

Mooring Strategy Update
Report by Senior Waterways and Recreation Officer

Summary: This report provides members with an update on the Authority's mooring strategy and the action plan to maintain the Authority's moorings that was adopted by the Broads Authority in November 2014. The report summarises the works that have recently been carried out to the Authority's existing moorings and identifies that a number of sites have been prioritised for the development of new 24-hour moorings, safety moorings and demasting moorings. Members' comments on the report are welcomed.

1 Background

- 1.1 The Broads Authority originally published a mooring strategy in 2006 at which time the Authority provided 5,969m of moorings. The need for a strategy to guide the provision of Broads Authority free 24-hour moorings was identified as a priority in the best value review of navigation and supported through the public consultation for the Broads Plan 2004. The original strategy was developed with the guidance of a steering group formed of Broads Authority members and wider consultation was undertaken with a formal consultation group which included representatives from the Authority's partners and stakeholders.
- 1.2 The 2006 strategy was reviewed in 2009 and in 2013 the Authority adopted an Integrated Access Strategy (IAS) for the Broads which sought to make improvements to the connectivity and use of access facilities on both land and water. The overarching objective of the mooring strategy: *"to maintain as a minimum the present number of moorings available for visitor use"* and the other principles of the mooring strategy were carried forward into the IAS. Appendix 1 sets out these principles.
- 1.3 The adoption of the Mooring strategy in 2006 and the IAS in 2013 has resulted in a significant increase in the length of moorings the Authority provides. Currently the Authority provides 7,426m of visitor and demasting moorings over 67 sites. Consequently the Authority's asset management liabilities have also increased considerably. In response to this fact the Authority produced an asset management strategy in January 2014 for the future management and maintenance of all its assets.
- 1.4 Since then the Authority has reviewed the Asset Management Strategy and also reviewed the level of mooring provision that it is appropriate for the Authority to continue to provide. This review was informed by a member workshop which concluded that, if possible, the Authority should continue to

maintain a policy of no net reduction in mooring length although a number of sites were identified by the workshop as not being a high priority to maintain or repile. Two of these sites were Thorpe River Green and a section of the Hoveton Viaduct moorings. The Authority has given notice in respect of Thorpe River Green, and is seeking to renegotiate the Hoveton Viaduct mooring lease.

- 1.5 It should be noted that while there was some appetite for trying to increase the number of free moorings provided by the Authority the mooring workshop recommended that the Authority should not seek to take on new mooring sites if the acquisition of those sites would result in an increase in its piling responsibilities. However, members did consider that the Authority should consider acquiring sites if there was no piling liability connected to them. Subsequently the Navigation Committee was consulted on an action plan for the maintenance of the Authority's mooring assets and the action plan was adopted by the Broads Authority at its meeting on the 21 November 2014. Additionally an annual budget of £150,000 was allocated to cover the costs of maintaining the Authority's piled assets into the future.
- 1.6 In October 2015 the Navigation Committee also considered a report on demasting mooring provision and identified that the high priority sites for demasting mooring provision were at St Olave's Bridge, Ludham Bridge and Acle Bridge. However the Committee did not recommend that budget should be allocated to provide facilities at these sites.

2 Review of the asset Management Action Plan for Piled Sites

- 2.1 The Navigation Committee has given officers unequivocal advice that the Authority should not consider entering leases for mooring sites that require the payment of annual fees higher than those recommended by our property advisers. This advice is informing our lease negotiations and unfortunately has already resulted in the loss of the 24-hour moorings at Woodbastwick and Perci's Island, Horning. Additionally a number of sites are currently, or will shortly be, subject to lease negotiations and the Committee recognised that the continued inclusion of these sites in the action plan was dependent on the successful renegotiation of those leases. The action plan was therefore reviewed by the Navigation Committee in December 2015 and the revised repiling programme that was agreed at that meeting is shown at Appendix 2.
- 2.2 Another factor that has the potential to affect the repiling programme is that the Environment Agency (EA) is currently seeking to pass on liability for piling that is no longer required for flood defence purposes to the owners of the land behind the piling frontage.
- 2.3 Clearly this means that the Authority needs to ensure that its asset management plan is able to adapt to changing circumstances. Officers will therefore annually review the proposed repiling programme to take account of the outcome of the various lease negotiations, the EA's proposals, changes in contractor costs and prices for steel and materials.

