

Navigation Committee

Agenda 07 November 2024

10.00am

King's Centre, 63-75 King Street, Norwich, NR1 1PH

John Packman, Chief Executive – Thursday, 31 October 2024

Under the Openness of Local Government Bodies Regulations (2014), filming, photographing and making an audio recording of public meetings is permitted. These activities however, must not disrupt the meeting. Further details can be found on the [Filming, photography and recording of public meetings](#) page.

Introduction

1. To receive apologies for absence
2. To receive declarations of interest (see [Appendix 1](#) to the Agenda for guidance on your participation having declared an interest in the relevant agenda item)
3. To note whether any items have been proposed as matters of urgent business
4. **To receive and confirm the minutes of the Navigation Committee meeting held on 5 September 2024** (Pages 4 - 14)
5. **Summary of actions and outstanding issues following discussion at previous meetings** (Pages 15 - 17)

Reports for information

6. **Chief Executive's report and current issues** (Pages 18 - 27)
Report by Chief Executive
7. **Proposed navigation charges for 2025/26 in the navigation area and adjacent waters** (Pages 28 - 36)
Report by Chief Executive, Director of Finance, and Head of IT and Collector of Tolls
8. **Construction, Maintenance, and Ecology work programme – progress update** (Pages 37 - 41)
Report by Head of Construction, Maintenance and Ecology, and Ecology and Design Supervisor
9. **Broads Authority 2009 Provision – Removal of wrecks** (Pages 42 - 48)
Report by Director of Operations

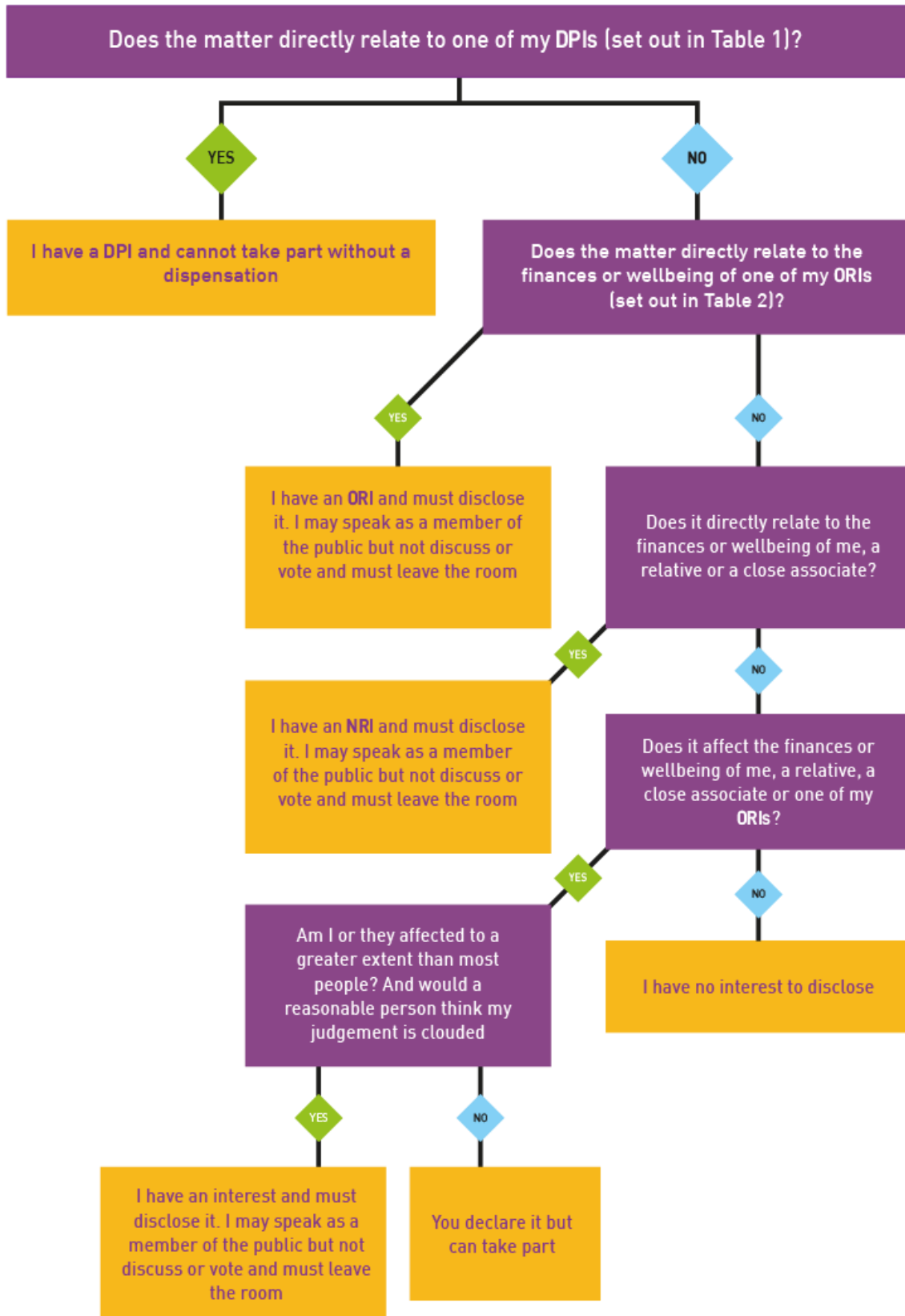
10. **Principle and effectiveness of body worn cameras** (Pages 49 - 52)
Report by Director of Operations

Other matters

11. **To note the date of the next meeting – Thursday 9 January 2025 at 10.00am at Yare House, 62-64 Thorpe Road, Norwich, NR1 1RY.**

For further information about this meeting please contact the [Governance team](#)

Appendix 1 – Extract from the Local Government Association Model Councillor Code of Conduct



Navigation Committee

Minutes of the meeting held on 05 September 2024

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Please note these are draft minutes and will not be confirmed until the next meeting.

Present

Alan Goodchild – in the Chair, Harry Blathwayt, Stephen Bolt, Mark Collins, Peter Dixon, Tony Grayling, Leslie Mogford, Bob Neate, Remus Sawyerr, Michael Scott, Simon Sparrow, and Daniel Thwaites

In attendance

Dan Hoare – Head of Construction, Maintenance and Ecology, Emma Krelle – Director of Finance, John Packman - Chief Executive, Rob Rogers - Director of Operations, Lorraine Taylor – Governance Officer, Jo Thompson – Waterways and Recreation Officer, Sara Utting – Senior Governance Officer

1. Apologies and welcome

The Chair welcomed everyone to the meeting.

Apologies were received from Paul Thomas.

Openness of Local Government Bodies Regulations 2014

The Chair 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 formal record of the meeting. He added that the law permitted any person to film, record, photograph or use social media in order to report on the proceedings of public meetings of the Authority. This did not extend to live verbal commentary. The Chair needed to be informed if anyone intended to photograph, record or film so that any person under the age of 18 or members of the public not wishing to be filmed or photographed could be accommodated.

2. Declarations of interest

Members indicated they had no further declarations of interest other than those already registered.

3. Matters of urgent business

No items were proposed as a matter of urgent business.

4. Minutes of last meeting

The minutes of the meeting held on 6 June 2024 were signed by the Chair as a correct record of the meeting.

5. Summary of actions and outstanding issues following discussions at previous meetings

Members received a report summarising the progress of issues that had recently been presented to the Committee. The Chief Executive (CE) said that there were no updates to the report.

A Member commented that he had recently read that there had been proposals to weld Carrow Bridge shut. The CE said that he had not heard anything regarding this, however, the council had recently carried out urgent repairs to the surface of the road.

A Member asked whether there was any update on the East Norwich Development. The CE said that as the largest brownfield site in East Anglia, it was a hugely complicated site to develop for a number of reasons. Norwich City Council had appointed a new set of consultants who were reviewing the plans that were already in place, and he understood that there was not much progress on this development at present.

A Member asked whether there was any update on when the final report on the Environment Agency's (EA) modelling of the Lower Bure would be available. The CE said that he thought that it might be published in October, however, the data needed to be checked and verified before publication. The CE said that once the EA had published the report, he would circulate it to Members.

6. Chief Executive's report and current issues

Members received the report of the Chief Executive (CE). The CE referred Members to section 1.2 of the report regarding incidents that had happened in August and said that he had circulated a report listing those incidents to all Members. The CE said that the Broads was always particularly busy during the month of August and that there were unfortunately two tragic accidents that happened at Wroxham Broad and Yarmouth which attracted a lot of media interest. The CE said that on the back of that interest, the Authority pushed out three key messages around safety on the Broads:

- If someone was on a boat or other vessel there was a need to wear life jackets or buoyancy aid;
- That drinking substantial amounts of alcohol whilst being out and about on the water was not advisable; and
- That the Authority did not advise people to swim in the Broads unless they were partaking in an organised event.

The CE said that it was important that the Broads Authority did not comment on individual accidents until the results of any police investigation and coroner's verdict was published.

The CE said that in circumstances like these, the Rangers had a big part to play in both preventing accidents, responding to them, and keeping people safe. They worked closely with the coastguard, fire and rescue teams, and in some cases, they had to make reports to the Marine Accident Investigation Branch (MAIB) of the Department of Transport. The CE said that there were a couple of incidents where prompt action by the Rangers meant that boats did not sink, or if they did sink the people on board were safe. In addition, the Rangers assisted the owners of the boats with recovery of them. The CE said that he would like to pay tribute to the Rangers as August had been really busy for them and they had often worked late into the night, or had very early starts.

A Member asked whether those hiring boats were paying attention to the safety information provided by the hire boat companies and could this information be presented in a different way. A Member said that the Authority could not speculate and there was a need to be careful not to blame the hire boat companies. The CE said that through taking advice from the Navigation Committee the Authority had made a series of key decisions over the last couple of years which had been really important. One of which was to produce a series of safety videos which the Authority pioneered with help from the hire boat industry and they had been a huge success. In addition, the Quality Accredited Boatyard Scheme (QAB) had been important and the hire boat yards in the Broads provided a brilliant service. The CE said that because of the additional seasonal Rangers being deployed, they were able to ask questions and survey visitors during the season, asking whether they had watched the safety videos, did they find them helpful, were they given a handover, how long did the handover last, and at the end of the handover did they feel comfortable about handling a boat. The CE added that the survey results one year on from another were better. The Broads Authority and boat yards had done all that they could to make the waterways as safe as possible but it did not mean that there would not be circumstances that happen that would lead to injury or death. A Member commented that the Broads Authority should be applauded on messaging and responsiveness around safety.

