langley	Loss of permissive path since sale of farmland at Langley Abbey – negotiate to reinstate.	Noted. We are not aware of a formal permissive path agreement having existed for this area but we will investigate it with Norfolk County Council.
1.43	River Yare/west of Whitlingham Broad (not at rowing club)	Canoe/rowing launch facilities. Need car parking and access for trailers.	Noted – we will investigate this.
1.44	Rockland, Surlingham, Bramerton, Reedham, Loddon	Improve Wherryman's Way sections to keep people off roads.	We will discuss opportunities with Norfolk County Council. (Also note comments above re. Reedham and Hardley Flood)
1.45	Runham	Restricted access by vehicles	Noted.
1.46	Salhouse	Circular walks needed, roads are too busy. Car parking + pub but not linked via footpath.	Noted.
1.47	South Walsham Broad	Provide more parking for cars without trailers, re-open toilets, provide waste disposal facility	Noted.

Ref	Location	Workshop comments	Broads Authority response
1.48	St Benet's to Cold Harbour	Broken/missing link in footpath – used to be Crown Estate property. Restricted access/no disabled access. Reinstate section of path lost when land ownership changed.	Noted – will consider idea but would be dependent on landowner agreement.
1.49	Stokesby	Horses on footpath – conflict of uses	Noted.
1.50	Surlingham	Create better access to Postwick Wharf – difficult at present	Noted - will discuss with Norfolk County Council
1.51	Thorpe St Andrew	Ferry link at Bungalow Lane	Noted. This project has funding from the Broads Trust but the ferry is not yet running – we will investigate this.
1.52	Three Rivers Way	Extend from Horning to Potter Heigham	Noted. The BA and Norfolk County Council have an ambition to complete the 3 Rivers Way and it is in the Broads IAS, NAIP and Norfolk Cycling and Walking Action Plan. Feasibility studies were carried out for phases 2 and 3 of the route but funding is needed to complete the project.
1.53	Three Rivers Way	Good start, need to progress further	Noted - see response to 1.52.
1.54	Trinity Broads	Needs better access and more publicity about walks/routes	Noted.
1.55	Tunstall Dyke	Negotiate new canoe use	Noted – we will investigate this.
1.56	Upton	Marsh Road - plenty of path access but car parking is on road and footpath signage is hit and miss.	Noted – we will discuss this with Norfolk County Council and Norfolk Wildlife Trust.
1.57	Upton Boat Dyke Road	Free slipway (Whelpton's Yard), car parking, great walking. Not sure who cuts grass - parish? Broadland DC currently provides bins for litter/dog waste, but not sure for how long.	Noted.
1.58	Various locations – see marked areas on maps D and F	Older people & families want short distance/circular walks, various lengths/abilities, 1-2 hours, nr hubs/facilities, e.g. Ludham Bridge model. Few wheelchair accessible paths in Broads, shorter walks could be adapted. Possible places – Acle, Potter Heigham, Cantley/ Rockland/ Surlingham, Thurne, Horstead, How Hill, Ludham, Cold Harbour, St Benets, Upton, Hickling, Loddon, Reedham.	Noted. The Broads Local Access Forum has emphasised that it wants us to work with the county councils to improve 'access for all'.
1.59	Various locations – see marked areas on maps D and F	Canoe/paddleboard access – more <u>public</u> slipways - North rivers better (tidal range) - Surlingham, Brundall, Cantley, Haddiscoe	Noted.
1.60	Wherryman's Way	Upkeep monuments/special cultural	Noted.

