

Chief Executive's Report

Summary: This report summarises the current position in respect of a number of important projects and events, including any decisions taken during the recent cycle of committee meetings.

1 BA Follow up:

1.1 Using Audio Recording or Webcasting to Increase the Openness and Transparency of Broads Authority Meetings

Contact Officer/Broads Plan Objective: David Harris/None

At the Broads Authority meeting on 27 January 2017, Members unanimously supported the proposal for audio recording all of the Authority's public Committee meetings on a trial basis for six months to assist in the preparation of minutes, and during this time the Authority's existing equipment is tested to see if it is suitable for the task and the issues involved in making the recordings available on the Authority's website are investigated. They considered that this would be an excellent way forward in providing stakeholders with greater access and understanding of the workings of the Authority in line with delivering good governance.

Members also agreed that the webcasting of Broads Authority public meetings be further investigated, a business case made and officers report back to a future meeting.

1.2 Business Plan and Strategic Priorities 2017/18

Contact Officer/Broads Plan Objective: John Packman & Management Team/None

At its meeting on 27 January 2017, the Authority considered the proposed Business Plan and Strategic Priorities for 2017/18 which took account of the deliberations and guidance provided at a Member Workshop held on 8 December 2017. This recognised the Authority's limited resources and the staff resources that are already committed. The revised set of priorities also took account of the Broads Plan 2017 and the information in the Business Plan. The six priorities agreed came under the three key headings of a having a pro-active approach to long term and major issues which have significant impacts for the Broads in light of the UK leaving the European Union in order to progress catchment management and integrated flood risk management as well as the future of agri-environment; raising the profile of the area and reputation of the organisation; as well as winning external funding to support the new Broads Plan to include progressing the developing Landscape Partnership Project, the CANAPE project in association with the Hickling

Broad Enhancement Project and progress on benchmarking with other National Park Authorities.

It was noted that as Members were in the forefront in dealing with the implementation of the new Tolls Structure as well as the paperless tolls system as a result of the Tolls Review, the Tolls Review Group would remain in place until October to support this.

1.3 **Budget 2017/18 and Financial Strategy 2019/20 and External Funding**

Contact Officer/Broads Plan Objective: Emma Krelle/ None

The Authority approved its Budget for 2017/18 and the Financial Strategy 2019/20. This included the Asset Management Plan which the Navigation Committee was consulted on at its meeting in December. Officers reviewed the detail of the recommended works to ensure that the works identified were not inclusive of unnecessary elements. Officers completed the review and confirmed that all minor works had been separated out for completion as necessary by in house staff, and the main expenditure items were identified.

The Authority also considered a detailed report on External Funding which included a presentation on the “Creating A New Approach to Peatland Ecosystems” CANAPE bid for European Funding towards the implementation of the Hickling vision. The Authority approved the submission of the bid with the Broads Authority as lead partner, noted the commitment towards the matched funding and recognised that if successful this would divert some of the Authority’s practical work towards the implementation of the vision for Hickling.

For further details, these are included on the Authority’s website <http://www.broads-authority.gov.uk/broads-authority/committees/broads-authority/broads-authority-27-january-2017>

2 **Standard Appeals Panel**

Contact Officer/Broads Plan Objective: Steve Birtles/ NA4.2

- 2.1 The Standards Appeals Panel reviewed an appeal to the Authority regarding the application of construction standards to a private petrol powered boat. The Panel reviewed evidence from the Head of Safety Management and the appellants and allowed the appeal providing additional mitigation measures were implemented to control risks.
- 2.2 This boat in question has subsequently passed all elements of the Boat Safety Scheme (BSS) requirements except the item covered by the appeal. The additional mitigation measures have been implemented on the remaining item and their integrity verified by an independent marine surveyor.
- 2.3 As a BSS Certificate cannot be issued to this boat due to the variation from the BSS standards therefore the compliance of this boat to the required standards is now being managed by the Authority.