A Member asked whether the dangers of boating at Great Yarmouth was highlighted in the videos. The CE said that that both mooring at Great Yarmouth and crossing Breydon Water was covered. He said that he was really impressed by the staff at Great Yarmouth Yacht Station and that they did a great job helping boaters in that area. The Director of Operations (DO) said that for the last two years the Authority had provided fast water training for hire boat companies as some of the yards at the top end of the Broads area, away from Yarmouth, might not have had the necessary experience to navigate Yarmouth and Breydon Water. He added that the hire boat industry was heavily regulated and that both the Authority and QAB audit them in the event of any incident, looking at paperwork regarding inductions, handover etc., and so far, in all of the incidents, it had been found to be correct and above board.

The Chair said that the Rangers do a great job, especially on Breydon Water which was a dangerous area. He added that the boatyards were doing all that they could and the Authority was doing all that they could to support the yards.

A Member commented on Table 1 and 2 in the appendix to the report and observed that the Wroxham launch, and to some extent the Irstead launch, was always significantly higher in the number of warnings given than other launches, and asked whether it was just down to the weight of traffic in those areas or were there other factors at play. The CE said that the figures were a reflection of the particular nature of the Wroxham area and that it was a very busy stretch of river for day boats and hire boats that started out from Wroxham.

7. Income and expenditure

Members received the report from the Director of Finance (DF). The DF said that the Authority was in the middle of the month end for August so did not have any update to

expenditure, however, on income there had been a slight improvement at the end of August. The forecast deficit on the private craft had reduced by £705 and was now £86,716. The hire craft toll forecast deficit had reduced by £4,361 and the variance was now £26,697. In total the forecast for hire craft would be £1.409 million compared to the budget of £1.436 million.

A Member asked for clarification on the income figures for private craft and hire craft and asked whether there was a greater deterioration in the numbers of private craft than hire craft. The Chief Executive (CE) confirmed that this was the case and that the largest part of the income came from motorboats and the figures for these craft was down by 1.9%. The CE said that both the Canals and Rivers Trust and the Environment Agency had seen a drop off in the number of boats.

The DF said that the result of the adjustments and the timing differences on staff – the gap between where a member of staff might leave and new members of staff starts – the forecast had improved by £13,614. This meant that there would be a surplus of £99,300 at the end of the financial year which would give reserves of 10.7%. The DF said that the report made reference to pay differences. The DF explained that pay negotiations were undertaken on the Authority's behalf by the National Joint Council (NJC) and they put together the pay offer to the Unions which consisted of GMB, Unison and Unite. The pay offer of an additional £1,290 per fte that had gone forward was slightly less than what was budgeted of £1,925. GMB had voted to accept the pay offer but Unite and Unison had rejected it. Unison was holding a 6-week ballot of its members for strike action.

A Member asked a question on back dating any pay award and how that affected the accounts. The DF explained that any pay rise would be back dated to 1 April, however, the Authority did not know when the pay negotiations would be complete in any one year but was hoping that they would be in place by 1 April. The budget would be profiled as if all staff would get that pay rise from the 1 April. Each year, there could be a number of reasons why the pay offer would be delayed and when the pay rise was eventually agreed it would be back dated to 1 April and would wipe out the variance in the accounts, unless the pay award was higher than was budgeted for.

A Member asked if there should there be strike action was there a contingency in place and did the DF know what impact any strike action might have. The CE replied that only a small proportion of the Authority's workforce were members of a union so was not anticipating that any strike action would have a big impact.

A Member asked what happened to the excess in reserve if it increased beyond 10%. The DF said that anything over 10% would stay in the reserve and this would then be built into the budget assumption for the forthcoming year when the level of tolls was looked at.

A Member commented on the surplus on maintenance and asked whether this meant that work was being postponed. The CE confirmed that the Authority did not have the income to carry out all of the programmed maintenance. The Member asked whether the CE could clarify that the Authority had made up for the loss in toll income by not doing some of the maintenance work. The CE confirmed that this was the case and the Authority had taken

action to defer two piling jobs at Martham and Potter Heigham which amounted to about £100,000 worth of expenditure which would have been carried out by a contractor.

8. Construction, Maintenance and Ecology work programme – progress update

Members received the report from the Head of Construction, Maintenance and Ecology (HCME). The HCME said that there were no updates to the report since publication.

A Member commented that he would like to see more information on water plant management and said that the Authority had more capacity to cut water plants than previously and asked whether it was possible to plan for a bigger programme of water plant cutting for next year. The HCME said that there would be a report on this with detailed year-end figures presented at the November Navigation Committee meeting. The Member then asked whether this would provide enough time to alter any plans for next year. The HCME said that the additional variable would be how much water plant growth there would be in 2025, however, a forecast would be prepared for next year's cutting targets.

A Member asked whether there were any figures available as to the difference between water plant growth this year compared to last year. The HCME replied that the data was not tracked on a weekly basis but would be summarised at the end of the season.

A Member commented that he understood that Norfolk Broads Yacht Club had requested that water plant cutting be carried out in Wroxham Broad and asked whether it would be possible to extend the channel in Hickling Broad, and whether funds would be able to be obtained to carry this out. The Chief Executive (CE) said that Norfolk Broads Yacht Club had requested the Authority to cut water plants in Wroxham Broad and that the club had covered the costs. However, a fundamental change in the cutting, e.g. widening the channel and additional cutting of protected species, at Hickling would require an appropriate assessment by Natural England (NE) and it was unlikely that NE would grant a request of that nature. Therefore, it was not something that the Authority was pursuing at present.

There was a discussion held on water plant cutting on Hickling Broad, and Members commented that the Broads Authority should put in a request to NE to widen the channel. A Member asked for a future agenda item to be brought to the committee to explore water plant cutting at Hickling. The CE said that on an annual basis the Authority carried out a water plant survey which formed part of the data and evidence that was used to plan cutting schedules for the following year. Once that data was collated, the information would be presented to the Committee which would enable a debate about water plant cutting. He added that the Authority had not been approached by the NSBA or the sailing club to widen the channel and said that if the channel were to be widened, it would be an enormous undertaking and would not only be costly but there was an issue as to where the material was offloaded. The CE said that the Authority would be having a meeting with the Norfolk Wildlife Trust to discuss their future plans for the site so any issues and work were aligned on the basis of the evidence.

A Member commented on dredging of the Lower Bure and that the accumulation of silt seemed to be on the lower banks which could prevent the egress of the river when the tide was going out, and asked whether there could be greater co-operation with the Environment Agency (EA) and the dredging to include the lower banks to encourage the flow of water. The CE said that they needed to wait for the report from the EA and reiterated that the dredging that the Authority carried out was for navigation and not for flood prevention.

A Member commented that he had previously expressed frustration that the opportunity to raise the height of the mooring at Repps Bank was missed and asked whether this be taken into consideration when looking at replacing the mooring at Martham. The HCME said that the works to the mooring at Martham had not yet been agreed and this would be something that they could take into consideration.

A Member commented about riverside tree management and said that a number of sailing clubs' programmes were adversely affected by bankside woodland to the point where they are unable to sail in certain areas. The HCME said that the work detailed in section 4.1 of the report was part of the consented programme of works and the fundamental reason for carrying out riverside tree management was for safety of navigation. The areas mentioned by the Member would constitute landscape change and habitat change beyond the riverbank, and was different work to what the Authority would focus on under riverside tree management in the report. The HCME added that he recently had a conversation with NE regarding this issue and where those areas of riparian reed bed were funded by other schemes, the landowners did have a duty to maintain a certain level of tree cover but not so that it succeeded into woodland. This meant that there was an angle there which could be explored with NE, and NE had confirmed that they would look at this issue on a case-by-case basis if it could be identified which patches of fen needed to be managed. The HCME invited the Member to discuss this issue outside of the meeting.

9. Waterways and Compliance report

Members received the report of the Waterways and Recreation Officer (WRO). The Head of Construction, Maintenance and Ecology (HCME) said that the report gave an overview of how the Authority prioritised the dredging work and to explain how the Authority went through the cycle of survey identification of areas of highest priority for sediment management, the work carried out to remove that sediment and the re-survey to see how effective the dredging had been. The HCME said that appendix 1 to the report was an internal tool to help prioritise which areas in the Broads were targeted and dredged. The prioritisation in appendix 1 looked at how much volume of sediment, what proportion of the area was outside the Authority's specifications, and how busy that area was. Those three factors helped to determine the priority and enabled dredging of areas which would be most cost-effective that had the most benefit to users.

A Member asked what the status was in relation to the disposal of sediment. The HCME said that in the Upper Bure, the sediment was pumped onto agricultural land for it to be dewatered and then used for agricultural benefits. On the lower reaches, the sediment would

be stockpiled adjacent to Environment Agency flood banks. The HCME said that those techniques were the most sustainable and positive reuse of sediment, however, some of the sites to dredge would produce huge volumes of sediment with no obvious location for sediment reuse and they were the challenge areas. The Member asked whether there was much contaminated sediment which would not be suitable for reuse. The HCME said that the only sediment within the Broads area where there was a restriction in terms of its final use was downstream of Whitlingham on the Yare and the Authority had its own tip site at Postwick which was strictly managed due to mercury in the sediment removed.

A Member asked how comfortable the Authority was with the accuracy of the activity data logs and was that a factor that pushed the priorities. The HCME said that in terms of privacy the data was very much amalgamated data in a 100m². Therefore, when applied to a small watercourse 100m² might cover a footpath or a garden, which was where the WRO would identify alternative squares within the data to make informed decisions. The HCME said that although there were some caveats to the mobile phone data where data from a few areas needed to be tweaked, in terms of actually representing the number of users in an area it was a powerful tool. The data had constantly tracked since 2021 and it could be screened for weekends and weekdays. He added that the data could also be used to look at numbers using footpaths etc. Some Members commented about the accuracy of mobile data and the use of which within the dredging prioritisation factors and expressed concern that it could be misleading. Officers indicated that they would be improving the interpretation of the data by carrying out similar analysis to that undertaken in Norwich.

The HCME gave a presentation with slides which provided a case study of dredging Oulton Broad and showed the extent of hydrographic survey work in 2022 and 2024, the initial volume of sediment to dredge, the actual dredged volume from specific locations, and the background sediment accumulation rate. The HCME said that the slides highlighted the challenges of dredging in a lowland system, with removal of sediment quickly being replaced by redistribution and on-going sediment transport down the rivers.

A Member asked whether the waterways compliance percentage area got worse. The HCME replied that it had actually improved.

The Chair asked whether the Authority had explored deep dredging in one area and then apply a bed leveller. The HCME said that the Marine Management Organisation would consider that capital dredging because it would go below what was deemed routine maintenance and anything below the set depth would mean that the Authority would be working to a different legislative process.

