

Broads Authority

Minutes of the meeting held on 24 September 2021

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Present

Bill Dickson – in the Chair, Harry Blathwayt, Stephen Bolt, Matthew Bradbury, Nigel Brennan, Andrée Gee, Gail Harris, Paul Hayden, Tristram Hilborn, Tim Jickells, James Knight, Leslie Mogford, Greg Munford, Simon Roberts (from item 8), Michael Scott, Matthew Shardlow, Simon Sparrow, Nicky Talbot, Vic Thomson, Melanie Vigo di Gallidoro, Fran Whymark

In attendance

John Packman – Chief Executive, Chris Bing – Monitoring Officer, Maria Conti – Head of Governance, Emma Krelle – Chief Financial Officer, Rob Rogers – Director of Operations, Marie-Pierre Tighe – Director of Strategic Services, Dan Hoare - Head of Construction, Maintenance and Ecology, Natalie Beal – Planning Policy Officer and Sara Utting - Governance Officer

1. Welcome and apologies

The Chairman welcomed everyone to the meeting. There were no apologies for absence.

2. Chairman's announcements

Openness of Local Government Bodies Regulations 2014

The Chairman explained that the meeting was being audio-recorded. All recordings remained the copyright of the Broads Authority and anyone wishing to receive a copy should contact the Governance Team. The minutes remained the record of the meeting.

Maria Conti – Head of Governance

The Chair reported that this was the last Authority meeting for Maria Conti, in her role as Head of Governance. Maria had joined the Broads Authority in 1999 and taken on the role of Head of Governance in 2019. He thanked Maria for her invaluable and inexhaustive source of wisdom in supporting all members and wished her well in her new role working on the new Broads Plan. He concluded that it would be a privilege to continue working with her.

Maria thanked the Chair for his comments and stated that she also wanted to pay particular thanks to the Governance Team and wish them well for the future.

3. Introduction of members and declarations of interest

Members indicated they had no further declarations of interest other than those already registered, and as set out in Appendix 1 to these minutes.

4. Items of urgent business

There were no items of urgent business.

5. Public question time

No public questions had been received.

6. Minutes of last meeting

The minutes of the meeting held on 23 July 2021 were approved as a correct record and signed by the Chairman.

7. Summary of actions and outstanding issues

Members received the latest summary of actions and outstanding issues following decisions at previous meetings.

In addition, the Chief Executive (CE) updated members on the Nature for Climate Peatlands Discovery Grant, advising that the bid had been submitted on time for which he thanked Andrea Kelly. This was a substantial bid for the BA, amounting to £700,000 of grant funding being sought jointly with partners. The announcement was due by mid-November on whether the bid had been successful.

In terms of Farming in Protected Landscapes (FiPL), the CE reminded members of the very tight timescales involved. Government guidance had only been issued on 1 July 2021 and all funds issued to the Authority for awarding as grants had to be spent by 31 March 2022 (i.e. grants had to be applied for, evaluated, approved and money spent). At the first meeting of the Local Assessment Panel, approval had been granted for five grants within the Broads area totalling £140,585 (approx. 62% of the total allocation of £227,354) covering all new areas and related strongly to the guidance. It was hoped to be able to redirect some of the money allocated for administration of the fund into the grant pot. The Authority was sharing administration services and a panel with Norfolk Coast AONB. The second meeting of the panel was taking place next week to consider three applications within the Broads area (totalling approx. £61,900) and one for the Norfolk Coast AONB. If approved, this would mean 90% of the funds had been allocated, which was very positive to note.

In response to a comment that the third meeting of the panel would only have a very small amount of budget left to award, the CE advised that it was a three year programme although there was no certainty regarding years 2 and 3 until the Comprehensive Spending Review had been announced in November. It was hoped Defra would then be able to confirm the allocations for years 2 and 3 but these would be less than year 1. In addition, the Treasury had been resisting movement of funds between years. However, some National Parks were not as far forward as the Broads Authority and so were pushing for year 1 money to be carried forward to years 2 and 3. There was also the possibility that Defra might reallocate some money between National Parks to those which had been more successful, and the CE had confirmed he had already contacted Defra as the BA potentially had another 23 grants projects which could be eligible. However, if the Treasury approved the movement of unallocated funds between years, then it was unlikely the reallocation between National Parks would be a possibility.

A member requested further details on the projects which had been successful and the CE responded he would provide all members with a summary. He advised that contracts had been signed for each of the five projects, with the largest grant award relating to water

supply/abstraction licensing, with the construction of a reservoir and biodiversity action around that reservoir. There was also a smaller grant for the repair of sedge cutting equipment in Reedham.

The report was noted.