3 Horning Ferry Inn Trials

Contact Officer/Broads Plan Objective: Lucy Burchnall/NA4.3

- 3.1 The provision of stern on mooring at the Ferry Inn was a limited trial running over the 2016 summer season. The aim was to see if it was possible to increase mooring capacity at this busy location while maintaining safe navigation along this busy stretch of river. The trial came to an end in September. Data and feedback on the trial is set out below. The feedback looks at two aspects of the trial, whether the proposal impacted on the navigation and whether the agreed conditions of the trial were followed.
- 3.2 The agreed scope of the trial was:
- Section directly in front of the pub building – day boats (only) stern on moored (as before)
 - Upstream from the day boat area – one boat moored singly alongside then one space for double alongside followed by stern on mooring until the end of the property. The first two boats (next to the double mooring of this section) will be restricted to 36 feet length and after this there will be no length restriction.
- 3.3 This arrangement was designed to ensure a consistent width was kept along the curved river bank, which also ensured good visibility. The agreed moorings were marked on the ground with the manager present and a map produced (see Appendix one). The downstream section was not included in the trial and remained unchanged from previous seasons, allowing up to 26ft (7.9m) out from the edge to accommodate two vessels moored double alongside.
- 3.4 In addition to the above restrictions, the conditions of the trial were:
- Stern on mooring was only permitted when mooring attendants were present and available to assist.
 - White lights are placed on the bows of vessels moored stern on between sunset and sunrise.
- 3.5 The Ranger team was tasked with keeping a record of the effects of the trial as well as compliance against the conditions. Ongoing reviews were also undertaken with commercial operators in the area. Further feedback following the trial has been received and collated.
- 3.6 Looking at the evidence; under average boat traffic conditions the trial did not negatively impact on other users. However, during busy times the Rangers recorded a number of occasions where the narrowing of the river caused boats to bunch up. This led to a number of minor collisions between boats as witnessed by the Rangers as well as some more significant collisions witnessed by other boaters (but not reported during the trial period). Feedback from larger sailing vessels, including the Wherries, is that the reduction in width on this bend caused significant problems. While there were no recorded accidents, the sailing vessels found avoiding collisions difficult as

other boats slowed. Tacking around the bend with the reduced width was also reported to be extremely difficult.

- 3.7 An area of significant concern for the continuation of the trial was the non-compliance against the agreed scope and conditions. Rangers had to intervene to move boats on several occasions with an explanation given to the moorings attendants each time. There were also occasions recorded by the team when no attendants were on duty with boats moored stern on. Lights were not placed on boats as agreed. Consequently a considerable amount of Ranger time and resource was spent managing this trial which is not sustainable. Unfortunately, despite numerous meetings with the manager the situation did not improve. Consideration must be given to the continuation of this non-compliance if the trial were to be continued for future seasons.
- 3.8 In conclusion, due to the effect on the navigation during busy periods and because of the evidence of non-compliance against the scope and conditions of the trial the Navigation Committee is asked to note the decision not to continue the trial for future years.

4 Planning Applications with Navigation Implications

Contact officer/Broads Plan Objective: Cally Smith/Andy Scales/ Nigel Catherall/None

4.1 BA/2016/0422/COND Compartment 37 South Side of Upton Boat Dyke. Removal of piling and realignment of flood bank close to the existing culvert

At its meeting on 6 January 2017, the Planning Committee considered the above application which the Navigation Committee supported at its last meeting in December. Members were very supportive of the proposals and gave planning permission subject to conditions. However, they also considered that it would be in the best interests of all parties to maintain the rights of way. They therefore wished to receive a progress report on these in six months' time.

4.2 BA/2016/0362/FUL and BA/2016/0395/FUL Rivers edge near Boundary Farm Staithe, River Bure, Ashby with Oby

The Planning Committee on 3 February 2017 considered the two applications above for the removal of piling along the left bank of the River Bure at Oby involving 99 metres of riverbank immediately to the south of the entrance to Boundary Farm Staithe and 288 meters at two sections, one to the north of the entrance to the Staithe and one to the south. Both applications involved the regrading of the river bank edge to form a reeded rond, and the second application included the installation of pontoon moorings. The Planning Committee approved both applications subject to conditions. The question as to whether there was a chance of pulling back the river bank more than two metres as suggested by the Navigation Committee was considered by the applicant. The applicant explained that in drawing up the application, the river alignment had been taken into account. The bank had been moved in two

metres at the narrowest part and the pontoons lined against this back down to the end of the moorings. Therefore there was a small loss in one part and gain in another and therefore no overall loss of navigable river width.

As members are aware, one of the main concerns raised by the landowner and the parish council was that of litter particularly following the withdrawal of the litter collection at in Thurne. However, as this was not a planning issue, there could not be a planning condition imposed in relation to this. The landowner commented that he would not sign any lease until the concerns over litter were resolved.