In response to a question on whether boat traffic affected sediment build up, the HCME said yes, but in a very small way.

The HCME showed a slide detailing a heat map of mobile phone data in Barton Broad during July 2024. He explained where the areas were that had the lowest and greatest activity. A Member asked in areas where there was little mobile phone signal, how was the data

collected. The HCME said that it was not just on mobile phone signal but also tracked GPS data from phones and added that all location data was tracked.

A Member asked for clarification on what Barton Broad (outside channel) referred to in appendix 1 to the report. The HCME said that Barton Broad was split into two parts for sediment management purposes because, like Hickling Broad and Rockland Broad, it had a delineated line of channel and they either had a different dredging specification or was there for safety reasons to guide users through the Broads.

In response to a question on whether the Authority would dredge outside the channel at Rockland, the HCME said that this was on the list where survey data has been gathered, but it would depend on the priority.

A Member commented that the Authority had spent half the amount on dredging than what was spent in 2016, and asked why in light of the toll rises, the Authority was spending less. The Chief Executive (CE) said that 2016 was a particularly unusual year and there were two large dredging activities that year where more was spent than would have usually been spent. Therefore, if one looked at the trend, the trend was not to the degree as the Member had suggested. The CE added that there were limited resources and other priorities had grown at the expense of dredging, such as weed cutting, tree and scrub management, patrolling and maintenance of moorings. The Member said that tolls paid for the maintenance of the navigation and he understood that the Authority was spending a decreasing amount on dredging. The CE said that the Authority had done so much dredging over the last fifteen years it was less of a priority and said that toll payers wanted more moorings, more weed cutting and more tree and scrub cutting. The Member said that the Authority should look at its messaging because there had been two years of above-average toll increases and that had been largely down to the maintenance of the waterways. The CE confirmed that the Authority was not spending less on maintenance but was spending it in different ways in relation to other maintenance works.

A Member stressed that the conversation was regarding dredging for navigation and not dredging for flood management. A Member asked whether there was financial support from other income sources, would the Authority increase dredging. The CE said that in that scenario the Authority would increase everything including the maintenance of patrolling at the current level, more tree and scrub management, increase in the number of moorings, increase in dredging, and more maintenance. He added that the management of Britain's most important wetland together with navigation and climate change had become increasingly difficult and the Authority was constantly juggling priorities, therefore, the Authority need more support from Government which is why the previous Chair and current Chair of the Authority had both written to the Minister in that regard.

A Member commented that the Authority should re-examine the waterway specifications and prioritise areas, focus resources and save money.

10. Future proofing Broads Authority public moorings

Members received the report of the Head of Construction, Maintenance and Ecology (HCME). The HCME explained that the report was focused on one set of the Authority's assets in terms of navigation maintenance and the service provided for boat users. The HCME said that currently the Authority had over sixty moorings and was responsible for much of the sheet piling. The additional challenge was the water level changes that was currently being experienced.

The HCME provided a slide showing sea level rise predictions by 2050 for Great Yarmouth and a further slide showing standard mooring cross-section detail and dimensions with a suggested 30cm mooring freeboard above Mean High Water (MHW). The next slide showed a table setting out the average height of current capping above MHW level at various moorings, the increase in the piling level required to retain the 30cm freeboard by 2050 and estimated basic cost to repile. The HCME then provided images of alternatives to hard-edged, vertical piled moorings. The HCME said that the budget was about £150k per annum to keep up with replacement of vertical piling, without raising the height.

The HCME asked for Members views on the following points:

- Suggested approach to setting a safe and practical mooring freeboard height above mean high water levels.
- Mooring design options other than the traditional vertical piling with timber quay heading.
- Replacement of all wood chip mooring surfacing with compacted crushed aggregate given the cost, maintenance and future resilience benefits.

A Member asked whether the Authority had looked at Mean High Spring Water as well as MHW and would 30cm freeboard would be enough in extreme high water. The HCME said that this was considered, however, he did not have figures for each location and confirmed that was something that would be looked into further.

A Member commended the report and commented that given recent temperatures seen, the modelling on temperature rises might be behind the times and the figures suggested were likely to be conservative.

A Member commented that it was likely that boat numbers would have decreased by the year 2050 and asked whether the number of moorings that the Authority would be responsible for in 2050, including ones that were leased, was factored into the figures in the report.

A Member commented that the Authority should look at other factors other than sea level rises, such as extreme weather events, changing patterns of rainfall and groundwater levels, all of which would affect mooring. He asked whether any of the modelling completed for the Broadland Futures Initiative (BFI) could cast further light on this issue and help as the Authority sets new standards for mooring design. The HCME said that the UKCP data was available publicly and the data was used to help drive the EA's flood height projection levels in

areas. BFI outputs are being completed which would help guide the development of new standards.

A discussion was had on mooring design options and the common agreement was support for pontoon moorings, where the width of the river allowed. The Chair said for long stretches of pontoon there was a formula that could be used to reduce the width of pontoons required. A Member suggested that the Authority consider temporary seasonal moorings. A Member commented that for masting and demasting, timber dolphins and vertical piled moorings would be ideal, however, these would not give access to the riverbank.

The Chair commented that there was a trend for using galvanised steel for piling as this would last longer than traditional wooden piling.

A discussion was had on possible mooring surfacing. Members expressed concern over the use of compacted crushed aggregate as this had a tendency to be transferred onto boats and could cause damage to the boat. A Member commented that although crushed aggregate was durable, it was also heavy and could push the moorings out into the river. A Member suggested that the Authority should look at composite decking.

The HCME thanked Members for their comments.

11. Date of next meeting

The next meeting of the Navigation Committee would be held on 7 November 2024 at the King's Centre, 63-75 Kings Street, Norwich, NR1 1P commencing at 10am.

The meeting ended at 12:03pm

Signed

Chairman

Navigation Committee

07 November 2024

Agenda item number 5

Summary of actions and outstanding issues following discussions at previous meetings

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
Network Rail Swing Bridge £10 million refurbishment programme	19/10/2017	John Packman	Network Rail Whole Life Strategy planning for swing bridges.	<p>Historical updates (date range October 2019 to April 2024) have been removed. All historical updates can be found in previous versions of the Summary of Actions and Outstanding Issues available via the committee papers on the Broads Authority website.</p> <p>April 2024: Network Rail confirmed that the work to the Somerleyton and Reedham swing bridges was complete. Work included extensive brickwork repairs to reinforce the control boxes, a full upgrade to the electrical system, a full upgrade and replacement of the manual winch system to enable the bridge to be swung open manually by the bridge operator if there was a problem with the machinery, and replacement of the navigation lights. What was not clear was whether, as part of the scheme, the lifting equipment and jacks within the control box had been completed and the Authority was waiting to receive confirmation from Network Rail.</p> <p>Network Rail had been unable to go ahead with the Oulton swing bridge repairs as they were more substantial than first thought.</p> <p>May 2024: Network Rail have confirmed that they are continuing to look at ways in which, in the long term, they might be able to address the issue of the two Swing Bridge thermally expanding and not being operable in very hot weather. However, these are likely to entail structural works and will require additional funding, so they do not currently have a timeline for this.</p> <p>For the time being, they have instead undertaken a smaller, though still significant, set of works. Together with a consistent maintenance regime, these will prevent the bridges from deteriorating and make failures less likely.</p> <p>June 2024: As agreed in Navigation Committee meeting on 06/06/2024, historic updates have been removed up until April 2024 updates.</p> <p>October 2024: No updates to report.</p>	

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
Carrow Road Bridge Repairs	15/04/2021	John Packman	Briefing provided at Navigation Committee meeting in April 2021, outlining Norfolk County Council's proposals for the repair of Carrow Road bridge. Further information is awaited from the County Council.	<p>Historical updates (date range October 2019 to April 2024) have been removed. All historical updates can be found in previous versions of the Summary of Actions and Outstanding Issues available via the committee papers on the Broads Authority website.</p> <p>April 2024: It is understood that some repairs have been carried out and the bridge was fit for purpose at present.</p> <p>June 2024: No further update. As agreed in Navigation Committee meeting on 06/06/2024, historic updates have been removed up until April 2024 updates.</p> <p>August 2024: Norfolk County Council reported that repairs were due to take place to the Bridge on 22 August 2024.</p> <p>September 2024: The council carried out urgent repairs to the surface of the road.</p>	10/06/2021
New on-line tolls software	07/09/2023	Bill Housden	Strategic Priority for 2023 and 2024. Scoping work complete.	<p>September 2023: Currently engaged on pre-market engagement on upgrade of internal system. Progress report on viability of updating internal system to the latest software due in January 2024.</p> <p>October 2023: Progress report on viability of updating internal system to the latest software due in January 2024.</p> <p>December 2023: Schedule of works received to upgrade internal system to latest software version. Meeting has taken place to discuss possible future cloud hosting and costs of hosting have been requested. Printing and database adhoc reporting for cloud based hosting under investigation.</p> <p>March 2024: Costings for upgrading the internal tolls system for cloud hosting have been received along with costs for reworking the existing online payment application. This work, which replicates current functionality in a supported & secure environment is scheduled for the period April to June 2024.</p> <p>April 2024: A contract had been let for the upgrade of the internal system software for cloud hosting this underpins the online tolls system, and this part of the project is planned to be completed by end of June 2024.</p> <p>May 2024: Work on upgrading the internal system to the latest software version is progressing well.</p> <p>August 2024: Upgraded internal system is undergoing testing, and work has started on the replacement public facing annual toll payment site.</p> <p>October 2024: The online payment site is progressing and testing is ongoing.</p>	24/01/2024