8. Waterways Management Strategy and Action Plan

The Head of Construction, Maintenance and Ecology (HoCM&E) presented the report, supplemented by a presentation (copy attached to these minutes) on the [Waterways Management Strategy and Action Plan 2022/23 to 2026/27](#). The Strategy provided a framework for the integrated, sustainable and cost-effective management of the navigable waterways in the Broads Authority's Executive Area and was linked to Authority resources, budgets, known work allocations and emerging trends. Six key areas were highlighted, where there had been substantive changes in approach or where new evidence had been introduced:

- Update of mean low water level – the sediment modelling baseline
- Revision of waterways specifications inside and outside marked channels
- Revision to Breydon-Lower Yare commercial waterways specification
- Revision of waterways specification – above and below the water
- Introducing internal carbon pricing
- Bridge clearances

The document had been considered by the Navigation Committee at its meeting on 2 September and its feedback was focused on water level trends restricting some vessel passage under bridges and the removal of the 4m dredge depth specification for Breydon Water and the River Yare to Cantley, as detailed in the report.

In response to a member question on the availability of real time information on bridge clearances, the HoCM&E advised that this did exist on static post boards but technology was being trialled on advance notice digital boards. The Director of Operations (DoO) added that trialling was taking place with sensors at Vauxhall Bridge using the LoRaWAN network operated by Norfolk County Council. The data was currently not reaching optimum accuracy and unfortunately there was a shortage in the supply of the sensors.

A member referred to carbon offset costs, acknowledging that the Authority could not immediately change its fuel or vehicles but questioned if there was the possibility of improved particulate filters for the Authority's diesel engines. The HoCM&E responded that HVO fuel was a direct replacement for diesel so the Authority could instantly change to using that. Regarding particulates, all of the new engines purchased were Euro 6 rated, so the technology was there. For older engines, some retrofitting would be required, which was more challenging. Although HVO fuel was now being used, unfortunately there was no data yet on those vehicles, in terms of particulate emissions. However, there was far less greenhouse gases emitted, with a manufacturer stated 90% reduction in carbon dioxide.

In terms of real-time bridge heights, a member commented that customers would value as they currently relied on predictions in tide tables. If the tides were later than predicted, hire boat customers were unaware and still tried to navigate through a bridge no matter what. He also queried how levels were measured, referring to Environment Agency (EA) data from recording stations which could provide a pretty accurate indication of the water level at Potter Heigham, based on a recording station a short distance upstream. The member also referred to the issue of dredging, stating that he was unsure how updating the baseline water level translated to a reduction in the required dredge volumes and would want to see more science on the mean water levels across a period of years. He also had concerns on the proposal to reduce the depth from 4m to 2m in Breydon and the Lower Yare as there was no commercial traffic, as he felt this traffic could resume at some point in the future. His view was that it was preferable to maintain waterways now at 4m as opposed to reducing the specification to 2m. The HoCM&E responded that he could ask the EA about data frequency from their stations as this was not published live on their website but with a four hour delay. Readings were only taken every 15 minutes and so would need to be more frequent for bridge clearance purposes. In terms of water level specification for Breydon and the Lower Yare, the water depths were currently 3.5-4m in the central channel. However, this was not an area where the BA had undertaken a lot of maintenance dredging in the last 10 years and so would not suddenly accumulate. There was strong tidal flow and a good river flow and so it was fairly self-sustaining. The proposed change was about maintaining appropriate priorities across the dredging programme rather than fairly limited benefit with no clear intention of commercial requirements for the future.

A member referred to the 11cm rise in water levels and the associated implications and questioned if the rise was linked to rising sea levels. He also questioned if more saline incursions were linked to higher tides. The HoCM&E responded that there were also seasonal changes in rainfall, particularly wetter autumns in recent years. Some issues needed to be raised with Broadland Futures Initiative as they had the services of professional hydrologists.

Another member drew attention to an intranet used by Norfolk County Council, which covered the whole area of both the Norfolk and Suffolk Broads, called the "[Intranet of Things](#)" operating off the LoRaWAN system. Information captured by sensors in devices or objects about their status or their surroundings was used to plan services, such as the gritting of roads based on road temperatures. This could also be extended to locating mooring availability, water level information, etc.

Concern was expressed by a member about reducing the dredging at Breydon, commenting that there was a huge amount of silt which came down the river through to Reedham. If the target dredge depth was reduced from 4m to 2m, the same volume of water would be squeezed down the channel at an increased speed, increasing the flow considerably. However, this also meant it would take more silt with it so there was a possibility it would self-scour. He would not want to make the reduction a policy until the Authority had liaised with the appropriate people at the harbour and a hydrological survey commissioned. The HoCM&E responded that when the Authority had taken over responsibility for Breydon from the Great Yarmouth Port Authority, a hydromorphological study had been commissioned at

that time and the report showed that waterflow through Breydon was self-scouring. The professional hydrologist team showed that over the past 100 years, the channel had remained stable through Breydon, with the depth profile and position of the channel remaining pretty static and only a small amount of maintenance was required in terms of dredging shoals at the edges of the channel. In 2009, the Authority invested in the maintenance of Turntide Jetty to maintain the depth and flow, so that the river downstream of the structure almost maintained itself.