The question of the funding of the works for the pontoons was brought to the attention of the Authority at its meeting on 27 January 2017 and options for this are being investigated and will be considered at the next Authority meeting on 24 March 2017. (Further updates will be reported at the meeting.)

5 Navigation Patrolling and Performance Targets

Contact Officer/Broads Plan Objective: Lucy Burchnall/NA4.3

- 5.1 The report of the significant use of powers by the rangers is displayed in Appendix 2. The range of duties undertaken by the Ranger Team is set out in Appendix 3. Average navigation/countryside splits are still higher on the navigation side however with the planned work now underway on the countryside sites this figure is now moving in line with the target of 60:40.
- 5.2 The report detailing the cases dealt with at Magistrates Court are shown in Appendix 4. In addition, five navigation offences folders are currently being compiled.

6 Sunken and Abandoned Vessel Update

Contact Officer/Broads Plan Objective: Lucy Burchnall/NA4

- 6.1 The sunken and abandoned update is contained in Appendix 5. As at the last report one vessel is at the dockyard while investigations into ownership continue. A report of a sunken catamaran at Oulton Broad is being investigated at time of writing.

7 Planning Enforcement Update

Contact Officer/Broads Plan Objective: Cally Smith/None

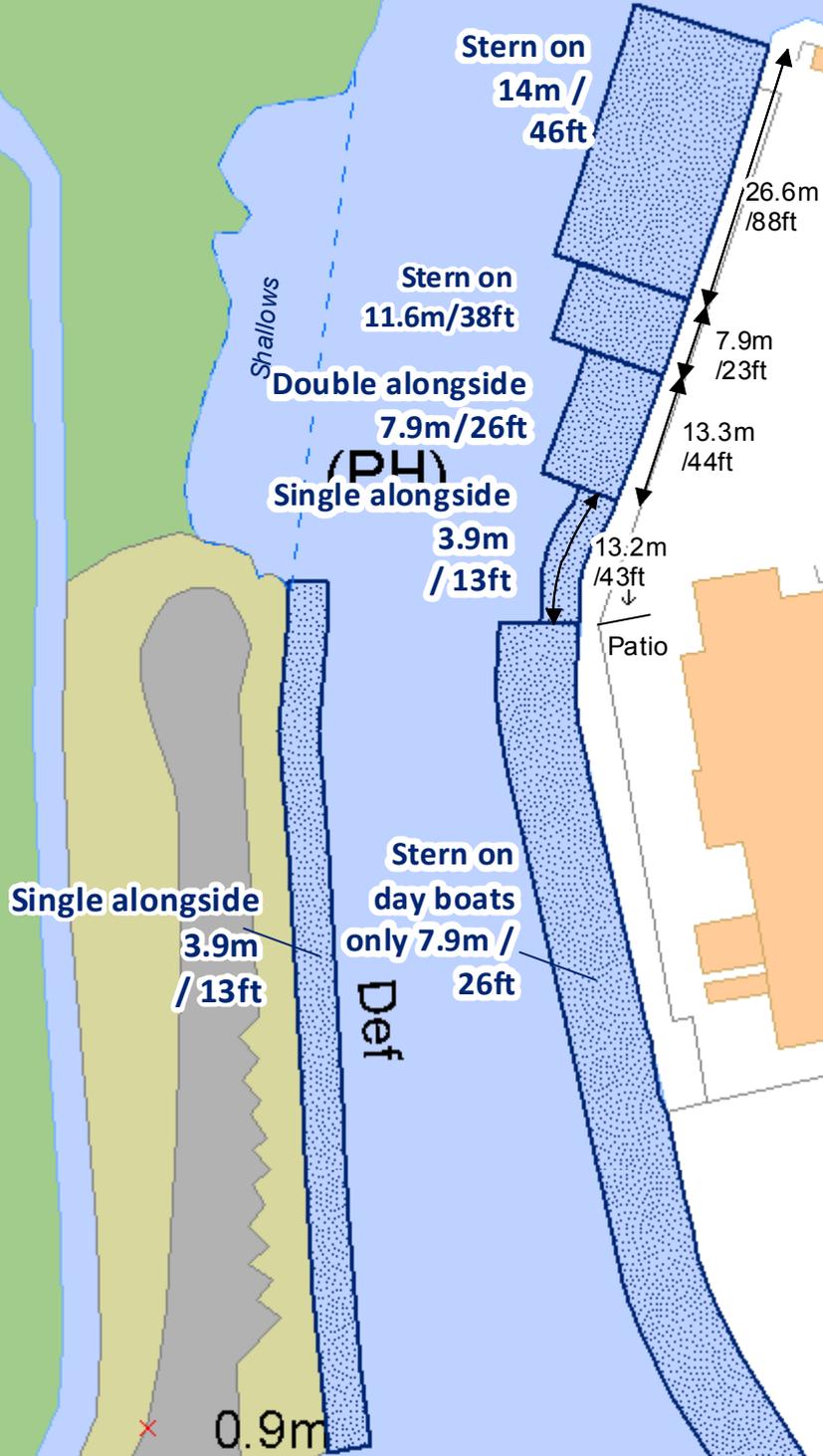
- 7.1 Following queries raised by a member, it was agreed to provide regular updates on the position regarding relevant planning enforcement actions. There are no outstanding enforcement actions with navigation implications to report to this meeting.