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
Funding the waterways of the Broads National Park	11/01/2024	John Packman	To track the progress on making the case for central Government funding to support the maintenance of the Broads waterways.	<p>January 2024: The paper was presented to the committee on 11 Jan. 2024 and received unanimous support to endorse the paper for adoption by the Broads Authority. On 26 Jan. 2024, the Broads Authority unanimously endorsed the paper and supported the Chair in writing to the Secretary of State for the Environment.</p> <p>March 2024: Funding paper sent to the Minister and a response received on 18 March.</p> <p>April 2024: As reported at the Navigation Committee on 11 April, the Minister confirmed that the Government remained committed to supporting the vital role Protected Landscapes play in protecting our precious wildlife, and the importance they have for tourism, the regional economy, and public access. The Minister was optimistic that a more sustainable funding model for our Protected Landscapes could be developed.</p> <p>June 2024: As discussed at the Navigation Committee meeting held on 6 June 2024, the Chair would write to the Minister again following the General Election.</p> <p>August 2024: Broads Authority Chair has written to the new Minister.</p> <p>October 2024: No updates to report.</p>	
Haven Bridge	06/06/2024	John Packman	The Great Yarmouth Ports Leisure Users meeting on 2 April had a long discussion regarding the problems with the Haven Bridge. There is a dispute between Peel Ports and Norfolk County Council regarding opening the bridge which is having an adverse impact on commercial and private boat owners based in the Broads.	<p>June 2024: The Chief Executive has been in touch with the CEO at Norfolk County Council to help facilitate a way forward between the two parties - Norfolk County Council and Peel Ports.</p> <p>July 2024: Temporary arrangements agreed by Peel Ports and Norfolk County Council have allowed the bridge to open. The Monitoring Officer has written to the Great Yarmouth Port Authority reminding it of its statutory duties.</p> <p>August 2024: Response received from Great Yarmouth Port Authority and meeting to be arranged to discuss Haven Bridge.</p> <p>September 2024: Great Yarmouth Port Authority wrote to the Chief Executive to defer the meeting until they have had their AGM on 18 September.</p>	
EA Modelling of the Lower Bure	06/06/2024	Dan Hoare	Environment Agency contractors modelling the impact of the removal of sediment from the Lower Bure.	<p>August 2024: Awaiting final report.</p> <p>September 2024: The Environment Agency anticipated that the report would be published in October 2024.</p> <p>October 2024: Publication of report.</p>	

Date of report: 17 October 2024

Navigation Committee

07 November 2024

Agenda item number 6

Chief Executive's report and current issues

Report by Chief Executive

Purpose

To provide a briefing on significant matters relating to the maintenance and management of the waterways.

Broads Plan context

All strategic actions under Theme C: Maintaining and enhancing the navigation.

Contents

1.	Modelling of Flood Risk on the River Bure	1
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1. Modelling of Flood Risk on the River Bure

- 1.1. The independent report commissioned by the Environment Agency which examines whether extra dredging in specific areas of the upper Bure would help to alleviate flooding risks has been published on the BFI website. A copy of the full 'Bure Loop

Dredging Scenario Report' report along with a summary paper can be found here [Broadland Futures Initiative \(broads-authority.gov.uk\)](https://broads-authority.gov.uk).

- 1.2. The £13,000 study was commissioned following a public meeting about widespread flooding during the winter of 2023/24. It was funded by a Flood and Coastal Erosion Risk Management Grant in Aid.
- 1.3. The report used hydraulic computer modelling of different possible scenarios to determine the effect of additional dredging (beyond that undertaken by the Broads Authority for the benefit of navigation) of the area known as the 'Bure Loop'. The modelling was based on dredging to depths of 2.5 and 3 metres, almost a metre below the current navigation waterways specification depth. A range of both fluvial and tidal events were explored through the model, as was data collected during Storm Babet.
- 1.4. The modelling report concludes that additional dredging in the Lower Bure does not reduce the risks from flooding in the upper part of the catchment. The most significant impact is an increased risk of tidal flooding at the lower end of the river. Conservative estimates put the cost of the dredging for the Lower Bure beyond the current total annual Environment Agency maintenance budget for the whole of the Broads system. Furthermore, regular dredging would be needed to maintain the new depths. The additional dredging would also need considerable licensing requirements and environmental considerations such as the disposal of large amounts of sediment that exceed those produced during the current yearly Broads Authority dredging programme for navigation. The lack of significant benefits and high costs mean that the work is unlikely to be eligible for central government funding.

2. General Direction update

- 2.1. Following consultation at the Navigation Committee in January this year and with the proposed changes added, the Broads Authority resolved unanimously that a General Direction be put in place, to restrict all commercial vessels over 24m from entering the Broads, subject to a risk assessment to see if such vessels could be safely accommodated without a pilot. (Note: the intention is now for this to apply to all vessels over 24 metres). This was pending checks on the outstanding questions raised in the report.
- 2.2. The questions raised related to whether the "Open Port Duty" which applies to Harbour Authorities by virtue of the Harbours, Docks and Piers Clauses Act 1847 would prevent the Authority from putting a restriction on vessels. After seeking legal advice, this does not apply as simply put, the Harbours, Docks and Piers Clauses Act 1847 does not apply to the Broads.
- 2.3. A draft General Direction is currently being produced. As is required, the General Direction must be published in the relevant local press, on the Broads Authority website and be sent to the statutory consultees which includes the Navigation Committee. If any of the statutory consultee's objects within the stipulated notice

period, minimum 42 days, then the matter shall be referred to the Independent Person as appointed jointly by the Broads Authority and the statutory consultees.

3. Swing Bridge opening times

- 3.1. Network rail have advised the Broads Authority of the opening times of the following swing bridges over the Christmas 2024 period:

Reedham Swing Bridge

Closes to navigation 18:00 Christmas Eve

Re-Opens to navigation during daylight hours on Christmas Day and Boxing Day. During the hours of darkness it will be closed.

Re-Opens to navigation 24/7 from 06:00 on 27 December 2024.

Somerleyton Swing Bridge

Will be left open to navigation from close of rail service on Christmas Eve until 06:00 on 27 December 2024.

Oulton Broad Swing Bridge

Will close to Navigation from 18:00 Christmas Eve and re-open at 06:00 on 27 December 2024.

4. Navigation patrolling and performance targets

- 4.1. The average navigation/countryside splits for the year it set out in Appendix 2. The figures show an 87% Navigation, 13% Countryside split. This variance in the planned programme was due to navigation tasks requiring additional time and staff absence. During the winter works program the variance will be corrected.

5. Sunken and abandoned vessel update

- 5.1. The sunken and abandoned update is contained in Appendix 3. This has been a busy period for abandoned and sunken vessels, most of which have been resolved or vessels removed by the Authority. We have issued one unserviceable vessel notice.

6. Planning enforcement update

- 6.1. There are no further enforcement matters with navigation implications to report.

Author: John Packman

Date of report: 18 October 2024

Background papers: [Bure Loop Dredging Scenario Report](#)

Appendix 1 – Rangers exercise of powers analysis

Appendix 2 – Ranger duties total time allocated and actual days

Appendix 3 – Sunken and abandoned vessels current position as at 02 October
2024/10/2024

Appendix 4 – Prosecutions dealt with in court for non-payment of tolls since 02/10/2024
05 September 2024

Appendix 1 – Rangers exercise of powers analysis

Table 1

Verbal warnings	Wroxham launch Wroxham and upper Bure	Irstead launch Ant	Ludham launch Hickling, Potter Heigham, upper Thurne	Ludham launch 2 lower Thurne and lower Bure	Norwich launch Norwich and upper Yare	Hardley Launch Reedham, Chet and middle Yare	Burgh St Peter launch Oulton Broad and upper/middle Waveney	Breydon launch Breydon water, lower Waveney and Yare
Care and caution	76	52	13	56	24	2	34	
Speed	1609	647	393	326	150	77	157	37
Other	208	83	13	18	153	13	31	10

Table 2

Written warnings	Wroxham launch	Irstead launch	Ludham launch	Ludham launch 2	Norwich launch	Hardley Launch	Burgh St Peter launch	Breydon launch
Care and caution	1	3			1			3
Speed	27	1		3	4	2	3	1
Other	10	15	5	3	2	16	8	5
Special directions	46	6	1		25	60	191	79

Table 3

Launch patrols	Wroxham launch	Irstead launch	Ludham launch	Ludham launch 2	Norwich launch	Hardley Launch	Burgh St Peter launch	Breydon launch
Launch staffed by ranger	183	183	174	174	178	168	176	183
Volunteer patrols			1				2	
IRIS reports	14	6	4	9	7	14	7	23

Table 4

Broads Control total calls

Contact method	Number of calls
Telephone	13,390
VHF	1,975
Total	15,365

Appendix 2 – Ranger duties: total time allocated and actual days

Table 1

Broads Authority corporate duties

Work area	Annual allocation (days)	Actual days to date
Training	122	52.30
Broads Control	362	192.97
Team meetings, work planning	318	189.22
Partnership working	76	15.14
Assisting other sections	76	32.16
Billets and boatsheds	25	5.68
Launch – general		4.70
Trailers - general		0.27
Vehicle maintenance		4.46
Other equipment repair		3.45
Total	979	500.34

Table 2

Navigation duties

Work area	Annual allocation (days)	Actual days to date
Patrolling	2136	1355.86
Escorts	44	13.45
Prosecution files	0	13.78
Bankside tree management	108	20.71
Obstruction removal	26	11.69
Channel markers and buoys	30	12.94
Signs and boards maintenance	34	25.27
Adjacent waters	96	66.82
Reactive mooring maintenance	100.5	28.85
Total	2574.5	1549.17

Table 3

Conservation, recreation, countryside maintenance

Work area	Annual allocation (days)	Actual days to date
Fen management	146	15.07
Lake, riverbank restoration	100	0.00
Invasive species control	32.5	0.27
Other conservation work	145	30.27
Pollution response		2.09
Visitor site maintenance	194	111.99
Public Engagement	97	57.23
Public footpath work	38	9.49
Education work	69	2.84
Total		

Team total up to 30 September 2024

Percentage Navigation: 87%

Percentage National Park: 13%

Appendix 3 – Sunken and abandoned vessels current position as at 02 October 2024

Description	Location found	Action	Notice affixed	Result
Motor Cruiser	Old River Yare, Thorpe	Vessel sunk at owners moorings	No	Not affecting the navigation
Motor Cruiser	Sutton/Stalham cut	Hull only, marked with yellow posts	No	Not affecting the navigation
Motor Cruiser	River Yare, Trowse	Vessel sunk behind rail bridge wooden fenders	Yes	Not affecting the navigation
Motor Cruiser	Barton	Vessel Sunk	Yes	Raised by owner
Aux Yacht	Oulton Broad	Vessel sunk at mooring	No	Raised by owner
Motor Cruiser	River Wensum, Trowse	Sunk at mooring, marked with yellow buoy	No	Waiting for dredging kit to be in area.
Aux Yacht	Oulton Broad	Believed abandoned	Yes	Vessel removed
Aux Yacht	Potter Heigham	Believed abandoned	Yes	Vessel removed
Aux Yacht	Somerleyton	Believed abandoned	Yes	Vessel removed
Motor Cruiser	Thorpe Marshes	Believed abandoned	Yes	Awaiting expiry of AVN.
Motor Cruiser	Wensum	Unserviceable Vessel found drifting	Yes	Vessel removed

Appendix 4 – Prosecutions dealt with in court for non-payment of tolls since 05 September 2024

Type of vessel	Fined	Costs awarded	Victim surcharge	Compensation
Motor	£40.00	£100.00	£16.00	£391.46
Sailing	£0.00	£0.00	£0.00	£52.00

Navigation Committee

07 November 2024

Agenda item number 7

Proposed navigation charges for 2025/26 in the navigation area and adjacent waters

Report by Chief Executive, Director of Finance, Head of IT and Collector of Tolls

Purpose

This report is the formal consultation with the Committee on the level of charges for 2025/26 as required by S13 (3) of the Norfolk and Suffolk Broads Act 1988. The views of the Committee are requested. The Broads Authority will make the decision on the navigation charges for 2025/26 at its meeting on 29 November 2024.

