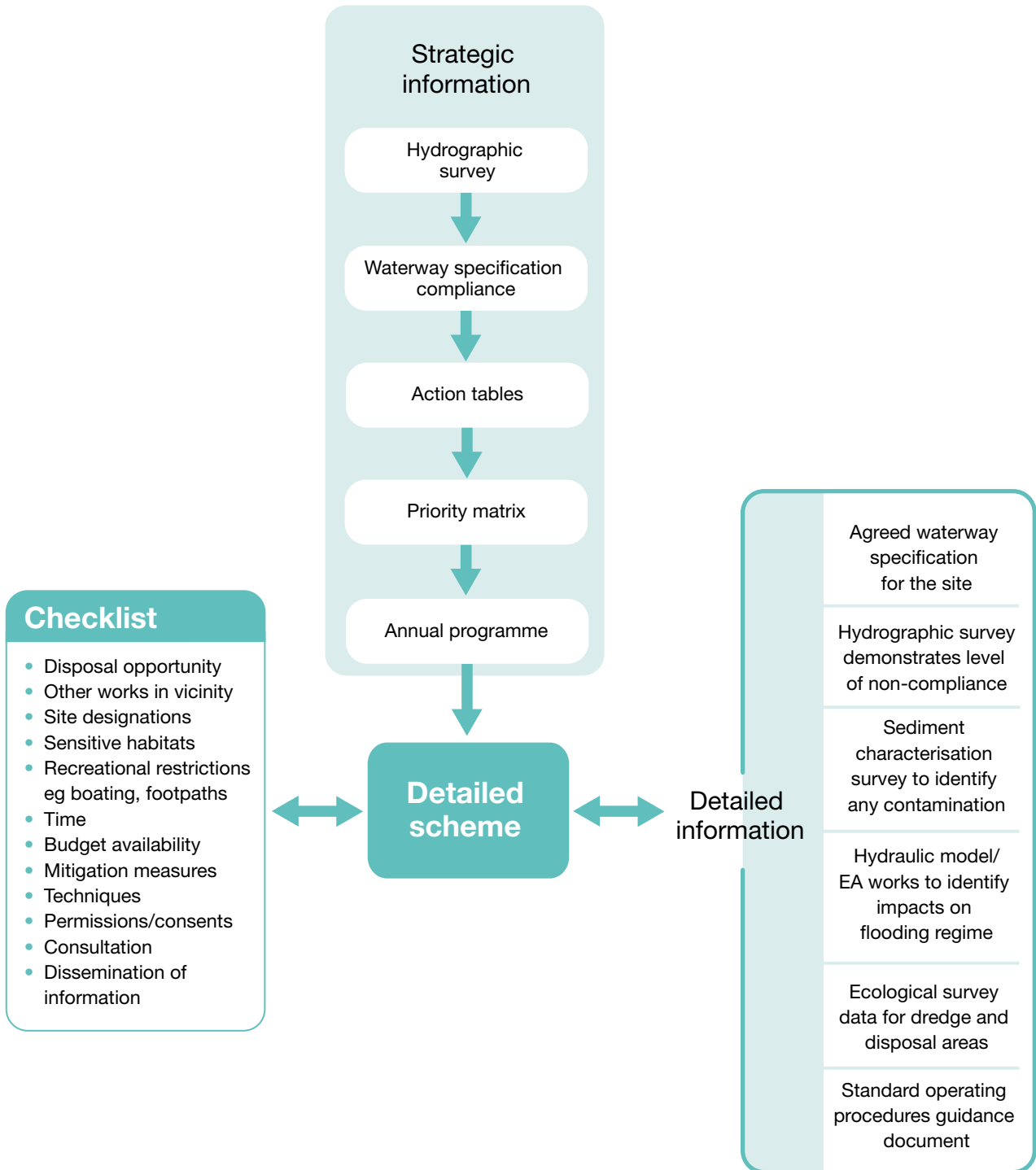


## 8 Dredging decision making framework

Figure 13  
Dredging decision making framework

Management decisions for sediment removal are influenced by regional partnerships and catchment initiatives, and at a wider level national legislation such as Health and Safety, Port Marine Safety Code etc but are based on the needs of local users and the environment (Figure 13).



Whilst the level of non-compliance with the Waterway Specifications remains high, dredging works will need to be prioritised to aid project programming and management decisions on dredging works.

A priority matrix has been developed. The criteria used to rank projects includes factors relating to management units such as current physical condition, sediment contamination, level of boat traffic, type of use, as well as cost and safety. By individual assessment of each of these parameters, which are then scored and collated, a broad but objective ranking of the priorities can be achieved. This prioritisation process is explained in the Action Plan (Wakelin & Kelly 2006).

This process provides a coarse filter when considering site-specific issues but will nevertheless assist in determining the priority of schemes. Each site-specific project will then need to be put through a design process such as shown in Figure 13. It can be seen that such work is likely to be iterative, and will inform the process further by identifying appropriate techniques or mitigation measures in turn amending budgets, programmes or timing of works.

## Action Plan

In order to bring together all the actions which have been identified, through the development of this strategy, into a coherent plan for guiding future work programmes an Action Plan has been developed.

This is available as a separate document, and will be updated annually to reflect monitoring results, work achieved, changing conditions etc.