Background papers: None

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Date of report: February 2017

Broads Plan Objectives: Multiple
Appendices: APPENDIX 1 – Horning Ferry Inn Map
APPENDIX 2 – Exercise of Powers
APPENDIX 3 – Ranger Duties
APPENDIX 4 – Report of Prosecutions
APPENDIX 5 – Sunken and Abandoned Vessels

Horning



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Appendix 2

Rangers Exercise of Powers Analysis <i>(Bracketed figures are running totals, April 2016 to March 2017)</i>						Date: Nov-Dec 2016		
	Wroxham Launch	Irstead Launch	Ludham Launch	Ludham 2 Launch	Norwich Launch	Hardley Launch	B.St.Peter Launch	Breydon Launch
Launch Patrol Areas	Wroxham and Upper Bure	Ant	Hickling, P.Heigham, Upper Thurne & Womack	Lower Thurne, Lower Bure & South Walsham	Norwich and Upper Yare	Reedham, Chet & Middle Yare	Oulton Broad and Upper/Middle Waveney	Breydon Water, Lower Waveney and Yare
Verbal Warnings								
Care & Caution	(72)	(29)	(34)	(124)	(128)		(9)	(23)
Speed	(3340)	(1840)	2 (677)	(654)	(148)	(135)	(211)	11 (159)
Tolls offences	(9)	(44)	(14)	(88)	(112)		(4)	(3)
Other	(57)	(39)	(37)	(83)	(15)	(5)	(24)	1 (8)
Blue Book Warnings								
Care & Caution	(18)	(6)	(2)	(1)	(1)			(1)
Speed	(83)	1 (33)	(8)	(9)	(17)	(4)	(7)	(5)
Other	(18)	(17)	2 (11)	(2)	5 (9)	4 (14)	2 (13)	(13)
Reports for Prosecutions		(1)			1 (1)			(1)
Special Directions	(2)	(143)	3 (3)	4 (4)		(68)	(155)	2 (20)
Toll Compliance Reports								
Non Payment	(129)	(128)	2 (78)	(26)	7 (112)		4 (127)	2 (54)
Non Display	(22)	(5)	2 (11)	(2)	(1)		2 (9)	(3)
28 Day request for information	1 (1)		1 (1)				(7)	
BSS Hazardous Boat Inspections		(1)			(1)			(1)
Enter Vessels Under BSS					(1)			
Launch Staffed (by Ranger)	25 (230)	7 (153)	18 (170)	3 (124)	4 (141)	3 (133)	12 (147)	29 (243)
Country Site Inspection Reports Percentage Compliance	100% (100%)	100% (100%)	(Combined figure) 100% (100%)	(Combined figure) 100% (100%)	100% (100%)	100% (89%)	n/a	
Best Value Patrol Targets Percentage Compliance	100% (100%)	100% (100%)	100% (100%)	92% (96%)	86% (96%)	100% (100%)	100% (94%)	100% (94%)
Volunteer Patrols	4 (7)	5 (20)	4 (6)	1 (3)		(8)	1 (1)	
IRIS Reports	2 (123)	2 (75)	5 (46)	(27)	3 (56)	(39)	3 (69)	(82)
Broads Control Total Calls	TOTAL	3,871 (31,151)		Telephone	3,541 (25,955)	VHF	330 (5,196)	

