



a better place for all

River Stour Waterway Plan



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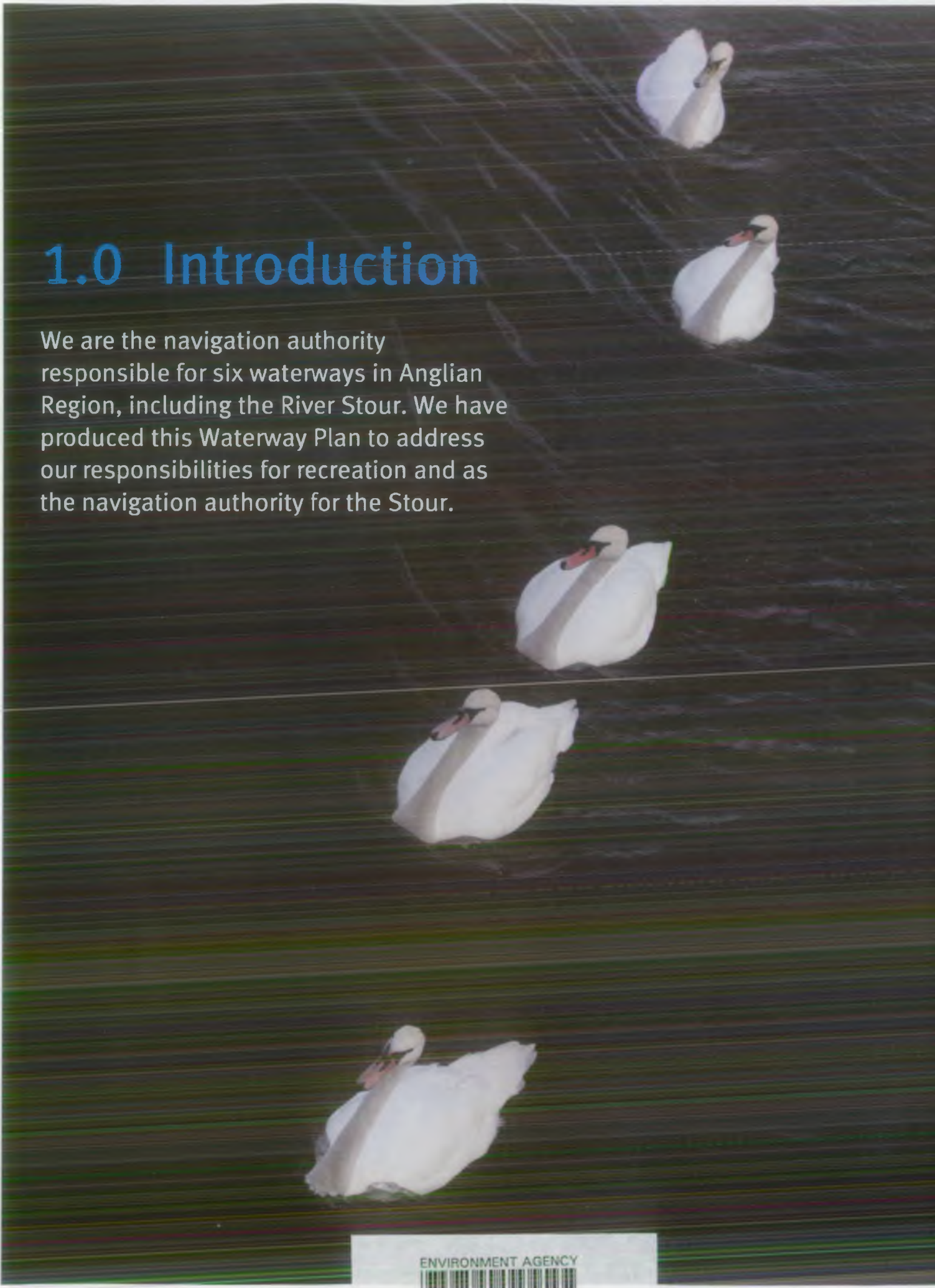


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1.0 Introduction

We are the navigation authority responsible for six waterways in Anglian Region, including the River Stour. We have produced this Waterway Plan to address our responsibilities for recreation and as the navigation authority for the Stour.

ENVIRONMENT AGENCY



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1.0 Introduction



Our vision is that through our philosophy ‘Your Rivers for Life’, we will maintain, improve and develop our river navigations so that we offer all of our users safe facilities comparable with the best in Europe. We will do this in a sustainable manner.