A member commented that, in terms of bridges, particularly at Potter Heigham, Wroxham and possibly Beccles Old Bridge, rising water levels also reduced the width of the navigable opening beneath the bridge, so information was also needed on width changes as well as maximum air draft. A width gauge at Potter Heigham would be particularly useful, given the width of the boats was often an issue as well. The HoCM&E confirmed that some bridges did have markers identifying the width at the highest point and Lucy Burchnall (Head of Ranger Services) was currently reviewing how this information was communicated to users.

In response to a question on whether the Authority would be monitoring any adverse effects due to changes in dredging, the HoCM&E advised that, in terms of the regular hydrographic surveys commissioned by the Authority, the aim was to have fresh data every five years for the whole of the Broads. The EA was also gaining data from the whole area of Breydon including the mud flats, so this provided early warning if the mud was being pushed towards the channel. The Broads Control and river engineers' log reported issues of vessels grounding in the actual channels.

A member referred to HVO fuel and questioned when would all vehicles would change over to HVO. The HoCM&E responded that all of the vessels and heavy plant had changed over to "red" HVO. In terms of road vehicles, diesel vehicles had not yet changed as more infrastructure was needed in terms of storage for road-legal "white" HVO fuel. This would require significant storage investment, so was not possible this financial year. However, most vehicles would be moving over to electric vehicles in time, with the staff pool vehicles at both Yare House and the dockyard were electric, as were several of the rangers' vehicles. The challenge now was with the 4x4s and big vans as there were currently fewer, very expensive electric options. The member advised that all waste vehicles under the new contract for refuse collection at his local authority used HVO and there might be the possibility of the Broads Authority using their fuel store.

In response to a member seeking clarification on what the implications of endorsing the strategy would mean in terms of dredging levels, the HoCM&E advised that by endorsing the strategy, members would be supporting the proposal to reduce the Waterways Specification for Breydon and the Lower Yare from 4m to 2m.

Nicky Talbot proposed, seconded by Melanie Vigo di Gallidoro, and

It was resolved by 19 members for and two against to endorse the Waterways Management Strategy and Action Plan 2022/23 to 2026/27.

9. Norfolk Strategic Flooding Alliance Strategy

The Director of Strategic Services (DoSS) introduced the report, which sought the Authority's endorsement of the Norfolk Strategic Flooding Alliance (NSFA) Strategy. The aim of the NSFA was to strengthen partnership working amongst the many organisations with responsibilities for flood risk management in Norfolk, to help better protect Norfolk from future flood events. The DoSS had attended meetings of the NSFA on behalf of the Authority and a key activity had been to develop the Strategy.

The DoSS advised members at the meeting that most authorities had endorsed the Strategy and others were in the process of doing so, following which a Press release would be released announcing the adoption of the strategy. The NSFA would progress working together on flood risk management and building cases for future funding. They had started working on the specific areas which had been subjected to severe flooding last December. Work on some projects had started and some projects had already been completed.

A member referred to section 14 in the action plan (Appendix A) and how FiPL funding might be able to assist. The text referred to farmers and landowners perceiving planning to be a barrier in providing more reservoirs and he considered that there needed to be greater co-operation and grant-funding could help with the process. The DoSS commented that the constraint with FiPL in year 1 was the timing. A planning application would have needed to be in place before the bid got submitted, and one recently approved scheme had achieved this. However, she confirmed the possibility of FiPL funding for years 2 and 3, subject to the allocation being confirmed. It was noted that the amount of FiPL money may be small compared to the needs for such projects.

A member commented that adoption of the strategy would not change any organisation's statutory duties but would bring Norfolk into alignment with Suffolk and lead local flood authorities. By working in partnership, this would provide opportunities to bring more money into Norfolk. In terms of the Broads Authority, it had a huge role to play through the Broadland Futures Initiative and he commended endorsement of the strategy to members.

Paul Hayden proposed, seconded by Fran Whymark, and

It was resolved unanimously to endorse the Norfolk Strategic Flooding Alliance (NSFA) Strategy.

10. Strategic Priorities – update

The Authority received the report of the Head of Governance, which provided an update on the latest progress in implementing the Authority's annual strategic priorities for 2021/22.

The report was noted.

11. Statement of Accounts 2020/21

The Authority received the report of the Chief Financial Officer (CFO) containing the Statement of Accounts for the year ended 31 March 2021.