Broads Plan context

All strategic actions under Theme C: Maintaining and enhancing the navigation.

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1. Introduction

- 1.1. A briefing note was prepared and distributed in September setting out the financial position based on the income to 31 August. It was also designed to inform stakeholders and the public of the timetable and process for the decision on charges for 2025/26.

This report uses data to 30 September, and because navigation income in September 2024 was again below that profiled for the month, the overall financial position has worsened. A briefing session for all members was held on 8 October, and the feedback from that event is included in the report.

2. Context – 2024/25 season

- 2.1. Poor weather, the cost-of-living crisis, and the relatively cheap cost of foreign holidays have all put downward pressure on boat ownership and holidays on the Broads. Land and water-based tourism businesses have reported very difficult trading conditions. Visit Britain’s ‘sentiment survey’ (September 2024) stated: “The top barrier to taking an overnight domestic trip continues to be ‘the rising cost of living’ (33%), closely followed by the ‘UK weather’ (30%)’. Due to the cost-of-living crisis, most UK adults (66%) are either ‘cautious and being very careful’ (47%) or have been ‘hit hard and are cutting back’ (19%)”.
- 2.2. The increase in charges over the last two years will also have had an impact alongside other increases in the cost of owning and maintaining a boat, some of which will have been higher than the increase in navigation charges. The result is that the Broads Authority and other navigation authorities have seen a decline in boat numbers. Table 1 below compares 30 September 2023, with 30 September 2024.

Table 1. Number of private boats 30 September 2023 to 30 September 2024

Category	Sept. 2020	Sept. 2023	Sept. 2024	2020-24	2023-24
Motor Cruisers	4,875	4,993	4,893	18	-100
Aux. Yachts	945	960	892	-53	-68
Day Launches	540	582	533	-7	-49
O/B Dinghies	1,023	1,014	919	-104	-95
Workboats	141	155	162	21	7
Sailing	834	809	740	-94	-69
Rowing	1,778	1,870	1,613	-165	-257
Houseboats	45	71	71	26	0
Passenger - SPB	13	22	21	8	-1
TOTAL	10,194	10,476	9,844	-350	-632

- 2.3. In the context of the wider impact of the cost-of-living crisis a reduction of just 2.0% in private motor cruisers, the largest group of private boats, is perhaps surprising. There was an increase of over 230 boats between 2020 and 2021 and the number has returned to pre-COVID levels.
- 2.4. The reduction of 257 rowing craft this year is not entirely unexpected, partly because of poor weather in the spring and early summer of 2024, resulting in people not registering their craft. It could also be the natural course of a trend. There was

incredible growth in this sector from 2020 to 2023 illustrated by huge increases of craft registered on the Broads and with Paddle UK (formally British Canoeing). Paddle craft numbers in the Broads are considerably higher than pre-pandemic levels.

- 2.5. Table 2 has the equivalent boat numbers for the hire fleet. The long-term decline in hired motor cruisers has resulted in a reduced income from tolls. Over the last ten years, the most significant falls in number were between 2019-2020, a drop of 67, and 2021-2022, a fall of 56. Table 2 shows that the number has remained stable over the last year with just 6 fewer motor cruisers.

Table 2. Number of hire boats 30 September 2023 to 30 September 2024

Category	Sept. 2020	Sept. 2023	Sept. 2024	2020-2024	2023-24
Motor Cruisers	736	647	641	-95	-6
Aux. Yachts	37	45	43	6	-2
Day Launches	262	358	344	82	-14
O/B Dinghies	4	4	1	-3	-3
Sailing	74	71	71	-3	0
Rowing	174	442	413	239	-29
Houseboats	19	26	32	13	6
Passenger - MCA	5	6	6	1	0
Passenger - SPB	4	7	9	5	2
TOTAL	1,315	1,606	1,560	245	-46

- 2.6. Private motorboats and hired motor cruisers account for 82% of the total toll income. This year's decline in boat numbers has resulted in a forecast reduction in income, as shown in Table 3.

Table 3. Budgeted and forecast income on 30 September 2024

	Private Boats	Hire Boats
Budgeted income 2024/25	£3,006,000	£1,436,000
Forecast income 2024/25	£2,907,850	£1,403,559
Surplus/(Deficit)	-£98,150	-£32,441

- 2.7. The projected deficit is currently £130,591. To align income and expenditure for 2024/25, two mooring refurbishment projects due to be carried out this year by contractors at Potter Heigham and Martham have been delayed until 2025/26. The savings in this year's budget of £100,000 largely offsets the lost income. Delaying these two projects increases the pressure on next year's budget.
- 2.8. The forecast in expenditure has also moved since the last update to the Committee in September. Table 4 sets out the adjustments to income and expenditure.

Table 4

Item	Amount
Forecast outturn surplus as per LAB	(87,214)
Adjustments reported 05/09/24	1,528
Decrease to hire and private income	12,112
Decrease to salary costs following vacancies	(11,044)
Increased subscription fees	663
Decrease mobile phone charges due to new contract	(2,115)
Increased interest rates due to higher than predicted base rate	(30,000)
Delayed Yare House lease/downsizing	6,800
Delayed lease for Reedham Quay to enable mooring charges	20,000
Forecast outturn surplus as at 30 September 2024	(89,270)

2.9. The forecast outturn for 2024/25 is shown in Table 5.

Table 5

Navigation outturn 2024/25 vs budget	Budget	Outturn	Difference
Income	(4,624,930)	(4,524,339)	-100,591
Expenditure	4,537,716	4,435,069	+102,647
(Surplus)/Deficit	(87,214)	(89,270)	+2,056
Transfer of accrued interest to earmarked reserves	54,000	72,000	+18,000
Opening reserves	476,894	476,894	0
Repayment of NP loan	50,000	50,000	0
Closing reserve	460,108	444,163	-15,945
Reserves as a % of expenditure	10.1%	10%	-0.1%

3. Savings versus tolls increase

- 3.1. When the Committee considered options for charges for 2024/25 at this time last year it was predicted that a 5.0% to 6.6% increase would be required in 2025/26 to maintain services at the same level. In addition to the projected loss of income this year, there are the following pressures on the budget.
- 3.2. **Contribute £171,475 to various navigation earmarked reserves**
National Park capital funding of £1.215 m in 2023/24 eased the pressures on the Authority's earmarked reserves, which fund the Authority's capital purchases, repairs and maintenance, such as the repair of moorings. This meant that the annual contribution to the navigation earmarked reserves was paused in 2024/25, easing the pressure on the navigation budget. If provision towards earmarked reserves is made in 2025/26, it equates to 3.9% of the navigation budget.
- 3.3. **Accommodate the estimated 3% increase in salaries for 2025/26**
This amounts to £123,192. Decisions on local government pay are made nationally and outside the Authority's control. The pay award for 2024/25 remains outstanding.
- 3.4. **The costs of the dredging programme for 2025/26 are £21,380 higher**
This includes dredging on the river Yare between Carrow Bridge and Postwick, removal of shoals on the Bure between Stokesby and Great Yarmouth, and the Upper Thurne at Catfield Dyke and Somerton Dyke.
- 3.5. **The programme costs for moorings maintenance and repairs in 2025/26 is £40,620 higher than the current year**
This includes Catfield Dyke 24 hr mooring – repiling and complete timber refurbishment; Potter Heigham demasting mooring – full re-piling and timber refurbishment; Martham Bank 24 hr mooring – refurbishment of upper barge boards with new capping and waling; and Ranworth Staithe 24 hr mooring – western section wooden piling replacement.
- 3.6. **The patrol launches are costing more to repair because of their age, and the budget has increased by £11,250**
- 3.7. **The Authority is having to remove more wrecks from the waterways and the budget has increased by £6,000**
- 3.8. If financial provision is made for a further similar reduction in boat numbers in 2025/26 (about £100,000 loss of income) then an increase of approximately **12%** would be necessary to maintain the existing service levels. This 12% is calculated prior to the pay award being finalised and any changes to National Insurance announced in the budget. A small increase in charges, for example in line with the published inflation figures and allowing for a further loss of private income, would require substantial reductions in the service levels provided and savings in the order of £350,000 to £400,000. This would mean a significant reduction in staffing, and a consequential substantial decrease in practical maintenance and the work of the Rangers.
- 3.9. Members have been aware that in response to a large reduction in National Park Grant the Authority restructured the organisation to cut costs. More recently it has reduced the office space at Yare House by 60%, with the associated costs paid for by capital

grant. This significant change will make annual savings of £60,000 for the navigation budget.

4. Feedback

- 4.1. The outcome of discussions this autumn with members and the Broads Hire Boat Federation together with feedback from the Broads Society and the Norfolk and Suffolk Boating Association are consistent with the paper on the [Funding the Waterways of the Broads National Park \(broads-authority.gov.uk\)](https://broads-authority.gov.uk). This paper was unanimously supported by the Navigation Committee and the Authority in January 2024. A copy has been sent to the new Minister setting out the case for public funding to support the maintenance of the waterways. In the current public spending environment such an important ask may be difficult for the new Government to meet.
- 4.2. In the current economic climate and in light of the last two years' increases of 13% and 8.5%, a 12% increase in charges would be deemed unacceptable to many toll payers. Therefore, the Authority should look to see where it can further reduce its operational costs to mitigate the impact of next year's toll increase on boat owners. At the Tolls Briefing in October 2024, there was a wide range of views on the charges for next year, which are shown on the following graph, see Figure 1.