We will ensure that our river navigations are managed in a way that maintains an equitable balance between the various uses, and recognises the full range of benefits the river can deliver for boaters and other recreation activities such as walking and fishing, and for the wildlife that depends on the natural riverine environment.



This Plan is linked to the *Quality of Life* theme as set out in our Corporate Strategy 2006 – 2011. By taking this theme into account we will help local authorities and others to improve local environments, particularly in disadvantaged areas. We will also play our part by encouraging more people from more diverse backgrounds to enjoy and care about their water environment, for example providing opportunities for them to enjoy our rivers.

We are a member of the Association of Inland Navigation Authorities and endorse its strategy for waterways, “Steering a Fresh Course”. Government has also set out its requirements from navigation authorities in the policy document “Waterways for Tomorrow” (Department for the Environment, Transport and the Regions, July 2000). Together these documents set a clear framework within which we are required to:

- Increase the economic and social benefits offered by waterways, maximising regeneration.
- Encourage people to make use of the inland waterways for leisure and recreation, tourism and sport.

- Protect historic buildings and areas.
- Maintain and enhance biodiversity and landscape value.

How we will achieve this is set out in our waterway strategy ‘Your Rivers for Life – a strategy for the development of navigable rivers 2004-2007’ and our Corporate Strategy 2006-2011

The River Stour Plan translates these documents into significant action for the river. In particular the plan reflects the fact that the Stour is not a typical navigable waterway, with most activity being low-key and involving small, manually propelled craft. This plan sets out our aspirations for the river and identifies actions appropriate to its unique character.



2.0 Context

The river

The River Stour meanders from west to east, forming the boundary between the counties of Suffolk and Essex. Halfway along its length, at Sudbury, it becomes a navigable waterway, and remains so until it reaches Cattawade, near Manningtree. Here, it passes through sluice structures that prevent the movement of boats between the river and the estuary. The purpose of the sluices is to prevent saline water from the estuary flooding the land upstream. It is possible for users of small boats to by-pass the sluices, by using the ramps up and over the adjacent embankment at Cattawade, although these are rarely used for practical reasons. It is important to note that throughout most of the Waterway's length it is only physically and legally possible to travel by small boat – details of this, and the exceptions, are given below.

History

Like most rivers in lowland Britain, the Stour would have originally inhabited a heavily wooded landscape, which became more open in character as farming became established. The river channel shape would have been varied and ever-changing, with naturally fluctuating water levels, providing the ideal basis for a wealth of ecological communities. The river would have been largely self-cleansing, with relatively little silt on its bed.

The first dramatic changes to the river would have come about with the construction of water mills, with further impacts arising from the construction of the navigation. Each water mill required a good head of water to function, which meant damming the river to impound water. Upstream of each mill, the water became deep and slow moving. Fish migration would have been prevented and the deeper, slower moving water would have encouraged silt particles to settle to the bed. The river would have been more prone to the growth of algae, and the aquatic plant communities generally reduced in diversity.



In 1705, an Act of Parliament resulted in the River Stour becoming navigable between Sudbury and a sea lock at Cattawade. For the first time, large vessels - 'lighters' - would be able to carry goods between inland Suffolk and the North Sea, bringing significant economic benefits. However, in order to achieve the necessary water depth, locks were built at strategic points, often at the sites of mills, consolidating their impact on the river. The Stour was lucky, though, to retain most of its meandering course, having not been straightened to the extent that most river navigations were. As a result, the journey by lighter was tortuous, taking around two days, but it did mean, coincidentally, that much of the river's landscape character was retained. It was in this form - deep and slow, but meandering - that it played a central role in the paintings of John Constable.