Ref	Location	Workshop comments	Broads Authority response
		heritage along route, much in poor state of repair	
1.61	Wherryman's/ Weaver's Way - NW loop near Breydon Pump	Bridleways – horses can churn up ground. In wrong place – how do horses get there? Provide paths for walkers and horses.	Noted - we will discuss this with Norfolk County Council.
1.62	Womack Water	Signage for access	Noted.
1.63	Wroxham – Hoveton - Belaugh	Continue footpath access	Noted.
1.64	Wroxham Broad	Public slipway in poor condition, although charges made to use it	The slipway at Wroxham Broad was recently improved (this is not a BA asset).
1.65	General comment	Boat hire – diversification – too many people in Summer.	Demand will always be high when the weather is at its best. The Broads Sustainable Tourism Strategy recognises the need to extend the holiday boating season.
1.66	General comment	Footpaths in Northern Broads generally away from river - the asset of the river is lost to users.	Noted.
1.67	General comment	Use farmland for car parking. Could OS maps help with farmers receiving payments?	Noted but there is no funding stream available for this at present.
1.68	General comment	Funding sources - Broads Trust - needs big project, e.g. IT project – make it easy 'click and go' / CIL and S106/ Lottery / New Anglia LEP	Noted.
1.69	General comment	Make sure existing access assets are compliant – spec of what works, survey of existing assets and constraints.	An objective in the Broads IAS is to audit assets and identify where constraints can be removed/improved. We will discuss this with Norfolk County Council to identify partnership opportunities.
1.70	General comment	Countryside Stewardship – make sure permissive path access is retained or reinstated where lost.	We recognise this issue, but without payments for access through agri-environment schemes it will be hard to achieve. The Broads Local Access Forum and other LAFs throughout the country have responded to Defra's consultation on 'Health and Harmony - the Future for Food, Farming and the Environment', asking the government to value access as a public good that should receive funding through any post-Brexit agri-environment scheme. We will discuss this with the county councils and other LAFs to identify problem areas.

Ref	Location	Workshop comments	Broads Authority response
1.71	General comment	Have advisory areas for novice canoeists away from congested waterways, more launch sites and parking.	Noted.
1.72	General comment	Horse riders – make footpaths wider. NFU/CLA work with farmers to have access along headlands	Noted. We will discuss this with the county councils. It is likely to be dependent on funding and ability to negotiate new routes or change the status of existing routes.
1.73	General comment	More self-operated chain ferries – e.g. Carlton Marshes, Horning, Pull's Ferry Norwich	Noted.
1.74	General comment	Broads Hopper with bike trailer to match coastal hopper – could it carry canoes/bikes?	Noted.
1.75	General comment	More circular walks from moorings, marinas, boatyards – routes with facilities e.g. toilets/pub.	Noted.
1.76	General comment	Chained up slipway access – e.g. South Walsham, Horning, Reedham – liability issues? Work with PCs to free these up.	Noted.
1.77	General comment	Flood water restrictions affecting access, e.g. at Reedham and Geldeston – review slipways/flooding policies	Noted.
1.78	General comment	More disabled access points to disembark (mooring access)- pubs not taking this into account, e.g. Bramerton Woods End.	Noted.
1.79	General comment	<p><u>Project ideas for different users:</u></p> <ul style="list-style-type: none"> • Disabled users – access at Ranworth and Whitlingham is very good – continue maintenance. • Car drivers – buy land to increase parking asset at hubs • Electric car users – charging points attached to car parks, at staithes (share with hire boat providers – e.g. Oulton, Acle) – less pollution and noise • Electric boat users – charging points attached to moorings • One-way walkers – Park and Ride bus services, car share options - App/Uber type system • Young people (10k students at UEA) – offer bus services to Broads, 	Noted. Many of these suggested projects would need significant funding and business interest.