3 Provision of New Moorings

- 3.1 As mentioned in paragraph 1.5, previous advice from members was that, while the Authority should attempt to increase the number of moorings it provides, it should not seek to acquire sites for the development of new moorings that would add to its asset management liabilities. In practice this means that only piled sites where the piling will remain the responsibility of the landowner can be considered for the development of new moorings.
- 3.2 But it should also be recognised that if sites are lost because of lease issues the Authority may also lose the responsibility for repiling those sites. This does give some potential for taking on new sites that come with repiling responsibilities but only if they replace any lost sites on a like for like basis. The difficulty is that in many cases officers will not know the outcome of lease negotiations for some time and therefore this assessment can only be carried out on a case by case basis as lease negotiations are concluded.
- 3.3 Having considered potential sites, officers have initially identified two possible locations for the development of new moorings which would give the Authority no additional piling maintenance liability while meeting the aims of the IAS. These are at Rockland Short Dyke and Berney Arms. In the case of Rockland the location is in an area with limited mooring availability and the development of a mooring in this location would also be in accordance with one of the key objectives of the Broads Sustainable Tourism Strategy which states: ***“Spreading benefits to all parts of the Broads A number of parts of the Broads experience visitor congestion at certain times while others are under-visited. The imbalance between the northern and southern Broads should continue to be addressed.”*** Providing new facilities like moorings in the southern rivers is essential if this aim is to be realised. As regards Berney Arms, if a greater length of mooring were to be managed by the Broads Authority it would allow for the site to be managed to ensure that moorings are available for vessels waiting to cross Breydon Water. Lease negotiations for these sites are progressing well and if leases are successfully completed construction works at both sites will be programmed as soon as possible.
- 3.4 Other major mooring works that have been carried out recently include the construction of safety moorings on land recently purchased by the Authority at Scare Gap on the lower Bure, emergency mooring pontoons at Mautby and the complete refurbishment of the 24-hour moorings at Somerleyton. Additionally on site works are currently in progress on demasting moorings both upstream and downstream of the Haddiscoe Cut Bridge at St Olave’s through a Section 106 Agreement with the landowner.

4 Mooring Maintenance and Repair

- 4.1 Aside from work on new moorings the Authority continues to carry out an ambitious programme of mooring and piling maintenance and repair works throughout the river system. Repairs are carried out to timber capping, mooring posts, path surfacing, timber piles and safety features at all the Authority’s moorings on a regular basis to ensure that the sites are safe for

public use. Major projects are also carried out like the replacement of Turntide Jetty at the confluence of the Rivers Waveney and Yare which was completed last year at a cost of £357,000. An overview of the work carried out by the Authority in the last financial year is shown on the map at Appendix 3.

4 Conclusions

- 4.1 This report identifies that the Authority is working hard to maintain its moorings and also seeking opportunities to increase mooring provision in accordance with the principles of the Mooring Strategy and Integrated Access Strategy. It emphasises that officers are regularly reviewing the action plan for maintaining the Authority's assets and following members' advice regarding the need to continue to provide free moorings and not take on piling liabilities unnecessarily. Members' comments on the report are welcomed.