The CFO advised members that Ernest Young (EY) attended the Audit and Risk Committee meeting on 21 September and provided an update on the outstanding work. The last area outstanding was pensions and this related to a new audit standard on accounting estimates being introduced. The Broads Authority valuation was carried out by the actuary Hymans Robertson LLP and generated the figures in the Balance Sheet and Income and Expenditure Statement. This was a significant figure for the Authority in terms of its accounts. The new standard required Audit to test the actuary's method of measuring the estimate to determine whether: the model was appropriately designed, consistently applied and mathematically accurate and that the integrity of the assumptions and the data had been maintained in applying the model. Therefore, extra data had been requested from the Pension Fund and EY were running this through their own model to see how the results compared. The latest update was that this work remained on track for the deadline of signing off the accounts on 30 September. The only issue would be if EY's model did not reflect the actuary's result, within a level of tolerance, which would delay signing off the accounts. Recent experience for a local authority had shown that their figures had come out as expected.

The CFO also provided a number of updates to the report, since it had been prepared:

- further adjustment to Property, Plant and Equipment (PPE) valuation: where a loss had previously been recognised in the Income and Expenditure Statement in a previous year, it can be reversed via a credit to the Income and Expenditure Statement. Therefore, row 2 of table 2 (summary of adjustment) amounts reduced to £745,000 (total cost of services in Income and Expenditure Statement was now £3,579,000 and so a total movement of £21,000.
- In Table 3 (detailed adjustments) the depreciation, amortisation and revaluation line had reduced to £326,000 meaning the deficit on the provision of services was now £368,000. Again, a total movement of £21,000.
- Unfortunately, the revaluation affected all of the core statements – the Expenditure and Funding Analysis, Comprehensive Income and Expenditure Statement; Movement in Reserves Statement; Balance Sheet and the Cash Flow. However, the overall net liability on the Balance Sheet remained the same as that in the report because all the adjustment required is on the unusable reserves for the revaluation reserve (decreased) and capital adjustment account (increased).
- The revaluation also affected supporting notes 7, 8A, 9, 19 and 35.
- Note 25 has also been amended in terms of external audit costs to show a separate line for scale fee of £11,000 and the additional fee requested for 2019/20 of £40,000. The total remained unchanged and therefore was only a presentation adjustment.

A member asked if the McCloud judgement was applicable to the Broads Authority in terms of pension liabilities. The CFO confirmed it was applicable, advising that all local government pension schemes were previously based on final salary but in 2014 moved to a career average with transitional arrangements for those people within a certain number of years of retirement age. Some people took a case to Court based on the fact it was age discrimination

for those not within 10 years of retirement. The Court found in their favour and potential remedies were being looked at so this did potentially increase the Authority's liability but not by much and this was shown in the actuary's results.

In response to a question on whether carbon accounting costs, which the Head of Construction, Maintenance and Engineering had referred to previously, could be accounted for in the longer term, particularly as the Authority would be paying more for a more expensive type of fuel, the CFO stated that the Statement of Accounts did reflect actual expenditure but did not take into account notional costs of carbon. However, this was a subject the whole area of accounting needed to look towards, so carbon accounting may change in future.

Gail Harris proposed, seconded by Andrée Gee, and

It was resolved unanimously

- (i) To adopt the Statement of Accounts for 2020/21.**
- (ii) To delegate to the Chair and Chief Financial Officer to sign the Statement of Accounts at an appropriate date once the audit is complete.**

12. Financial Direction for 2021/22

The Chief Financial Officer (CFO) presented the report, which provided a strategic overview of current key financial issues (the Consolidated Income and Expenditure form 1 April to 31 July 2021) and sought approval for the waiver of Standing Orders Relating to Contracts for payroll services.

At the meeting, the CFO presented updated figures on Toll income, advising that as at 22 September, the surplus was £170,000 over what had been budgeted for. In addition, the figure in paragraph 7.1 relating to the Navigation Reserve balance at the end of 2021/22 should be £726,000 not £626,000 (equating to 19%).

It was noted the payroll services contract had remained with Norfolk County Council since 2014 and renewed annually since, unless notice had been given. The request to waive the Standing Order would enable the contract to continue until the end of 2022/23, following which the contract would be retendered, with any new contractor starting wef 1 April 2023. Whilst the annual amount payable remained below £8,000, the increase between this year and next (14.5%) exceeded the 10% threshold delegated to the Chief Executive (Standing Order 6(e)) in terms of the renewal.

Simon Roberts proposed, seconded by Matthew Bradbury, and

It was resolved unanimously

- (i) To note the income and expenditure figures.**
- (ii) To approve the waiver of Standing Orders Relating to Contracts (6(e)) for the payroll contract to continue to the end of 2022/23.**

13. Beccles Neighbourhood Plan – adoption

The Planning Policy Officer (PPO) introduced the report, which recommended adoption of the Beccles Neighbourhood Plan, following examination by an independent Examiner, and subject to the result of a referendum held on 16 September.

