

River management pressures



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The River Cam



- ‘Honeypot’ navigation
 - Everyone crowding in on a small waterspace
 - Approx. 11.5km / 9 mile length of statutory navigation (Bottisham Lock to City)
 - 3.5km / 2 mile permissive (City to Byron’s Pool)

Funding the navigation

- Conservators are independent, receive no central government funding
- Conservators rely on contracts and SLAs with other authorities to support river maintenance, E.g.
 - Environment Agency for weed cutting and minor bank repairs
 - Cambridge City Council for litter collecting, water level control using Bishop's Mill Sluices, bailiffing the City moorings
 - SCDC for towpath litter clearance
- Authorities' spending squeeze will impact on the river programme



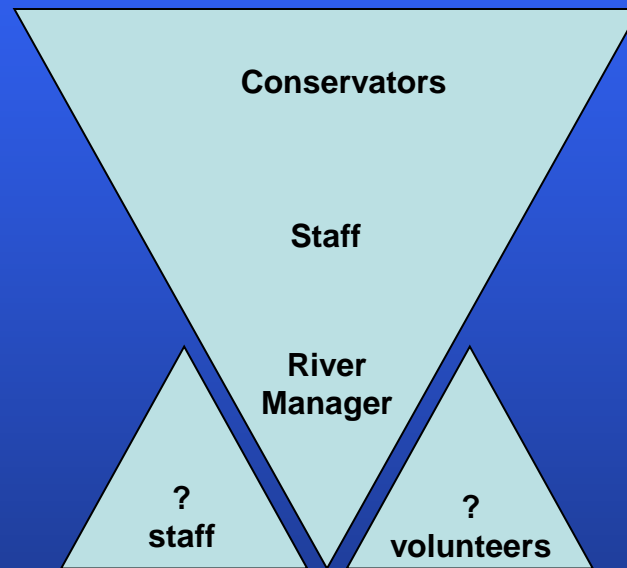
Vessel registration fees

- Approx. ½ of Conservancy's annual income
- Boat owners are being asked to pay more, above-inflation increases – not popular!
- What about other users who derive benefits from the navigation and environs but pay nothing?



Staffing the Conservancy

- 5 full time members of staff, a 'tight ship'



- Governance – committee are all volunteers
- Volunteer manager needed to develop work programme?

Legislative constraints

- Antiquated primary legislation
 - Loopholes exploited (E.g. Garret Hostel Lane)
 - Restrictions on income generating potential
- Byelaw amendments expensive but essential
- Increasing trend towards 'up the anti' (mass) disobedience?

Whose issues?



- The Conservators get drawn into arguments which should be within the domain of other local authorities / landowners who have stronger regulatory instruments in their toolkits
 - Garret Hostel Lane
 - Riverside

Increasing usage

- As the area's population grows, so does river usage for sport, recreation and tourism



The Conservators have no powers to directly limit the numbers of boats on the navigation

Residential waterspace

- The Cam – a ‘parking lot’ for boats?
- Varying size and standards
- Non-rechargeable costs to navigation authority – enforcement, reclaiming abandoned vessels

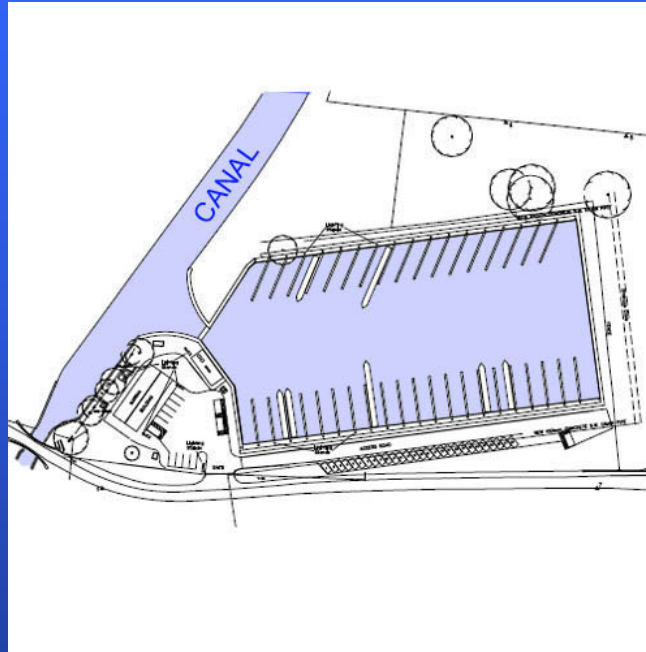


Off-line moorings

- Alternatives are possible
E.g. Conservators' 4.69 acres Fen Road



Another Blisworth Arm?



- Comparable 4 acre field at Blisworth Arm, Northants, was transformed into a 66-berth marina by British Waterways
- We need vision, know-how and funding

Boat tourists

- Inadequate facilities for visiting boaters
- Jesus Green portal – embarrassing state of disrepair (dangerous surfaces, no disabled access)
- Most powerboat visitors turn around within the day – nowhere to moor, antisocial behaviour in adjacent public open spaces
- Negative publicity for the City at a national level

People = rubbish

- More people in and around the river as the area's population grows
- Consequently, more rubbish goes into the river, water quality issues



Public expectations

- High to impossible
- Safe working must take precedence



Wildlife considerations

- How is usage affecting other local residents?



We all have a role as custodians of the environment

Developing a vision

- Cambridge – a City of educated, literate people
- Passions run high!
- University a ‘sleeping giant’ – more proactive role in the future?
- Conservancy’s management is reactive and defensive, crisis-led
- River usage at capacity?
- Partnership work is **essential** over the next 10 years to save what we have got and to make it better!