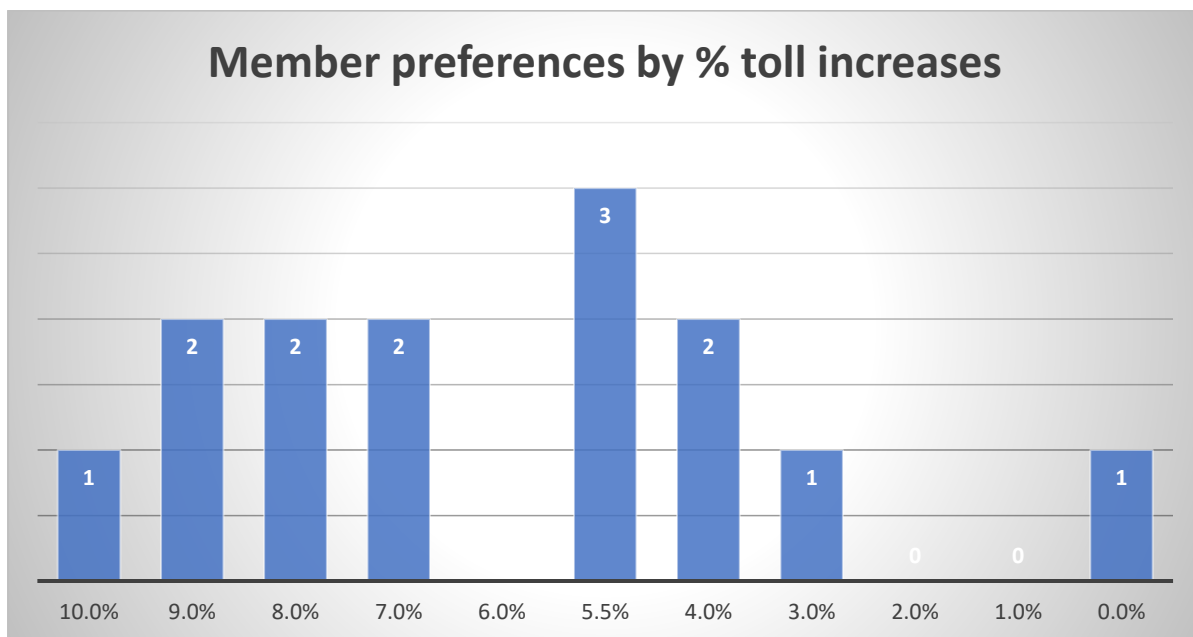


Figure 1 Members preferences for % toll increase levels in 2025/26

- 4.3. It was highlighted at the Tolls Briefing that achieving savings would require a reduction in staffing, as staff costs represent a high proportion of the navigation expenditure. Members raised and discussed a range of ideas to reduce the burden on toll payers, such as prioritising navigation maintenance to some areas of the Broads, introducing new charges, and reducing levels of service. Some of these have far reaching implications and if considered would require greater investigation so that Members are fully sighted of the potential impacts and risks. Members also indicated which operational and support service areas could be subject to cuts to facilitate a lower toll increase.

- 4.4. In the September briefing paper changes to the relative costs of different vessels were mooted.

Hired sailing craft (Categories 6 and 7).

The Authority recognises that all hire boat companies are facing difficult trading conditions, but this seems to be particularly the case for the small commercial hire operations supplying sailing craft.

Day hire petrol/diesel versus electric.

Electric powered day boats pay 2/3rds of the charge of the petrol/diesel equivalent. A greater charge for diesel- and petrol-powered day boats would demonstrate a commitment to reducing carbon emissions.

The Committee is asked to consider these two issues.

5. Other charges

- 5.1. The charges for the yacht stations have been reviewed and it is suggested that for Ranworth Staithe the fee is increased by £2 for an overnight stay to match the £12 charged by the estate for the island. A similar charge is proposed for Reedham Quay. In the case of Great Yarmouth and Norwich, the overnight charge could be increased from £16 to the £17.50 charged at Oulton Broad.

6. Social, economic, and environmental implications

- 6.1. Toll payer surveys have shown that the Authority's tolls account for less than 10% of the typical costs of owning a boat. While boat ownership may be seen by some as a luxury, we know that this is not always the case. The cost-of-living crisis is having an impact on society and its impact on the boating community using the Broads and those visiting on holiday is difficult to predict. Our community of private boat owners is diverse, and some may face difficult decisions regarding their continuing boat ownership.
- 6.2. The Broads Society and Inland Waterways Association conducted research into the level of navigation charges across different waterways. The result is summarised in the following table. The research concluded that: *'Looking beyond the headline percentage increases of the past two years, however, the cash cost to most private boat owners today remains modest, giving good value when compared with other navigations.'* (Broads Society 2024)

ANNUAL TOLLS FOR SPECIFIED MOTORISED CRAFT					2023/24	PRICES
Research courtesy Inland Waterways Association						
			Private	Private	Hire	Hire
Navigation	Navigation	Navigation	Cabin Cruiser	Cabin Cruiser	Cabin Cruiser	Cabin Cruiser
	km	miles	7.3m x 2.4m	10.6m x 3.6m	7.3m x 2.4m	10.6m x 3.6m
Broads Authority*	200	125	£289.34	£646.76	£651.78	£1,456.92
Canal and River Trust*	3200	2000	£831.00	£1,127.66	£2,031.74	£2,437.49
Env. Agency: Thames*	217	135	£410.38	£917.32	£631.02	£1,137.96
Env. Agency: Anglian*	568	353	£462.18	£818.00	£678.50	£1,034.32
Env. Agency: Medway	29	18	£337.55	£475.83	n/a	n/a
Middle Level Navigations*	160	100	£462.18	£818.00	£678.50	£1,034.32
River Avon	74	46	£392.00	£495.00	n/a	n/a
River Wey	32	20	£218.00	£260.00	n/a	n/a
Scottish Canals	226	141	£239.47	£239.47	n/a	n/a
* Navigations used in the final analysis; others considered too small or too fragmented.						
Basingstoke Canal: not comparable						
Bridgewater Canal: not publicly listed						
Essex Waterways: not comparable						
River Cam Conservancy: figures unavailable						

7. Legal considerations

- 7.1. The Authority is following its standard process with an informal briefing open to all members (which took place on 8 October) followed by the formal statutory consultation with the Navigation Committee at its meeting on 7 November. A decision will be made by the Broads Authority Board on 29 November 2024. If the Board decides on a different option to that recommended by the Navigation Committee, then it is required to 'provide full reasons for doing so' in line with the amended Norfolk and Suffolk Broads Act 1988.

8. Risk implications

- 8.1. The level of uncertainty involved in determining charges for next year is higher than normal both in the short and long-term. It is unknown whether the decline in hired motor cruisers is going to continue. Over the last ten years the number has fallen by 200 and this has been a major factor in the above inflation increases for private craft. Similarly, it is not clear if the reduction in small private boats this year is a rebalancing of numbers post COVID or part of a wider move away from boat ownership.

9. Conclusion

- 9.1. The Committee is asked to consider the level of navigation charges for 2025/26, balancing the need to continue to maintain the waterways for the benefit of users with what is considered an appropriate increase in charges. A 12% increase, which would maintain the existing standard of service, seems too high, while a 2.2% increase, in line

with inflation (August 2024)¹, would require a substantial reduction in the delivery of the Authority's services to boat owners.

Authors: John Packman, Emma Krelle, Bill Housden

Date of report: 16 October 2024

Background papers: Navigation charges 2025/26 – Briefing Note

[Broads Plan](#) strategic objectives: C1, C2, C3, C4.

¹ Inflation fell to 1.7% in September. "Lower airfares and petrol prices were the main drivers behind the surprise slowdown." (BBC) Consumer price inflation is the rate at which the prices of a basket of goods and services bought by households rise or fall. The basket includes: food and non-alcoholic beverages, alcohol and tobacco, clothing and footwear, housing and household services, furniture and household goods, health, transport, communication, recreation and culture, education, restaurants and hotels and miscellaneous goods and services.

Navigation Committee

07 November 2024

Agenda item number 8

Construction Maintenance and Ecology work programme progress update

Report by Head of Construction, Maintenance & Ecology, and Ecology & Design
Supervisor

Purpose

To provide the Committee with an update on the Authority's management activities to maintain public navigation, develop mooring facilities for public use and demonstrate the effective use of available resources in managing the Broads waterways.

Broads Plan context

C1: Maintain navigation water depths to defined specifications, reduce sediment input, and dispose of dredged material in sustainable and beneficial ways.

C2: Maintain existing navigation water space and develop appropriate opportunities to extend access for various types of craft.

C3: Manage water plants, riverside trees and scrub, and seek resources to increase operational targets.

C4: Maintain and improve safety and security standards and user behaviour on the waterways.

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1. Maintaining water depths for navigation

- 1.1. The detailed breakdown in Appendix 1 gives progress and volumes for the dredging programme for 2024/25 (April 2024 to end September 2024). A total of 15,940 m³ of dredged sediment was removed from the prioritised sites. This figure represents 44% of the programmed target of 36,630 m³ for the year.
- 1.2. Phase 1 of dredging at Rockland Broad (in the marked channel and its approach channels) has been completed, in so far as the capacity at the first re-use site on the back of the floodbank on the Short Dyke has been filled. Dredging on the Upper Bure between Coltishall and Wroxham has been completed, with attention then turning to the narrower section of the river upstream of Coltishall Common. After this planned dredging on the Upper Bure is completed, the concrete pump set-up will be moved to Postwick Marshes on the River Yare, where Phase 1 of the dredging at Rockland and the approach channels to Bargate Broad will commence. The sediment dredged here, will be placed on the back of the low floodbanks which will be re-used by the Environment Agency to raise the height on these flood defence structures.
- 1.3. The next dredge project to be initiated this calendar year will be at Stalham Staithe. The dredging is due to start in December and run for three weeks. During this time the Stalham Staithe 24-hour mooring will be closed.

2. Maintaining safe public mooring facilities

- 2.1. Recently completed work includes the refurbishment of the piled edge and quay heading at Repps Bank 24-hour mooring at Potter Heigham. This work has experienced significant delays due to high water levels. This impacted the contractor's ability to work safely on site and complete all the required elements of the refurbishment.
- 2.2. For the more detailed reports on the minor mooring maintenance work completed, these are included in the Chief Executive's regular public [Broads Briefings](#).

3. Water Plant Management

- 3.1. The final few days of active water plant cutting are still underway on the River Ant. Once the work in the navigation is completed, one of the harvesters will then head to How Hill where it will clear the dyke along the route taken by the Electric Eel trip boat.

4. Riverside Tree Management

- 4.1. Work over the coming autumn and winter (2024/25) will be the third year of the Authority's five year programme (2022/23 to 2026/27) [Riverside tree and scrub management](#). Prioritised sections for management in 2024/25 are subject to final planning with landowner agreements for work on their land being confirmed. The plan and progress will be reported at the next meeting.

5. Our resources

- 5.1. The Hitachi hydraulic crawler crane has become the regular crane used at the Griffin Lane Dockyard. Recent tasks have include lifting the water plant harvesters out for refit and repairs; lifting vessels recovered from the navigation for either dismantling or storage before sale; and working with the Boat Safety Scheme team, to add additional supports along their training vessel keels and hulls, to prolong their life out of the water in the training compound.