Ref	Location	Workshop comments	Broads Authority response
		<p>e.g. Salhouse, especially at weekends. BA/NCC involve with bus companies – look at what is done with private operators in other National Parks</p> <ul style="list-style-type: none"> • Cyclists – hire bikes with docking stations throughout the systems (inter-hub) – use cycle hire companies w/private sponsorship. • Visitors – water taxis/ferry boat trips throughout system – hire or private company interest (e.g. Beccles Big Dog Ferry) with no need to pre-book. E.g. Ranworth, Acle, Potter Heigham, Hickling 	
1.80	General comment	Raise awareness of accessing the Broads in Broadland (example flyers provided – not happy with map provided as rivers not explicit.)	Noted.
1.81	General comment	Rowers – more points of access and informal stopping places to rest	Noted.
1.82	General comment	Rationalise footpath access to suit modern needs – in some cases the A to B purpose (e.g. walking to place of work) no longer relevant. Potentially upgrade status for necessary links. Explore parish council interest.	Noted.
1.83	General comment	Better promotion of opportunities for multiple uses	Noted.
1.84	General comment	Quieter, upper stream sections give opportunities for rowing, canoeing, paddle boarding away from bigger boats/busy areas. Farmers who can attract visitors may be able to get funding.	Noted.
1.85	General comment	Horse riding happening on unsuitable roads – can livery have access planned for new permissions? BHS 2026 horse/historic ROW	Noted. The BA, Broads Local Access Forum and the county councils recognise the importance of the 2026 cut off for registration of PROW based on historic evidence.
1.86	General comment	BCU - website 'Paddle Points' – used by paddles put up info about launch points, facilities, etc.	Noted. We are working with British Canoeing to get information about Broads launch sites and canoe trails added to its website.
1.87	General comment	Get public access to land in private ownership – assets of PROW and permissive paths, network of hubs with good footfall (RSPB/Wildlife Trust/NT/BA sites, SMEs) – project opportunities through Glover Review	Noted.

Ref	Location	Workshop comments	Broads Authority response
		addressing PROW, CAP review, 25-year Environment Plan, NP boundary review	
1.88	General comment	More circular walks and cycle routes from hubs - lack of permissive routes in key areas. Paths network needs consolidation.	Noted.

Session 2: Mooring provision

(P)= priority where noted [High, Medium, Low]

Ref	River	Workshop comments	Type/ (P)	Broads Authority response
2.1	Ant	Johnny Crowe's Staithe – quiet mooring	Bankside	Noted. This is unlikely to be a priority site as the BA already has a mooring at How Hill.
2.2	Ant	Support Catfield PC/ Broads Society to restore dyke and Johnny Crowe's Staithe		Noted. Restoration would need careful consideration because of the location of the dyke in the Broads SAC.
2.3	Ant	Little bay to north of Sutton/Stalham confluence	Bankside, wild (H)	Noted. Will be considered as the mooring element of the IAS is reviewed.
2.4	Ant	Between Barton Fen and Mog's Mill, Southern bank - used to be informal mooring, though trees in way.	Informal	Noted – to be discussed.
2.5	Ant	Barton – soft moorings currently used	(L)	Noted.
2.6	Ant	Barton Broad - adjacent to punt club	Pontoons	Noted.
2.7	Ant	Southern side of Ludham Bridge - private moorings bit rough on west bank, nothing on east bank	Demasting	Noted. We have identified Ludham Bridge as a priority site for demasting moorings, and will look at options for this site.
2.8	Breydon	Western end - better signage, explaining L-R upturns. Possible pontoon because of tidal range making jetty difficult.	Simple, informal	Noted – to be discussed.
2.8	Breydon	Demasting dangerous - need floating pontoon for safety next to Breydon Bridge	Pontoon (H)	Noted – to be discussed.
2.9	Breydon	Safety/emergency mooring – waiting	Pontoon or dolphins (H)	Noted – to be discussed.
2.10	Bure	Acle village access	Small pontoon	Noted.
2.11	Bure	Acle Bridge - visitor centre with moorings	BA full access	Noted. The BA is keen to develop moorings, including demasting moorings, at Acle Bridge.
2.12	Bure	Boundary Farm – recent loss of mooring at major junction	Pontoon, good land	Noted – to be discussed.