The PPO reported at the meeting that more than 50% of those participating had voted at the referendum in favour of adopting the Plan and the Plan had subsequently been adopted by East Suffolk Council on 22 September 2021.

A Member expressed his disappointment that the light pollution recommendations made by the Broads Authority had not been taken up by Inspector.

Fran Whymark proposed, seconded by Stephen Bolt, and

It was resolved unanimously to adopt the Beccles Neighbourhood Plan.

14. Code of Practice for members of the Planning Committee and officers

Members received the report of the Head of Governance on a revised “Code of Conduct for Members on Planning Committee and Officers” following the recent adoption by the Authority of a revised Member Code of Conduct. The document (dated 2017) had been retitled as the “Code of Practice for members of the Planning Committee and officers” and changes included the removal of information already covered in the Member Code of Conduct (such as the declaration of interests) and other governance documents. The Code had been considered by the Planning Committee at its meeting on 10 September 2021, when a number of comments were made and these had been included in the updated document for adoption by the Authority.

Gail Harris proposed, seconded by Melanie Vigo di Gallidoro, and

It was resolved by 20 members for and one abstention, to adopt the revised Code of Practice for members of the Planning Committee and officers.

15. Protocol on member and officer relations

Members received the report of the Head of Governance on a revised “Protocol on member and officer relations in the Broads Authority”, as part of the regular review of the Broads Authority’s governance documents.

Greg Munford proposed, seconded by Andrée Gee, and

It was resolved unanimously to adopt the Protocol on member and officer relations in the Broads Authority.

16. Items of business raised by the Designated Person in respect of the Port Marine Safety Code

There were no matters to report under this item.

17. Minutes to be received

Members received the minutes of the following meetings:

Broads Local Access Forum – 9 June 2021

Navigation Committee – 10 June 2021

Planning Committee – 18 June 2021

Planning Committee – 16 July 2021

Planning Committee – 13 August 2021

18. Other items of business

There were no other items of business which the Chair decided should be considered as a matter of urgency pursuant to section 100B(4)(b) of the Local Government Act 1972.

19. Formal questions

There were no formal questions of which notice had been given.

20. Date of next meeting

The next meeting of the Authority would be held on Friday 19 November 2020 at 10.00am.

21. Exclusion of the public

Michael Scott proposed, seconded by Matthew Shardlow, and

It was resolved unanimously to exclude the public from the meeting under Section 100A of the Local Government Act 1972 for the consideration of the following items on the grounds that they involved the likely disclosure of exempt information as defined by Paragraph 3 of Part 1 of Schedule 12A to the Act as amended by The Local Government (Access to Information) (Variation) Order 2006, and that the public interest in maintaining the exemption outweighs the public benefit in disclosing the information.

There were no members of the public present and the recording was suspended.

22. Exempt minutes

The exempt minutes of the meeting held on 23 July 2021 were approved as a correct record and signed by the Chairman.