Background papers: Nil

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Broads Plan Objectives: NA5, TR2

Appendices: APPENDIX 1 – Mooring Strategy Principles
APPENDIX 2 – Asset management action plan for piled sites up to 2027
APPENDIX 3 – Overview of work carried out by the BA April 2015- March 2016

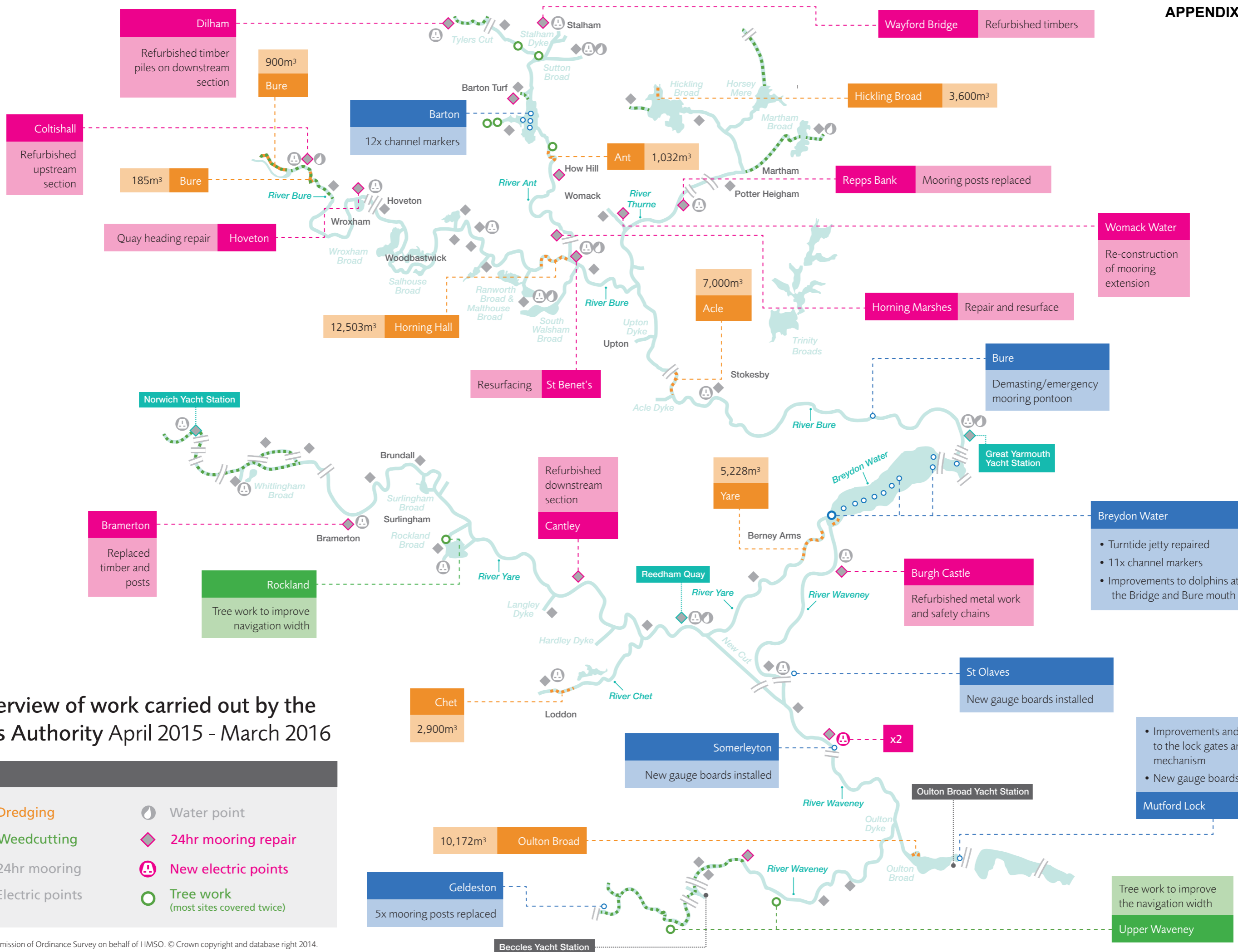
Mooring Strategy Update

Principles of 2006/9 Mooring Strategies

- Distribution of moorings – maximum 30 minutes cruising time between sites (“90 minutes for Country Park” moorings).
- Distribution of mooring types - Wild 21%, Rural 36%, Urban 4% Country Park 37%, Flagship 2%.
- Maintain free use of Broads Authority unmanned moorings.
- Protect and enhance existing sites/facilities including working in partnership regarding third party provision.
- Seek contributions/ establish charges for ancillary services e.g. water/ Ranger etc.
- Promote double alongside mooring at appropriate sites and review effectiveness of national schemes.
- Encourage sustainable development of boating and associated infrastructure to be consistent with Water Framework Directive (WFD) and planning policies.
- Ensure sites have no negative impact in environmentally sensitive localities.
- Encourage innovative mooring design to provide habitat opportunities and mitigate landscape impacts.
- Improve the dissemination of information to users, to include location of sites, facilities available and consider a Moorings Code to refer to behaviour.
- Mitigate user conflict through design and alternative provision, i.e. relocate angling to adjacent facilities.
- Strategy to be linked to Broads Flood Alleviation Project, Electric Charging Point strategy, angling strategy, slipway strategy and water related sport and recreation strategy (**now the Integrated Access Strategy**) to consider and encourage partnership development/ funding opportunities.
- Undertake Byelaw enforcement to discourage misuse.

APPENDIX 2

Asset	Length	Life end	Lease end	Action date	Piling - Program me Year	Workshop priority	Comments
Deep Dyke	193	2018	Oct-14	Oct-14	2019	1	Currently negotiating new lease - repile 2018
Deep Go Dyke	112	2022	Oct-14	Oct-14	2021	2	Currently negotiating new lease
White Slea	25	2022	Oct-14	Oct-14	2022	2	Currently negotiating new lease, Potential to not repile but replace with pontoons
Cockshoot Dyke	149	2015	Oct-14	Jul-15	2016	1	Repile 2016 - currenlty negotiating new lease
Loddon Staithe	82	2050	Man Agr	Oct-15	2054	1	SNDC cost