Ref	River	Workshop comments	Type/ (P)	Broads Authority response
			access.	
2.13	Bure	Upstream of Belaugh Broad, S/bank - bit of a beach – could be canoe/paddling access	Small boat access	Noted.
2.14	Bure	Upstream of Belaugh Broad	Bankside, slipway (H)	Noted.
2.15	Bure	Upstream of Belaugh Broad, Southern bank	Small boat slipway	Noted.
2.16	Bure	Upstream of Belaugh Broad, Southern bank, piled edge suitable for mooring site	Piled long length (H)	Noted. Will need site inspection.
2.17	Bure	Bend nr. Decoy Broad – busy waterway. People need to stop if they have a problem with their boat.	Dolphins over distance so not intrusive (H)	Noted. Will be considered in assessment of potential mooring sites in the middle Bure.
2.18	Bure	Dole's Pump – liaise with NWT		Noted. Will be considered as the mooring element of the IAS is reviewed.
2.19	Bure	Horstead (NE side) - to use village facilities, bus service. Need bridge across dyke and footpaths.	Rond anchor (H)	Noted.
2.20	Bure	Horning - no specific site identified but more moorings generally needed here – joint working with local businesses and landowners to meet with acceptable compromise.	Marina moorings, pontoons – must have land access (H)	Noted. We are often asked to consider Horning for moorings, but identifying potential sites, particularly with land access, is difficult. Other constraints are river width and use – the river here is in heavy use by hire craft and is an important sailing area, so installation of pontoons would be difficult.
2.21	Bure	Wroxham – no mooring at all including demasting		Noted – see response to 2.20
2.22	Bure	Oby Mill – pursue options with new owner.	Full access	Noted. Will be considered as the mooring element of the IAS is reviewed.
2.23	Bure	What is going on at Marina Quays?		A planning application was submitted to develop the site, including visitor and permanent moorings, but this was recently withdrawn – we understand the applicant may submit revised proposals.
2.24	Bure	Ranworth and Malthouse broads – very popular	Pontoon (H)	Noted.
2.25	Bure	Ranworth – moorings desperately needed but no available land. Pontoons would be acceptable but know landowner doesn't want anything in riverbed.	Pontoon (H)	Noted.
2.26	Bure	Tunstall Dyke to Runham/ Scare Gap. Needs road access.	Emergency / piled	Noted.
2.27	Bure	Runham as part of development	Demasting	Noted. However, we think Runham is a long way upstream for demasting

Ref	River	Workshop comments	Type/ (P)	Broads Authority response
				purposes.
2.28	Bure	Runham (between Five Mile House and Six Mile House) – piled edge in place (EA?)	Existing piling?	Noted.
2.29	Bure	Runham – demasting – how often used? Not accessible by road for emergencies. Change to non-emergency and consider access for people to walk dogs etc.	Pontoon	Noted. Will discuss internally.
2.30	Bure	S. Walsham – some piling already on south bank (EA). Pontoons – king piles but wary of depths.	Pontoon (M)	Noted.
2.31	Bure	South Walsham - slipway launch for business canoes but car park always full, businesses not happy		Noted.
2.32	Bure	Stokesby – extend if possible	BA full access	Noted. Will be considered as the mooring element of the IAS is reviewed.
2.33	Bure	Scare Gap – more facilities – available but not used? Create awareness.		Noted.
2.34	Bure	Between Thurne Mouth and Fleet Dyke - remove piling, scrub and trees	Wild	Noted.
2.35	Bure	Between Thurne Mouth and South Walsham Fleet Dyke. Hard piling and informal moorings already there, path on south side.	Identify where you <u>can't</u> moor (M)	Noted.
2.36	Bure	Between Thurne Mouth and South Walsham Fleet Dyke. Piled edge suitable for mooring.	Piled 24-hr (H)	Noted. Will be considered in assessment of potential mooring sites in the middle Bure.
2.37	Bure	Upton Marshes. Steel piled but no moorings. Easy fix with NWT.		Noted - we are in discussion with NWT about the potential for moorings on the Upton Marshes Reserve.
2.38	Bure	North of Upton Dyke. Public mooring (4 spaces)		Noted potential conflict with angling.
2.39	Bure	Downstream of Upton Dyke - to give visitor access to Upton village	24-hour + bank access for angling	Noted.
2.40	Chet	There were 2 informal moorings by Hardley Flood. Something needed, could be part of reinforcing bank. Also something for paddles – e.g. 'beach' on end of Chedgrave Common?	Informal	Noted.
2.41	Chet	Narrow, mooring at the end, no further mooring needed.		Noted.