RANGER TEAM ACTIVITY

as at 24 January

Appendix 3

	Navigation Activity							Countryside Activity								
December 2016	Nav Patrol Launch	Nav Patrol Foot/Road	Incident Working	Admin - Navigation	Training (Navigation)	Escort	Moorings Maintenance	Bank work	Country Patrol	Country Maintenance	Admin - Country	Training (Countryside)	Equipment Maintenance	Tree/Ground work	Group Activities	Education/School Visit
Percentage Total	9.32%	8.69%	0.01%	0.10%	0.23%		1.26%	2.38%	1.27%	5.95%			5.69%	1.28%		
Wroxham team	30%	10%	100%	43%			7%	8%	34%	32%			30%	28%		
Thurne team	7%			14%	100%			12%					9%			
Yare team	23%	8%		43%				22%	50%	10%			23%	32%		
Waveney team	12%	9%					40%	42%	3%	21%			17%	20%		
Breydon team	16%	69%					40%	20%	6%	35%			11%	20%		
Control Officer																
	24%							10%								

Month Percentages	
Navigation	64%
Country	36%
Total	100%
<i>Time Off not included</i>	

	General Support												Time Off				
	Broads Control	Travel Time	Bank Work - Split	Activity Unknown	Training - Split	Meeting - Staff	Meeting - Public	Admin - Split	Admin - Volunteer	Training - (Volunteers)	Public Relations Event	Site Visit third party	Other Task	Time off in Lieu (not accurate)	Breaks (not including un-notified breaks)	Annual Leave	Sick
Percentage Total	5.17%	4.52%	7.43%	6.95%	9.19%	4.63%	0.55%	15.27%		0.13%	0.08%		0.74%	0.31%	1.25%	6.62%	
Wroxham team	6%	28%	28%	15%	23%	35%		31%					31%	100%	30%		
Thurne team	9%	4%	8%	30%		8%	59%	17%					39%		12%	21%	
Yare team		16%	28%	16%	39%	26%	41%	26%			100%		20%		12%	23%	
Waveney team		24%	21%	13%	1%	9%		10%					2%		3%	9%	
Breydon team		26%		22%	36%	9%		8%					2%				
Control Officer	85%			2%	4%			1%							32%		
	6%	5%	49%										5%				

Percentage with apportioned split	
<i>Year to date (Apr - Mar)</i>	
Navigation	69%
Country	31%
Total	100%
<i>Time Off not included</i>	

Team percentages equal team contribution to activity

APPENDIX 4

Report of prosecutions dealt with in court during December 2016 to January 2017			
Defendant	Offence	Magistrates Court	Result
Mr R Madden	Non- payment of tolls	Norwich	Fined £500 Costs awarded £150 Victim surcharge £50 Compensation £353.31
Mr M Chinn	Non- payment of tolls	Norwich	Fined £500 Costs awarded £150 Victim surcharge £50 Compensation £553.44
Mrs Blackwell	Non- payment of tolls	Great Yarmouth	Fined £75 Costs awarded £150 Victim surcharge £30 Compensation £258.01
Mr Hutchings	Non- payment of tolls Not registered	Great Yarmouth	Fined £100 Costs awarded £150 Victim surcharge £30 Compensation £267.54
Mr Hudd	Non- payment of tolls	Norwich	Fined £300 Costs awarded £150 Victim surcharge £30 Compensation £244.93
Mr Parker	Non- payment of tolls	Norwich	Fined £300 Costs awarded £150 Victim surcharge £30 Compensation £96.63

Mr Bell	Non- payment of tolls	Norwich	Fined £150 Costs awarded £150 Victim surcharge £30 Compensation £96.63
Mr Gordon	Non- payment of tolls	Norwich	Fined £300 Costs awarded £150 Victim surcharge £30 Compensation £410.49
Mr Victor	Non- payment of tolls	Norwich	Fined £150 Costs awarded £150 Victim surcharge £30 Compensation £99.32

APPENDIX 5

Sunken and Abandoned Vessels

Description	Location found	Action	Abandoned /Sunken Notice Affixed	Result
Sunken cruiser	River Yare Old River Thorpe.	Vessel sunk at owners moorings	No	Not affecting the navigation owner will raise in due course
Abandoned Cruiser	Hickling	Vessel abandoned on Hickling Broad	Yes	Investigating ownership claims, boat being stored at BA Dockyard
Sunken catamaran	Oulton Broad	Currently under investigation, working with Harbour Master	No	In progress