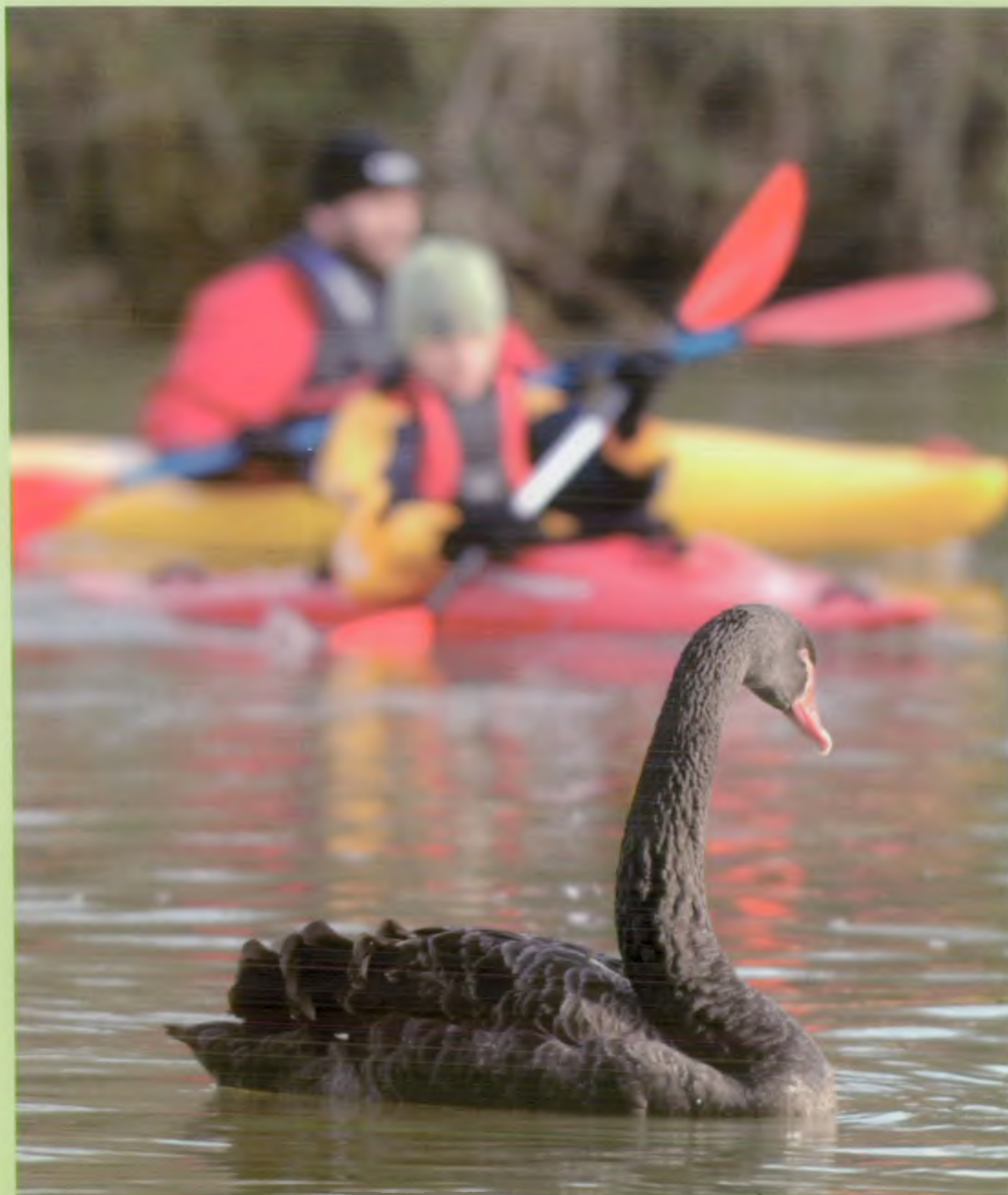
For around 150 years, the navigation was profitable, but the next 50 years saw a decline in its fortunes, as the new Colchester to Sudbury railway took increasing amounts of business. In 1892, the first ever financial loss was announced, and, as income continued to decline, the navigation fell into an ever-worsening

state. By 1930, though-navigation had effectively ceased. In 1968 the River Stour Trust was formed to protect and enhance the rights of the public to navigate on the river. It has since been very active, and has restored locks at Flatford and Dedham, in the lower reaches, and Cornard in the upper reaches, as well as the Granary, Quay Basin and Granary Cut in Sudbury.

The present day

As far as navigation is concerned, the river now has a dual personality. The top and bottom stretches of the navigation (between Ballingdon Bridge and Henny, and Stratford St. Mary and Cattawade respectively) broadly retain the character that was defined by the construction of the navigation, as key lock structures have been maintained in working order. The longer middle section has not seen the same level of attention and has consequently gone some way to returning to a natural state. Here, as water control structures have fallen into disrepair, and the water begun to flow more freely, natural features have gradually reappeared. Shallower, faster-flowing currents that are better able to maintain a clean bed and more diverse ecology

2.0 Context



have replaced deep, slow water. However, this partial reversion to a more natural state has meant that navigation in these reaches is now restricted to small vessels, primarily canoes.