Ref	River	Workshop comments	Type/ (P)	Broads Authority response
2.42	Haddiscoe Cut	Built on land – low impact/low cost option to provide moorings for private boats (same concept as marina at St Olaves). Car access there already. Nb. Ref objections to proposed Broadland marina planning application – it is an ideal canoe access point.	New marina in Cut. 50 boats	Noted. However, the location marked on the map in relation to this comment is unrealistic - it would require cutting through the railway line that runs parallel with Haddiscoe Cut to construct the suggested marina. We have discussing the potential for canoe access and public use of the slipway with the applicant.
2.43	Oulton Broad	Wherry Hotel area shallow, does it need to be dredged?		Noted.
2.44	Thurne	Cold Harbour – piled edge (not flood defence)		Noted. Will be considered as the mooring element of the IAS is reviewed.
2.45	Thurne	Cold Harbour. Half the piling still there, v. rough		Noted – see response to 2.44
2.46	Thurne	Southern entrance to Horsey Mere. Buxton Estate mooring in poor condition.	Piled /wild mooring (H)	Noted.
2.47	Thurne	Martham – Damgate Staithe		Noted.
2.48	Thurne	Martham – formal moorings possible existing already	Bankside, formal (H)	Noted. Will be considered as the mooring element of the IAS is reviewed.
2.49	Thurne	Martham (Dungeon Corner) – good location, piled edge and footpath		Noted. Will be considered as the mooring element of the IAS is reviewed.
2.50	Thurne	Thurne Mouth – very busy, refuge for boaters	Pontoons	Noted. Will be considered as the mooring element of the IAS is reviewed.
2.51	Thurne	Thurne Dyke. Electric hook up points and police aware of residents misusing.	Full.	Noted.
2.52	Thurne	Waxham Cut/north of Horsey Mere	Pontoon (L)	We think Waxham Cut itself is too narrow to consider pontoons for mooring, but we will inspect the area.
2.53	Thurne	Widen Waxham Cut for turning		Noted.
2.54	Thurne	Womack, EA bank – already used for/should it be a mooring? Not on map.		Noted. We do not think the area marked on the map relating to this comment is a formal mooring but will investigate this.
2.55	Waveney	Aldeby – no longer a BA mooring. Please advise – now costs £5 to moor.	(H)	Noted. We were unable to agree on the renewal of our lease with the landowner so the site is not a BA mooring.
2.56	Waveney	Barnby – picturesque stretch of river, anywhere here would be good, or old Alby railway bridge. Maybe footpath from mooring to Barnby Broad.	Dolphins (L)	Noted. Will be considered as the mooring element of the IAS is reviewed.
2.57	Waveney	Belton Marshes	Posts (H)	Noted
2.58	Waveney	Burgh Marshes upstream of Oulton	Posts (H)	Noted.

Ref	River	Workshop comments	Type/ (P)	Broads Authority response
		Dyke		
2.59	Waveney	Burgh Castle – reinstate, need for visitor access to site		Noted. We do not have a lease for this site, and the land was recently sold. We recognise the importance of moorings near the confluence of the Rivers Waveney and Yare with Breydon Water, and we are negotiating with the new landowner and the Environment Agency about the future of this site.
2.60	Waveney	Burgh Castle – needs repair		Noted – see response to 2.59
2.61	Waveney	Burgh Castle. Very poor condition	24-hr mooring	Noted – see response to 2.59
2.62	Waveney	Beccles, Waveney Meadow at Pudding Moor? Free fishing at moment.		Noted.
2.63	Waveney	Upstream of Beccles north bank, south of old railway line. Land slopes away a bit – canoe portage opportunity.	Small boat access	Noted.
2.64	Waveney	Upstream of Beccles - no mooring need		Noted.
2.65	Waveney	Waveney River Centre – make available for all.		Noted.
2.66	Waveney	Carlton Marshes for access with SWT	Pontoon	Noted. We have already prioritised this site and signed a memorandum of understanding with the Suffolk Wildlife Trust, undertaking to provide pontoon moorings at Carlton Marshes as part of the access works linked to the Trust's Southern Gateway to the Broads project.
2.67	Waveney	Caldecott Mill. Very tidal – only a floating pontoon would work. Existing structure is dangerous.		Noted.
2.68	Waveney	Fritton Staith Belt (south side)	Emergency pile linked to track (H)	Noted.
2.69	Waveney	Fritton (Staithe Belt) - safety mooring	Pontoon x2 (H)	Noted.
2.70	Waveney	Geldeston Locks south bank	Bankside mooring	Noted. We are keen to see access at Geldeston Locks improved and have had discussions with the River Waveney Trust about possibilities at the site. However, we previously failed to conclude lease negotiations with the landowner of the south bank to develop a mooring.
2.71	Waveney	Gillingham – landowner issues, reinstate but no real need for moorings in this area.		Noted.