Author: Dan Hoare & Sue Stephenson

Date of report: 21 October 2024

[Broads Plan](#) strategic objectives: C1, C2, C3, C4

Appendix 1 – Annual dredging progress 2024/25 (April 2024 to end September 2024)

Appendix 1 – Annual dredging progress 2024/25 (to end September 2024)

Project title Dredge site and sediment re-use location	Active Broads Authority dredging weeks completed/planned	Planned volume removed m ³	Actual volume removed m ³	Planned annual project cost ¹	Actual project cost
River Bure (continuation from 2023/24) Juby's Farm to Hoveton Viaduct	24/27	17,900	11,420	£190,710	£142,670
<i>Lagoon re-use site</i> <i>NB: Planned volume includes Bridge Broad (2,870m³) which is no longer part of the work programme</i>					
River Yare Rockland Broad (channels & dykes)	8/26	13,500	4,520	£190,020	£51,570
<i>Rockland Short Dyke & Postwick Marshes re-use sites & Postwick Tip</i>					
River Ant Stalham Dyke	0/3	830	0	£37,140	£680
<i>Hunsett Mill re-use site; work planned to start December 2024</i>					
River Yare Bargate Broad	0/4	2,400	0	£45,150	£120
<i>Postwick Marshes re-use & Postwick Tip</i>					
River Thurne Catfield Dyke	0/4	2,000	0	£27,350	£560
<i>Deferred to 2025/26 due to delays in completing the Upper Bure project</i>					

Project title Dredge site and sediment re-use location	Active Broads Authority dredging weeks completed/planned	Planned volume removed m³	Actual volume removed m³	Planned annual project cost¹	Actual project cost
Site restoration	-	-	-	-	£3,750
Future site preparation Survey, mitigation & set-up	-	-	-	-	£3,640
Dredging support activities	-	-	-	-	£3,970
Total	32/64	36,630	15,940	490,370	206,960

Navigation Committee

07 November 2024

Agenda item number 9

Broads Authority 2009 Provision- Removal of Wrecks

Report by Director of Operations

Purpose

This report seeks the view of the Committee on a proposal to redefine the listed criteria for ‘Unserviceable Vessels’ in relation to the removal of wrecks (*Norfolk and Suffolk Broads Act 1988 Schedule 5 (12) (1) as amended by the Broads Authority Act 2009*).

Broads Plan context

Broads Plan Theme C: Maintaining and enhancing the navigation.

C2: Maintain existing navigation water space and develop appropriate opportunities to extend access for various types of craft.

C4: Maintain and improve safety and security standards and user behaviour on the waterways

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1. Introduction

- 1.1. Post the COVID-19 National Lockdowns (March 2020 – June 2020, January 2021—July 2021), there has been an increase of vessels used as primary residences on the Broads waterways. Most of these residents do so in full compliance. However, factors like the cost-of-living crisis, lack of affordable housing, high costs and scarcity of permanent moorings, transport costs and rising utility bills have also seen an increase in non-compliant vessels, several of which lie scattered about the system, unmaintained and left to decay.
- 1.2. These non-compliant vessels significantly drain the Authority’s limited resources, especially when left on 24-hour moorings, stranded on land after a tide, or sunken due to water egress or decaying hulls. The Authority also receives regular calls to Broads Control and complaints to the Rangers from other waterways users asking, “What are we doing about the unsightly, abandoned, unsafe, non-compliant vessels?”
- 1.3. The Broads Authority is clear about issues relating to the public perception of non-compliant boats: the aesthetics of a vessel are not a factor when reviewing a vessel's compliance.
- 1.4. A compliant vessel is one that:
 - Has a registered owner.
 - Has registration numbers correctly displayed.
 - Has a minimum of third-party insurance.
 - Has paid the correct toll.
 - Has a current Boat Safety Scheme Certificate.
 - If used as a primary residence, the vessel has an approved permanent mooring, abides by the constant cruising rules, and does not remain on Authority moorings longer than 24 hours.

2. Broads Authority Terminology

- 2.1. Schedule 5 (12) (1) of the Norfolk and Suffolk Broads Acts states:

The Authority may raise, remove or destroy any vessel which has been sunk, stranded or abandoned [or which is unserviceable], which was added by the Broads Act 2009.

(a) in any waterway within the navigation area; or

(b) at any place other than in the Haven, where it will, in the opinion of the Authority, affect navigation within the navigation area or the Haven.

- 2.2. Below is listed definitions used by the Authority:

SUNK - A vessel that has taken on water, so it is no longer fully buoyant, with water ingress into the cabin or superstructure. The vessel may be submerged or resting on the riverbed.

STRANDED - An unaccompanied craft without the means to move, left aground or beached.

ABANDONED - A vessel with no traceable registered keeper.

NB: The Broads Authority's definition of abandoned is critical to understand, as it is defined within the 1988 Act. So even if a vessel is uncared for, stranded, sunken, and appears to be discarded, it is only classified as 'abandoned' if it has no traceable registered keeper.

2.3. **The Broads Act 2009 18 (a) (b)** defines '**unsafe**' vessels as:

(a) the vessel does not comply with any standards applicable to the vessel; or

(b) a person has been convicted of an offence under this Act, or the 1988 Act, or any byelaw of the Authority, in respect of the vessel.

and the Authority is satisfied after taking advice where appropriate from a person qualified to examine or assess compliance with any standards imposed under section 12 that the non-compliance or the circumstances which resulted in the conviction, as the case may be, continues or continue to give rise to a danger to any person or any property, or risk of pollution, from the vessel.

2.4. Therefore, the act defines an 'unsafe vessel' as a craft that does not comply with the standards applicable to it, such as the Boat Safety Scheme.

2.5. However, an unstable vessel with poor hull integrity or other safety issues may not fall into the "unsafe vessel" category. Therefore, an additional clause of unseaworthy was added for this circumstance.

3. Unseaworthy Vessel

3.1. Schedule 7 (10) (6) of the **Broads Authority Act 2009** amended **Schedule 5 (12)(1)** of the **Norfolk and Suffolk Broads Act 1988** and extends the powers relating to the Removal of Wrecks to include the term unseaworthy.

3.2. The term 'unseaworthy' is not defined in the act. Still, it was explicitly included to encompass situations where vessels may not be classified as "unsafe vessels" as defined by the wording in Section 18 of the Broads Authority Act 2009.

4. Defining Unseaworthy Vessel

4.1. In March 2013, the Boat Safety Management Group (BSMG) suggested the development of a robust definition for unseaworthy so that the total weight of the Removal of Wreck powers could be applied, and they offered these words:

“A vessel is unserviceable when the vessel no longer fulfils its function adequately or is unfit for its intended use, and the vessel has or is likely to have an adverse effect on the ease, convenience or safety of the navigation or the safety of persons or property in the navigation area or to cause pollution.”

4.2. Examples of when this definition would apply were also provided and were as follows:

Vessels which are demonstrating:

- **Instability, e.g. overloaded, improper loading or lack of sufficient freeboard.**
- **Missing or inoperable bilge water removal system.**
- **Flooding or uncontrolled leaking into any space.**
- **Burnt-out vessel.**
- **Missing or inoperable watertight closures.**
- **Holed or decaying hulls.**
- **Immobilised or waterlogged.**

4.3. The BSMG definition and criteria list was agreed at the Broads Authority on 11 July 2014.

4.4. The existing definition was reaffirmed as suitable at the Boat Safety Management Group on 21 October 2024. Still, the list of examples describing what is ‘unserviceable’ was reviewed, and additional items were included for the Navigation Committee to consider. (see list at 5.4)

5. Revisions to Unserviceable Vessel Criteria

5.1. When the unserviceable vessels criteria were first introduced in 2014, the Broads’ waterways had a scattering of vessels which fell between unsafe and unserviceable, but fast forward to 2024, and we face a different situation. The number of non-compliant vessels is increasing, and these vessels are traded between waterway users, so seeing a flotilla of non-compliant vessels, often trespass mooring, is a common sight. These vessels are purchased as a ‘doer-upper’ or a side project. Boat repairs, spares, and maintenance are expensive, skilled, and time-consuming activities, so many of these vessels fall further into disrepair and never fulfil the potential the new owner envisaged.

5.2. The proliferation of non-compliant vessels represents a serious hazard on our waterways; those that do not sink can attract nefarious activity. They are further stripped of parts or become loose from their moorings, creating navigational hazards or waterway obstructions. In time, many sink, creating additional problems and costs for the Authority, who must remove them.

- 5.3. As a fact-finding exercise, the Yare Ranger Team surveyed non-compliant vessels using the existing 'unserviceable vessel criteria' to see if it could expedite the removal of these vessels within a small geographical location. Of the twelve known non-compliant vessels reviewed, only one met the existing unserviceable definition made in 2014.
- 5.4. The unserviceable vessels are for the Broads Authority to define, as is the list of unserviceable criteria, which has been amended using advice from the Ranger Service and the Boat Safety Management Group (BSMG).

The criteria have been expanded to read as follows:

- a. **Instability, e.g. overloaded, improper loading or lack of sufficient freeboard**
- b. **Missing or inoperable bilge water removal system**
- c. **Flooding or uncontrolled leaking into any space.**
- d. **Burnt out vessel.**
- e. **Missing or inoperable water-tight closures.**
- f. **Holed or decaying hulls.**
- g. *Immobilised or waterlogged (immobilised means any maintenance, repair work, defect or deficiency that means that a vessel's engine(s) are not available for safe movement for more than 28 days within the navigation area).*
- h. *Poor hull integrity means the vessel is not watertight or weathertight. For a sailing craft, anything (including missing or damaged shroud plates or standing rigging) that affects the structural integrity of the mast*
- i. *Hull structurally unsafe, including vessels where the hull flexes or twists when underway or when boarding the vessel, rot in the superstructure, the hull has warped, and the transom core has signs of rot.*
- j. *No secure fixing on the vessel, such as cleats capable of securing it alongside a mooring.*
- k. *Unsanitary conditions, such as harmful or hazardous substances, including mould, throughout the vessel, long-term sanitation issues, and proliferation of sharps.*
- l. *Vessel leaking fuel or other pollutants into the bilge or the waterways.*

The BSMG was consulted on 21 October 2024 and recommended criteria g to l (shown in italics).

- 5.5. One or more of the above must be applied to meet the unserviceable vessel criteria.