The meeting ended at 11.34am

Signed by

Chairman

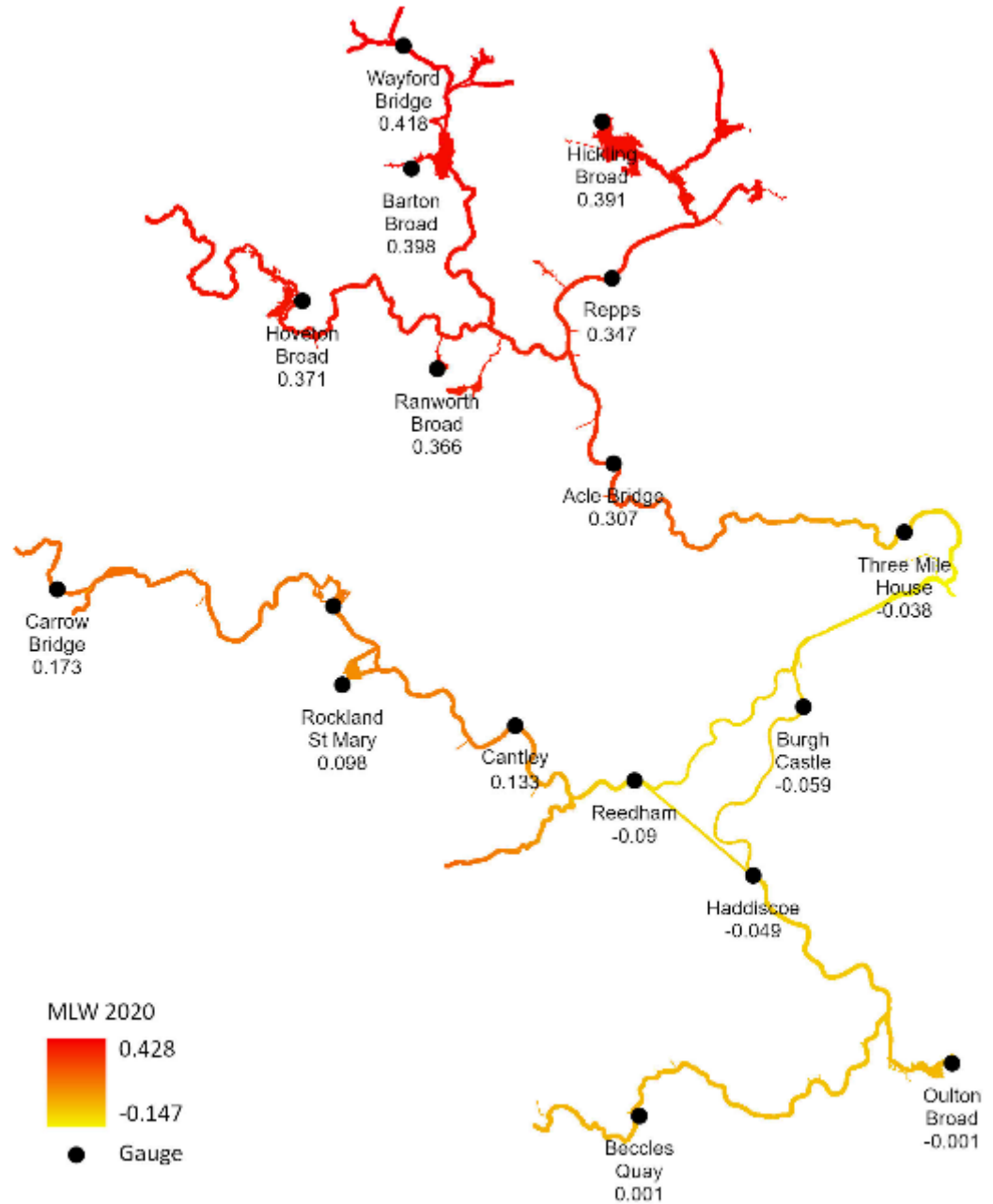
Appendix 1 – Declaration of interests: Broads Authority, 24 September 2021

Member	Agenda/minute	Nature of interest
Andrée Gee	13	Member of East Suffolk Council - Other Registerable Interest

1

Update of mean low water level

2020 sediment modelling baseline



1 Update of mean low water (MLW) – 1993 & 2020

Station Name	MLW 1993 (m ODN)	MLW 2020 (m ODN)	Difference (m)
Haven Bridge Great Yarmouth	-0.520	-0.558	-0.038
Reedham (River Yare)	-0.130	-0.090	0.040
Burgh Castle (River Waveney)	-0.240	-0.059	0.181
Haddiscoe (River Waveney)	-0.180	-0.049	0.131
Three Mile House (River Bure)	N/A	-0.038	
Oulton Broad (River Waveney)	-0.050	-0.001	0.049
Beccles Quay (River Waveney)	-0.040	0.001	0.041
Rockland St Mary (River Yare)	N/A	0.098	
Cantley (River Yare)	N/A	0.133	
Brundall (River Yare)	-0.040	0.139	0.179
Carrow Bridge (River Wensum)	-0.030	0.173	0.203
Acle Bridge (River Bure)	0.180	0.307	0.127
Repps (River Thurne)	0.230	0.347	0.117
Ranworth Broad (River Bure)	0.220	0.366	0.146
Hoveton Broad (River Bure)	0.240	0.371	0.131
Hickling Broad (River Thurne)	0.230	0.391	0.161
Barton Broad (River Ant)	0.260	0.398	0.138
Wayford Bridge (River Ant)	0.260	0.418	0.158

1 Update of mean low water (MLW) – 1993 & 2020

Station Name	MLW 1993 (m ODN)	MLW 2020 (m ODN)	Difference (m)
Haven Bridge Great Yarmouth	-0.520	-0.558	-0.038
Reedham (River Yare)	-0.130	-0.090	0.040
Burgh Castle (River Waveney)	-0.240	-0.059	0.181
Haddiscoe (River Waveney)	-0.180	-0.049	0.131
Three Mile House (River Bure)	N/A	-0.038	
Oulton Broad (River Waveney)	-0.050	-0.001	0.049
Beccles Quay (River Waveney)	-0.040	0.001	0.041
Rockland St Mary (River Yare)	N/A	0.098	
Cantley (River Yare)	N/A	0.133	
Brundall (River Yare)	-0.040	0.139	0.179
Carrow Bridge (River Wensum)	-0.030	0.173	0.203
Acle Bridge (River Bure)	0.180	0.307	0.127
Repps (River Thurne)	0.230	0.347	0.117
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Hoveton Broad (River Bure)	0.240	0.371	0.131
Hickling Broad (River Thurne)	0.230	0.391	0.161
Barton Broad (River Ant)	0.260	0.398	0.138
Wayford Bridge (River Ant)	0.260	0.418	0.158