Ref	River	Workshop comments	Type/ (P)	Broads Authority response
2.72	Waveney	Ellingham Sluice & Shipmeadow canoe launch project – what is happening?		We were unable to proceed with our planned works due to the failure of gabion mattresses on the site that resulted in bank erosion. We are currently assessing options for a new design.
2.73	Waveney	Geldeston – Beccles bridge prevents access to bigger boats. Another 4-6 moorings (though not all agreed on need)	Informal?	Noted.
2.74	Waveney	North of Oulton Dyke/The Fleet – existing facility needs developing	Soft bank moorings	Noted.
2.75	Waveney	St Olaves – site of old Queen’s restaurant, links to station and facilities.	(H)	Noted.
2.76	Waveney	River bend upstream of Somerleyton Marshes. Existing natural cut into river, no steel piling. Maintain water depth to keep true wild mooring.	Wild mooring	Noted.
2.77	Wensum	Make more of river. Why do developers have their backs to the river?		Comments 2.77 to 2.82 - Comments noted. Through the River Wensum Strategy (RWS) and the planning process, developers are being encouraged to focus on the river and to improve access to and alongside it. The RWS is being implemented through a partnership comprising Norwich City Council, the Broads Authority, Norfolk County Council, Environment Agency and the Norwich Society. Provision of short stay moorings is an objective in the RWS action plan.
2.78	Wensum	Norwich riverside entertainment area - get buy in from local businesses to increase moorings, maybe pontoons.	Pontoons	
2.79	Wensum	Norwich City Council - issues why people can’t moor at riverside entertainment area. Get buy in from local businesses to increase moorings, maybe pontoons to allow for rise and fall.	Pontoon	
2.80	Wensum	Norwich riverside – access to Morrisons		
2.81	Wensum	Norwich Deal Ground – access to city	Stern on	
2.82	Wensum	Norwich Riverside - near Morrisons	Existing quay heading (H)	
2.83	Wensum	Upstream of Bishop’s Bridge/ Cathedral Meadow. Land access an issue, high bank. (H)	Pontoon – low freeboard mooring	Noted.
2.84	Yare	Reedham Bridge not working + number of trains crossing, layby mooring very short. Moorings needed downstream bank.	Long, not concrete faced. Solar power repeater (H)	Noted.