Hoveton Viaduct	319	2015	Sep-19	Nov-15	2017	2	Currently negotiating reduced length obligation to pile
Barton Turf	41	2040	Jun-26	Nov-15	2036	1	Renegotiating new lease
Paddy's Lane	156	2045	holding	Nov-15	2044	1	Currently re-negotiating lease
Bramerton Common	188	2045	Jun-16	Nov-15	2042	1	Currently re-negotiating lease
Rockland St Mary Staithe	81	2050	holding	Jul-15	2052	2	Awaiting outcome of negotiations with RSPB re Rockalnd Short Dyke
Ludham Bridge demasting	20	2015	Licence	2015	2016	1	No licence granted - exited from site
Boundary Farm (Extension), Oby	150	2025		2015	2023	1	Awaiting outcome of negotiations for new 99year lease - currently closed
Boundary Farm, Oby	150	2025		2015	2024	1	Awaiting outcome of negotiations for new 99year lease - currently closed
Thurne Mouth	118	2025	F/H	2015	2025	1	Awaiting outcome of negotiations for new 99year lease - currently closed
Catfield Staithe	36	2030	Nov-16	Nov-16	2027	3	
Thorpe Green	226	2032	Jan-17	Jan-16	2030	3	Given notice to terminate lease
Norwich Yacht Station	507	2025	Man Agr	Mar-16	2027	1	Negotiating with NCC now for next season
Great Yarmouth Yacht Station	535	2030	Man Agr	Mar-16	2028	1	Negotiating with GYBC now for next season
Woodbastwick	93	2019	Jul-16	2016	2020	2	Lease expires - land owner has given notice to terminate
Horning Island/Percis Island	49	2038	Jul-16	2016	2036	2	Lease expires - land owner has given notice to terminate
Aldeby Hall Staithe	44	2045	Mar-17	Jul-16	2041	2	
Cantley	131	2023	Mar-17	Mar-17	2022	1	EA cost as part of flood defences
Burgh Castle	139	2015	Dec-17	Dec-17	2018	1	Annual licence for 5 years- piling at EA cost
Horning Marshes	225	2060	Nov-19	Jan-19	2060	1	Check EA position
Horning Parish Staithe	101	2045	Mar-20	Jul-19	2041	1	
Brundall Church Marsh	40	2042	Jan-21	Jul-20	2039	1	
Somerleyton	140	2053	Jul-25	Jan-25	2055	1	Part EA cost
Ranworth Staithe Dinghy Dyke	50	2019	F/H	2020	2020	1	Timber piling
<i>Ludham Fieldbase basin</i>	80	2020	F/H	2020	2021	1	
Potter Heigham Dinghy Park	60	2020	F/H	2021	2021	1	Replace with dolphins
Potter Heigham Demasting	15	2022	2085	2022	2022	1	Check EA position
Dilham Staithe	50	2023	F/H	2023	2022	2	repairs and drainage work 2016
Worlingham Staithe	30	2025	F/H	2023	2023	1	
Chedgrave Common	39	2040	2023	2023	2036	2	
Turntide Jetty	102	2025	F/H	2025	2025	1	Reconstructed 2015
Potter Heigham Repps Bank	145	2025	2085	2026	2026	1	negotiate with EA
Potter Heigham Martham Bank	144	2025	2085	2027	2027	1	negotiate with EA