6. Existing Powers relating to Unsafe Vessel

- 6.1. The Broads Authority already has powers to remove unsafe vessels (**Broads Authority Act 2009 Section 19 & 20**). See section 2.3. However, these powers are limited and do not fully address non-compliant vessel issues.
- 6.2. For example, if a vessel has a current Boat Safety Scheme certificate* (BSS), it cannot be classed as unsafe unless it is re-assessed by a qualified Boat Examiner and fails. This assessment would be at the Authority's expense.
- 6.3. If the vessel fails the re-test, the Authority can seek to reclaim the expenses that occurred; if the vessel passes, the cost will remain with the Authority.
- 6.4. Under existing powers and following a failed reassessment, the Authority can undertake the repairs needed to make the vessel safe and compliant for our waters.
- 6.5. The Authority would then rely on the vessel owner to repay the Authority's costs or use the Courts to reclaim the expenditure. This approach has significant financial implications and would place an expensive burden upon the navigation expenditure.

**** A current BSS certification is valid for four years, if the vessel has extensive works which effect the elements assessed within the BSS criteria the vessel owner is expected to have the craft re-tested.***

7. Economic, Social and Environmental Implications

- 7.1. The removal of wrecks from within the navigation is an increasingly expensive activity, with costs often rising due to the vessels being sunken, meaning specialist plants and equipment is needed to raise and remove the vessel safely. Additional plant and equipment mean extra resources are needed, again elevating the Authority's costs. Using the 'unserviceable' meaning within the Removal of Wrecks powers will enable the Authority to be proactive and work with the registered keeper to remedy the defects. However, if that process fails, the vessel can be removed while afloat.
- 7.2. Many residential boaters enjoy the broad waters year-round, adhere to the rules governing moorings, and comply with safety standards (Insurance and Boat Safety Scheme Certification), but non-compliance is on an upward trend. Rangers are increasingly dealing with vessels and owners with complex needs and referrals to the River Chaplaincy and housing services, as well as vessels left on trespass mooring and appearing to be uncared for, occupying time that could be spent patrolling. Again, applying the unserviceable vessel criteria will address some of these issues.
- 7.3. A further complication to unserviceable vessels is the environmental risk they pose if left unmaintained and uncared for any extended duration. This was experienced at the Griffin Lane Dockyard when the Authority was breaking up an abandoned vessel, an unnoticed contaminated bilge tank was punctured, resulting in heavy oils leaking out. Fortunately, our strict oil spill containment protocols were in place, which prevented the oil from getting into the water course. But because of this 'near miss' we have

constructed a bespoke vessel breaking area at the dockyard to address the growing number of boats needing this service, which is bunded and contains contamination containment.

8. Conclusions

- 8.1. The 'unserviceable vessels' addition to the removal of wrecks process, provided by the Broads Authority Act 2009, bridges the gap between unsafe and non-compliant vessels. It also puts the onus back on the registered keeper of the vessel to ensure all standards needed to have a vessel on Broads' waters are complied with.
- 8.2. If the re-drafted criteria are supported by the Navigation Committee they will be presented to the Authority for adoption.
- 8.3. If adopted, the 28-day notification and chance to repair or fix the vessel's defects will be applied. This allows the registered owner to address the items that made the vessel unserviceable within the set timescale.
- 8.4. Vessels that do not remedy defects to make the craft compliant after the issue of a 28-day notice (under the removal of wrecks procedure) will be removed and disposed of by the Authority. If the unserviceable vessel has any latent value, the 2009 Act allows the Authority to sell the craft and deduct expenses to cover the recovery, removal and storage costs. Any excess funds from the sale would be issued to the registered keeper.
- 8.5. The long-term effect of applying the unserviceable vessel powers is expected to be like that of the Ministry of Transport test (MOT). The MOT's exacting standards and regular application have removed unroadworthy vehicles from the highways. In time, non-compliant vessels will be significantly reduced from our waterways, bringing safety improvements, reducing incidents and saving staff resources dealing with the issues these vessels create. A message will be communicated that all are welcome on the Broads if their craft meets the criteria set by the Authority, designed to maintain high safety standards.

Author: Rob Rogers

Date of report: 22 October 2024

Background papers: Update on Broads Authority Act 2009 Provision Removal of Wrecks, Broads Authority 11 July 2014.

[Broads Plan](#) strategic objectives: Theme C.

Navigation Committee

07 November 2024

Agenda item number 10

Principle and effectiveness of body worn cameras

Report by Director of Operations

Purpose

This report reviews the outcomes from the body worn camera trial, conducted over the summer of 2024. The Committee is asked for its views as to whether the use of body worn cameras should be rolled out to front line staff carrying out byelaw enforcement.

Broads Plan context

C4 - Maintain and improve safety and security standards and user behaviour on the waterways

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1. Introduction

- 1.1. Following advice from the Health and Safety Committee, who observed a rising trend in the reports of violence and aggression against Broads Authority staff, a trial of Body Worn Cameras (BWC) was held during July and August 2024.
- 1.2. The BWC trial was held during the busiest period on the Broads waterways and five cameras were provided, free of charge by Reveal Media Ltd, along with access to camera software, to allow downloading and management of the captured data.
- 1.3. The cameras were used by the Ranger Service (swapped between the teams) and by the Norwich Yacht Station Quay Ranger. The BWCs were clearly displayed for the duration of the staff working day.

1.4. The cameras tested were supplied by Reveal Media Ltd, the largest supplier of body worn devices who supply the Police Service, Armed Forces and other organisations like the Environment Agency and Parking Enforcement Companies. The D-Series camera has a 14-hour battery life, is rugged, with one-touch recording and a wide-angle camera capable of recording in low light and with audio.

2. Process

2.1. Prior to any recording devices being deployed a Data Protection Impact Assessment (DPIA) was carried out as per guidance from the Information Commissioners Office (ICO) by the Authority.

2.2. Processing of highly sensitive personal data is only lawful in two cases:

1. *There is consent by the data subject for law enforcement purposes and at the time the data processing carried out by the competent authority has an appropriate policy in place.*
2. *The processing is strictly necessary for law enforcement purposes and meets at least one of the conditions in Schedule 8 of the Data Protection Act 2018.*

2.3 The Broads Authority has a lawful basis concerning its law enforcement role in enforcing the byelaws, consistent with point 2 above, including meeting at least one criterion under schedule 8 of the Data Protection Act 2018, for the lawful processing of sensitive data, namely “1 (a) is necessary for the exercise of a function conferred on a person by an enactment or rule of law...”.

2.4 In addition to the DPIA, a Body Worn Camera Policy was developed, a FAQ and we undertook a public consultation* period, which ran from July to the end of September 2024, to comply with best practice.

**The Public Consultation received five responses, all five were supportive of the Authority’s trial and no objections were received.*

2.5 We also developed an evaluation criteria format which captured responses to key questions:

- Did the visibility of the BWC affect the situation?
- Describe the reason for image capture?
- Did the D3 BWC influence the person(s) behaviour?
- Did the BWC give you added confidence to deal with the situation?
- Having used a BWC would you want it to be a permanent piece of safety equipment?
- Did wearing the BWC, when NOT recording generate comments from the public?

3. Feedback

3.1. The cameras were used across the northern and southern Ranger areas, and seventeen Rangers were able to wear the cameras whilst on duty. One camera was provided to Norwich Yacht Station Quay Ranger.

- **Did the visibility of the BWC affect the situation**

Only one response was received, explaining that the BWC did influence the situation. This was to inflame the tension of the situation and led to the person not wishing to speak to the Ranger. The other responses all stated that members of the public seemed to notice but were not concerned by the staff wearing a body worn camera.

- **Describe the reason for image capture**

BWC were activated on three occasions, to capture a speeding vessel, whilst interacting with habitual overstayers and to capture an obstruction to navigation. A BWC was also used to record an interview under caution.

During the trial period none of the cameras were deployed with Rangers who encountered a violent or abusive situation.

- **Did the D3 BWC influence the person(s) behaviour**

Of the seventeen Rangers' returns, only one response stated that the BWC influenced the persons behaviour and their response to the camera was negative and it inflamed the situation. Sixteen responses stated that the BWC had no impact on their interactions.

- **Did the BWC give you added confidence to deal with the situation**

Three responses stated that having a BWC did give them added confidence, mainly that it would remove any disagreements in the interaction as the real event could be recorded, especially over who said what. But most responses said that the BWC did not affect how they felt whilst dealing with enforcement issues.

- **Having used a BWC would you want it to be a permanent piece of safety equipment**

Although the Senior Ranger Team could see the wider benefits of the BWC, especially when conducting interviews under caution, the overwhelming response from the Ranger service was that a BWC was not needed.

- **Did wearing the BWC, when NOT recording generate comments from the public**

Before the BWC trial was instigated the public perception and how Rangers wearing kit normally seen on Police Service personnel, was a concern. National Parks are not generally associated with covert surveillance equipment. But the response from Rangers was that the public, although curious were not worried or concerned by staff

wearing cameras. A few commented upon the costs and where the money was coming from, a few comments were noted stating surprised at the need for BWC trial, but overall, the BWC went unnoticed and uncommented upon.

4. Costs

- 4.1. The Cameras are costed in a similar way to mobile phone contracts, whereby you pay a regular fee, dependant on the camera specification and any extras (constant live recording, night vision, style and type of camera mounting etc). Also, economy of scales applies, whereby the more cameras you order, the more extras you specify, the better the price.
- 4.2. Basing our requirements on personally allocated cameras for all front-line enforcement staff (Rangers and Planning Enforcement, lawful under the Authority's purposes), on a basic D3 and the DEMS360 software to download, store, share and redact data, the BWC would be circa £575 each, (for 25 cameras = £14,475.00 per annum, after three years the cameras are owned by the Authority, but contract and replacement fees would remain).

5. Conclusion

- 5.1. Abusive and threatening behaviour against the Broads Authority Staff is not tolerated, but unfortunately this behaviour does occur especially when staff are performing an enforcement role.
- 5.2. Our current mitigations include specific training in dealing with violent and confrontational behaviours, staff can utilise a call back system managed by Broads Control, we maintain a log of site where additional caution may be needed based on intelligence, we link in with BroadsBeat and attend regular meetings with partnering agencies to share information. Lastly, staff are fully supported if they need to walk away.
- 5.3. The conclusion of the BWC Trial is that this technology would be a *'nice to have'*, especially in relation to interviews under caution and when dealing with violent and abusive behaviours, but the Authority's enforcement staff are trained to use techniques that aim to resolve conflict in an amicable way, and the experience of the staff trialling the cameras did not feel the camera technology assisted this process.

Author: Rob Rogers

Date of report: 01 October 2024

[Broads Plan](#) strategic objectives: C4