Ref	River	Workshop comments	Type/ (P)	Broads Authority response
2.85	Yare	Upstream of Reedham Ferry – old jetty could be refurbished		Noted.
2.86	Yare	Canoe launch – Whitlingham and/or downstream	Small boat access	Noted. We are looking at possibilities for canoe launching in this area.
2.87	Yare	Whitlingham Marsh	(L)	Noted
2.88	Yare	Near Langley on bend downstream of Buckenham Ferry Mill – possible mooring on south bank using old piling	Refurbish existing piling	Noted.
2.89	Yare	BA Dockyard	Piled quay heading (L)	Noted.
2.90	Yare	RSPB land – no moorings wanted, protected land/minimise disruption		Noted.
2.91	Yare	No need for additional moorings at Haddiscoe Cut or North of cut		Noted.
2.92	Yare	Brundall – please extend to allow access to village.	(H)	Noted.
2.93	Yare	North bank at Postwick – nice open spot, steel piled. Discuss with landowner.		Noted.
2.94	Yare	Thorpe and Jenner's Basin		Noted.
2.95	Yare	Thorpe River Green – parish council owned?		It is owned by Thorpe Town Council and has been run by them as a mooring since the BA's lease for the site ended.
2.96	General comment	Bank protection matting being picked up by boaters - not fit for purpose.		Noted. We are aware of this issue.
2.97	General comment	Moorings without access to any facilities could be given up to allow more beneficial areas to be taken up as moorings.		Noted.
2.98	General comment	Consider use of riverbed pole moorings in places where land access isn't needed or possible, e.g. in upper reaches/quiet areas for night time layby.		Noted. We will consider this suggestion.
2.99	General comment	Position of mooring stacks – width between no of lengths		Noted. We think this refers to moorings provided in river by the installation of posts for boats to moor between fore and aft, otherwise known as trot moorings. If such moorings were thought appropriate, the position and gaps between posts would need to be decided on a site-by-site basis.
2.100	General comment	Consider differing standards/types for BA moorings with 'best' in busiest places and lower standard elsewhere – e.g. informal/wild		Noted. We will consider this suggestion.

Ref	River	Workshop comments	Type/ (P)	Broads Authority response
		moorings with lower maintenance needs, pole moorings.		
2.101	General comment	Have pilot across Breydon to help increase visitors to Southern Broads	-	Noted.
2.102	General comment	More moorings needed in Southern Broads to encourage people to enter the area		Noted. This issue is recognised by the Broads Sustainable Tourism Strategy and we are keen to improve facilities in the southern Broads.
2.103	General comment	No need for additional moorings upstream of Wroxham, as more and more boats can't get under bridge		Noted.
2.104	General comment	Ruling of 72hrs before boat return to 24hr mooring doesn't help - e.g. people going from Loddon into Norwich and back can't return to previous mooring. Could it be 48hrs instead of 72?		Noted.
2.105	General comment	Consider use of interlocking plastic piling, goes in easily/ long lasting.		Noted.
2.106	General comment	These maps don't comply with 2006 survey maps included in 2009 mooring policy. You are not fulfilling the policy to "maintain as a minimum moorings available for visitor use"		We reviewed our 2009 mooring policy and our policy is to maintain the number of formal moorings we manage. We cannot guarantee to maintain informal moorings where there is no landowner permission to moor, or moorings provided by others, as we have no control over the land.
2.107	General comment	Survey visitors to ask about their concerns about moorings.		Noted.
2.108	General comment	Moorings – what is the size based on (boat size). This relate to the capacity assessment we carried out on our mooring sites.		Our mooring capacity assessment is based on one mooring space = 10m in length.
2.109	General comment	What is the impact of Great Yarmouth 3 rd river crossing on flood risk further afield?		To be assessed through planning and consent process for third river crossing – the EA will be able to comment in detail.

[End of comments]

Appendix 2: Attendance

Around 70 people¹ came to the workshop. This included representatives from 46 different interest groups (see below) and Parish Councils, as well as Broads Authority Members and officers.

Acle Lands Trust	National Farmers Union
British Canoeing	Norfolk and Suffolk Boating Association
Broadland Agricultural Water Abstractors Group	Norfolk County Council
Broadland Environmental Services Ltd (BESL)	Norfolk Skiff Club
Broads Angling Services Group	Norfolk Wildlife Trust
Broads Authority	Norwich Access Group
Broads Hire Boat Federation/British Marine	Norwich Rowing Club
Broads Local Access Forum	Oliver's Sailing Holidays
Broads Society	Parish Councils (with part in Broads Executive Area)
Broads Tourism	Protect the Broads
Broom Owners Club	Ramblers Association
Bungay Cherry Tree AC/VBS Angling Trust	River Waveney Trust
East Anglian Cruising Club	Suffolk County Council
Environment Agency	Sustrans
Inland Waterways Association	Waveney Heritage CIC
Landowners	Wherry Yacht Charter Charitable Trust
Nancy Oldfield Trust	Yare Users Association

¹ Figure approximate as not everyone signed in