An overview of work carried out by the Broads Authority April 2015 - March 2016

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Innovative project commended in national awards

A project to restore an eroded reedbed utilising barricade building techniques used by the Army in Afghanistan was commended at a national awards ceremony.

The Broads Authority project at Duck Broad was one of four shortlisted for the Environment category in the Living Waterways Awards which took place at a ceremony in London in October.

The project has helped separate the broad from the main channel and improved water quality within it. As a result wildfowl have been seen making their homes there again.

It competed against the Inland Waterways Association Himalayan Balsam Campaign and fellow runners up the River Tale Restoration at Ottery St Mary and Wolvercote Lakes in Oxford.

An independent panel of experts, led by

Christopher Rodrigues CBE, selected the finalists for the awards which were launched by the Canal & River Trust in January in a bid to recognise the most inspiring and exciting waterway-based improvement projects across the UK.

Tony Hales, chairman of the Canal & River Trust, said: "The Living Waterways Awards celebrate the individuals, communities and organisations that have done the most to make a difference to the nation's rivers, canals, lochs, lakes, reservoirs and docks, making them exciting places to live, learn and spend time.

"After a series of visits and assessments, which saw the expert judges travel from

Sandwich to Enniskillen and from Glasgow to Devon, we are thrilled to announce the shortlist of finalists."

The project at Duck Broad saw reinforced steel baskets, filled with rocks and sediment, joined together to make the perimeter of a one hectare spit of land. This was filled with 12,000 cubic metres of sediment dredged from Heigham Sound and planted with common reed and reedmace.

It restored the reedbed to how it would have looked in 1946, based on aerial photography.

The dredging of Heigham Sound to create the reedbed has also improved channel depth for navigation.

New apprentices

The Authority welcomed three new apprentices this year in a bid to train young people in a range of practical skills and boost the future talent base.

The trio spend a year with the Construction, Maintenance and Environment Team (CME) and will study for a Level 2 Certificate in work-based Environmental Conservation, through Easton & Otley College.

In addition to the academic qualification they will develop practical skills like brush cutter and clearing saw certificates, chainsaw proficiency, first aid, herbicide spraying and work boat handling.

All these skills will be learnt while carrying out practical work projects such as fen management, boardwalk repairs, mooring maintenance, pony movements and checks, erosion protection schemes, quay heading repairs and other works to maintain the environment and Authority assets.

Rob Rogers, Head of CME, said: "This exciting new scheme was developed to address a particular problem in that within the next 10 years more than 75% of our skilled and very experienced workforce within CME will have reached retirement age.

"Recruiting people with the correct skills, good knowledge of the Broads environment, boat handling skills, experience of working

outside in all weathers and a passion for the Broads has proven to be extremely difficult, so 'growing' our own is a big advance forward."

The Apprenticeship Programme is a rolling project and the Authority will start recruiting more young people in July 2016, ready for them to start in September as the first apprentices are completing their course.

Although it is not possible to guarantee any of the apprentices jobs at the end of the year, details will be kept on file so that when a vacancy arises they can be invited to apply.