It should be noted that the bed and banks of the River Stour remain in private ownership, and that there is no public right of access to the banks along the majority of the Stour. This is unusual for a navigable river. It is essential, therefore, that users of the river act in a way that will maintain the goodwill of landowners who allow access to their land at the portage points that are used to man-handle vessels around structures.

The River Stour Waterway Plan is written primarily to meet the needs of boat users; however, the needs of the local population and the use they make of this river are also an integral part of this Plan

Map number 1 provides an overview of the River Stour Navigation.

The future

Future management of the River Stour Navigation has been the subject of considerable public debate over recent years. Some believe that the historic importance of the Navigation is such that it should be restored and maintained in a condition that would enable larger vessels to navigate all the way between Sudbury and Cattawade. Others believe that the decline of the navigation has been beneficial to the landscape and wildlife value of the river and that restoration of the navigation would be environmentally damaging. In strictly legal terms, we are only required to maintain the navigation sufficient enough to maintain the standard that existed in 1975, when one of our predecessor organisations took over responsibility for the navigation.

In 2000 a feasibility study was commissioned by the River Stour Navigation Partnership¹, to look into the scope for different forms of navigation on the River. Extensive public consultation took place as part of this process. Our vision for the River Stour navigation, takes account of the findings of this study as well as incorporating our wider environmental duties.

¹ (Essex and Suffolk County Councils, Essex and Suffolk Water Co, the River Stour Trust, the Dedham Vale and Stour Valley Countryside Project, and the Environment Agency)

In essence, our policy is to support development of the river for use by light craft, i.e. canoes, small sailing craft and rowing boats. During consultation of the feasibility study, this was known as option 2. It is envisaged that this development will include improvements to canoe portage facilities to improve passage around sluices and weirs and other improvements will include slipway facilities and improved access to the river.

This policy respects the sensitive environment of the River Stour, much of which lies within the Dedham Vale area of Outstanding Natural Beauty, whilst at the same time improving recreational access to this attractive river. This has been a difficult decision to reach as the public consultation demonstrated a wide diversity of views within the local community as to how the future development of the navigation should be managed. We believe that we have reached a decision that will find support across a wide spectrum of local interests.

Details of how we will implement this vision are given in the section 'Maintain, Improve and Develop'.

Sustainability

The Waterway Plan aims to be a model for sustainable development of the river. Sustainable development is all about ensuring a better quality of life for everyone, now and for future generations to come. By 'quality of life' we mean 'everyone will have the opportunity to enjoy a high quality environment that is clean, green and healthy, for now and for future generations. More people will care for, use, appreciate and enjoy their environment'.

Open space and access

Recognising the value of public open space and access is an important element of the Plan. There is extensive open space at the top of the navigation, at Sudbury, and also at Bures, Nayland and a small area at Cattawade. There is increasing recognition of the contribution that open space can make to people's health and well being. Government's planning guidance defines green space as "all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity." As such, the corridor of the River Stour represents a valuable open space resource.

Leisure and tourism activities have implications for the environment, economy and social fabric of the River Stour corridor. It is a tourism and leisure resource that supports a range of activities and facilities, including boating for sport and recreation, walking, wildlife watching, cycling and angling. However, these varied uses put pressure on the river and its surroundings. We need to plan and manage the use of this unique resource in sustainable ways so that future generations can enjoy them.

The River Stour can play a part in meeting many aspirations that form part of Sport England's vision to drive up participation in active recreation by at least 1% year on year. By working in partnership we will be able to support other organisations to meet their own targets.

Environmental inequality

We know that people from deprived neighbourhoods are more likely to suffer poor health, worse air quality, more environmental crime and degraded public spaces.

Tackling issues of environmental inequality and social exclusion is complex and requires action by many different parties. However, properly targeted, improvements to our waterways can make a contribution to improving the quality of life for those living in our more deprived communities along our waterways.

The social benefits that can be gained from waterway regeneration are concisely summarised in the Association of Inland Navigation Authorities (AINA) publication 'The Inland Waterways: Towards Greater Social Inclusion'. Undertaking actions outlined in this plan will contribute towards realising ours and AINA's vision to reducing inequality in deprived communities.