1 Update of MLW – 2020 non-compliant sediment volumes (m³)

River	1993 MLW	2020 MLW	Difference
Ant	206,454	126,492	-79,026
Bure	265,363	143,169	-96,033
Chet	7,321	1,989	-4,799
Thurne	129,757	248,129	-2,583
Waveney	147,445	104,654	-26,326
Yare/Wensum	257,040	191,001	-64,869

1 Update of MLW – 2020 non-compliant sediment volumes (m³)

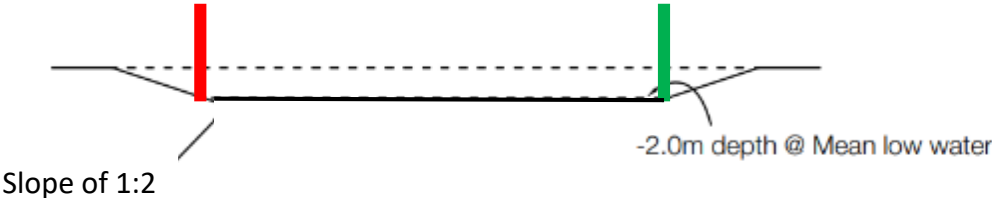
River	1993 MLW	2020 MLW	Difference
Ant	206,454	126,492	-79,026
Bure	265,363	143,169	-96,033
Chet	7,321	1,989	-4,799
Thurne	129,757	248,129	-2,583
Waveney	147,445	104,654	-26,326
Yare/Wensum	257,040	191,001	-64,869
Total volume	1,013,380	815,434	-343,637

2	Marked Channel	Outside of Channel	Hydrographic survey outside marked channel	Revision of waterways specifications inside and outside marked channels
Barton Broad	1.8	1.5	17.8 ha = £1,220	Consistently apply the 1.5 m waterway specification outside the channel Report as two separate areas for dredge volumes. Carry out hydrographic survey at least every five years within marked channel and every ten years for outside
Hickling Broad	1.5	1.3	112.0 ha = £7,710	Retain existing waterways specifications. Report as two separate areas for dredge volumes. Carry out hydrographic survey at least every five years within marked channel and every ten years for outside.
Rockland Broad	1.8	1.5	13.1 ha = £900	Retain existing waterways specifications. Report as two separate areas for dredge volumes. Carry out hydrographic survey at least every five years within marked channel and every ten years for outside
Breydon Water	2.0	No waterways specification set	460 ha = £30,880	Retain existing waterways specifications. Work with partners to obtain access to existing hydrographic survey data from outside the marked channel.

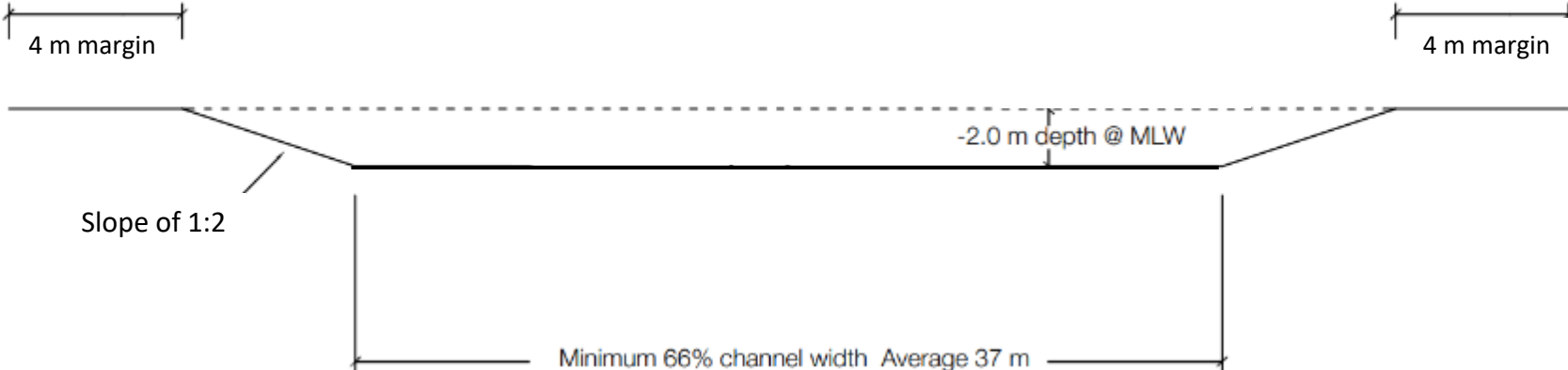
3 Revision to Breydon-Lower Yare commercial waterways specification