We would welcome moves by local canoe clubs and other recreation organisations to introduce people from the less privileged parts of nearby towns and villages to the River Stour. We would also welcome greater use of the river by those with physical and mental disabilities, as these groups are traditionally less likely to be found in the countryside, despite having a considerable amount to gain from contact with it.

Biodiversity

In terms of biodiversity, the river and its immediate corridor include a diverse range of habitats including meadows, wetlands and small pockets of reeds and wet woodland that contain rare and protected species.

These include sites designated for international and national importance (at the lower end), as well as areas afforded a regional or local status (in a number of locations along the river). The presence of locks and weirs help maintain some wildlife sites that are dependent on artificially high water levels. Within the channel itself, the most diverse and botanically rich areas are often the wet margins where reeds and broadleaved wetland plants are established. These provide habitats for invertebrates, fish, amphibians, mammals and birds. The river is also a vital corridor for wildlife, linking fragmented habitats, and providing a foraging area for a host of creatures, e.g. bats that feed on insects that swarm above the water.

The interests of biodiversity and opportunities to enhance habitat for wildlife will form an integral part in the delivery of projects as we move forwards to the implementation of this Plan.

Global warming

Global warming is likely to have an increasing effect upon climate. The severity will depend on the amount of greenhouse gases released into the atmosphere from now on, and how the climate system responds. However, we are likely to experience:

- more frequent and dangerous extreme weather events
- heavier winter rainfall
- warmer summers.

Warmer, drier and sunnier summers could benefit domestic summer tourism. But they could also result in low river flows hampering recreation and damaging wetlands and aquatic habitats. A reduction in dilution of effluents could cause poor water quality and increases the likelihood of harmful algal blooms. Heavier rainfall would increase the risk of flooding and make dangerous strong stream conditions more frequent.



3.0 Implementing the Plan

Maintaining the River Stour navigation will be done in a manner sympathetic to the sensitive wildlife and habitats on the river. We have split implementation of the plan into three sections; maintain, improve and develop.

3.1 Maintain

Management for small craft. The whole of the navigation, from Brundon to Cattawade, will be maintained and enhanced in order to facilitate access by small un-powered boats such as canoes, kayaks, and the smaller rowing and sailing boats. We have already taken steps to achieve this, by installing portage platforms and steps to enable small boat users to negotiate structures such as weirs and locks. There is a byelaw already in place that restricts access to most of the waterway to only these smaller vessels. It should also be noted that this byelaw (number 27 of the Recreational Waterways (General) Byelaws 1980 (as amended) allows the River Stour Trust and Riparian owners to use larger vessels on the restricted areas of

the Stour, 'Provided that such exemption shall apply only to that number and type of vessels in such use on 25th October 1982'.

Other craft. We will continue to maintain the river between Ballingdon Bridge (the original upstream limit of navigation) and Henny, such that it will remain useable by other craft. The current byelaws make provision for access by larger and/or powered craft within this stretch, and they will remain in place.

3.0 Implementing the Plan

3.2 Improve

We do not envisage major changes to the Stour Navigation. We accept that there may be pressures for new facilities, changes to maintenance regimes, or restoration of lock features, particularly by those who favour full restoration of the navigation. Each of these proposals will be considered on its merits, and in the context of our overall vision for the waterway. In general terms, though, proposals that improve the recreational and educational experiences of the general public without involving negative impacts on the wider environment will be supported, provided they are compliant with Option 2 and option 4b, where appropriate (from the feasibility study “River Stour Navigation Partnership – River Stour Navigation Feasibility Study”). Impacts that we will avoid include ecologically insensitive changes to the flow regime (e.g. by greater impoundment of water), the use of the river by craft that fall outside the byelaws (other than during occasional special events), or excessive dredging, which is ecologically and aesthetically damaging.

“Proposals that improve the recreational and educational experiences of the general public without involving negative impacts on the wider environment will be supported”

3.3 Develop

Low environmental impact propulsion. We have been carrying out research into the suitability for use of the river by craft powered by low environmental impact forms of propulsion. With the public’s positive support, we now intend to permit such craft as electrically powered canoes to use the river, which are no more intrusive than manually powered craft. This will be subject to a byelaw revision, which will specify the permitted size, type and power of craft. An additional benefit of these craft is that people who are less physically able can enjoy the river in ways that would have otherwise have been unavailable to them. A number of events were held on the river in the summer of 2004 (at Sudbury, Bures and Flatford), to gauge public opinion on this option. The majority of visitors to these events supported or accepted the potential for small electrically propelled boats such as canoes and skiffs. However, there seemed to be a general feeling against the use of larger vessels, and concerns that the power output of the motors used should be minimal. These views accord with the clear majority of those received in response to the 2000 feasibility study.