User waterway specifications (not to scale)

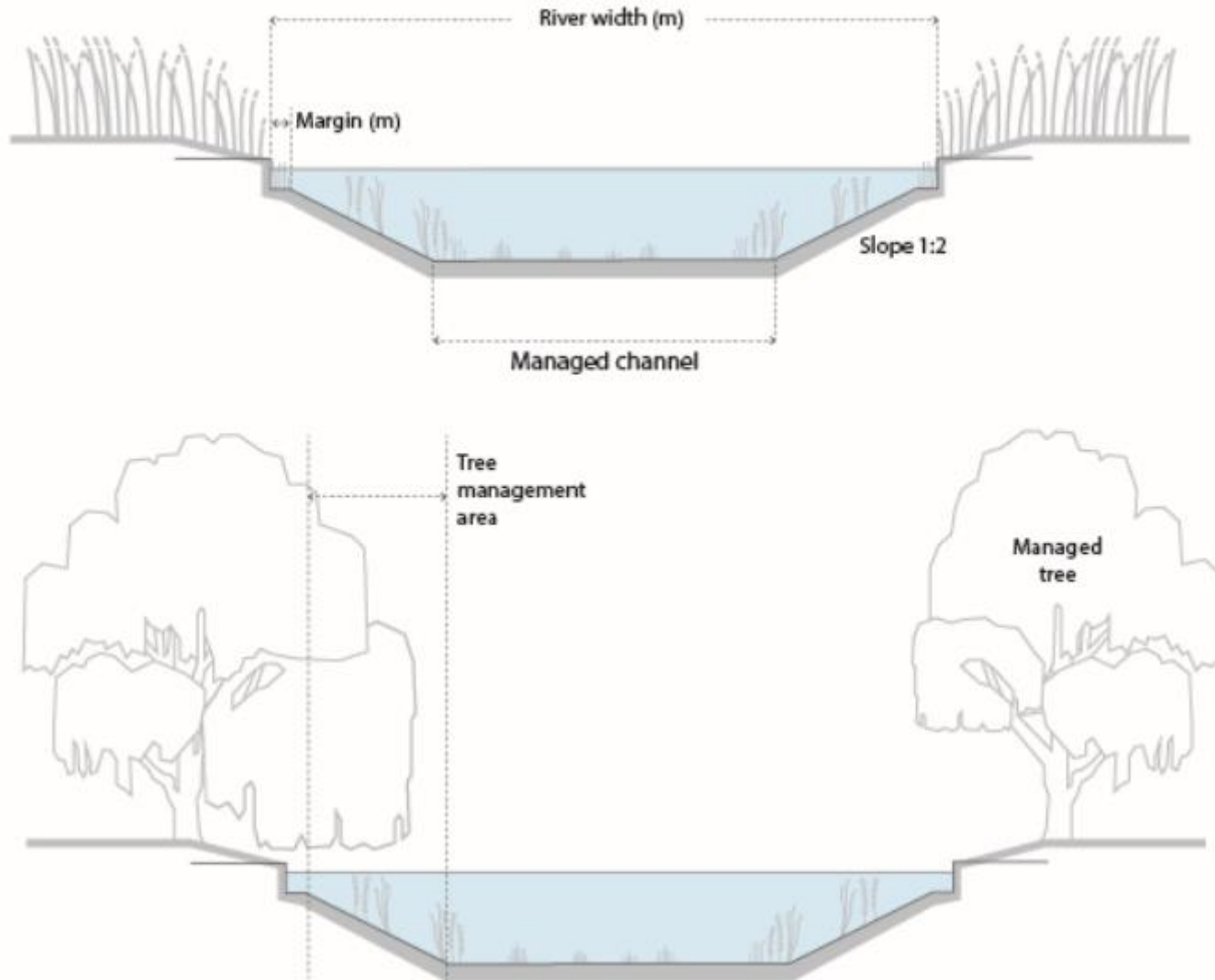
Reedham to Breydon Water and Breydon Main Channel – Area W4



Cantley to Reedham – Area Y3



4 Revision of waterways specifications – above and below the water



Not to scale

5 Introducing internal carbon pricing

Internal carbon pricing is a financial tool that aids the shift towards a low-carbon economy by allowing:

- The environmental and social costs of carbon emissions to be monetised, so fairer options appraisals can be made
- The responsibility of emissions to be shifted back to the emitter instead of society at large and the environment

Diesel for all vessels and equipment, financial year 2020/21			
Cost of fuel (£)	CO ₂ eq emissions (tonnes)	Carbon cost (£ - ICP method)	Cost of fuel + carbon cost (£)
29,621	179.8	8,990	38,611

6 Bridge clearances

Diference between summer and winter average water level at Potter Bridge