4.0 Sport and recreation

Canoeing

The British Canoe Union (BCU) has an individual membership of over 25,000, 469 affiliated clubs and 145 approved centres. The BCU pays us a fee that provides for automatic registration of members' canoes on our waterways. This is recouped from individuals' membership fees, and relieves them of the responsibility of registering in the usual way.

As part of our plan to improve and develop facilities on our rivers we have developed a programme of works to construct canoe portage facilities at many locks on the rivers. We are also keen to explore opportunities for greater canoe access on them. At the present time much of this work is un-funded and we will seek to work in partnership with others to turn these aspirations into reality. Happily, for the River Stour a programme of works was completed 3 or 4 years ago. Therefore we already have easy canoe access throughout the navigation.

Angling

There are some 120,000 licensed anglers in the Anglian Region. Getting more people into fishing brings significant economic and social benefits. Angling can contribute to social inclusion, promote environmental awareness and deliver sustained reductions in crime and anti-social behaviour among young people. A national "Get Hooked on Fishing" scheme, supported by the police, specifically targets young people at risk of offending and has achieved:

- zero offending
- 80% reduction in truancy
- increased literacy and general education performance.

Angling is also one of the most popular sports for people with disabilities.

We will work with our internal colleagues to fulfil the aspiration of the Environment Agency strategy for angling 'Angling 2015'.



Walking, cycling and horse riding

A network of public rights of way exists within the river corridor, although few rights of way are associated directly with the river, and many lengths of the Stour are currently inaccessible to walkers and riders.

The development of the existing network provides an important opportunity to encourage people to enjoy the delights of our waterways, thereby contributing to our agenda to provide an improved quality of life by encouraging informal outdoor recreation.

The local Highways Authorities have legal duties (resulting from the Countryside and Rights of Way Act 2000) to draw up Rights of Way Improvement Plans (RoWIPs), and to facilitate the establishment of Local Access Forums. Through these forums, representatives of local communities and interest groups can influence the work of the Highways Authorities, and specifically the development and implementation of RoWIPs. We hope that river corridors within this area, including the River Stour corridor, will ultimately benefit from new and improved rights of way, so that the local network provides better access to the river. There will clearly be an important role for local landowners in this process.

“We hope that river corridors within this area, including the River Stour corridor, will ultimately benefit from new and improved rights of way”.

4.0 Sport and Recreation

Heritage

The River Stour provides a richly textured heritage landscape, with a significant concentration of historic buildings, and scheduled ancient monuments. The diversity and wealth of these heritage sites are key to the unique landscape character of the river.

These sites, and many others, provide a powerful reminder of the work and way of life of earlier generations and provide places of enjoyment for local people and visitors today.

Promoting the enjoyment of these areas and sites will form a key component of encouraging greater access to the river. Working with others, we will seek to enhance the leisure and tourism potential of the area.

A significant part of the Stour corridor is within the Dedham Vale Area of Outstanding Natural Beauty. This, together with a more extensive project area, is managed by the Dedham Vale and Stour Valley Project, guided by an area of outstanding natural beauty (AONB) Partnership. Together, these have a key role regarding tourism and recreation within the Stour corridor, a role in which we are pleased to play a part. There is a consensus that tourism is too heavily concentrated on a few nationally recognised 'hotspots', mostly made famous by John Constable's paintings. We support the concept of spreading tourist activity more evenly over the Stour corridor, taking account of areas of greater sensitivity, and see the river itself as the obvious focus for this.



“Promoting the enjoyment of these areas and sites will form a key component of encouraging greater access to the river”



5.0 Visitor risk management

Visitor safety is paramount to us. We want visitors to the river to return home happy and satisfied with their experiences.

We have a legal and moral obligation to consider their safety, and protect them from unnecessary or unreasonable risk. Successful risk management demands a partnership between the manager, the visitor and other groups (such as governing bodies of sport), recognising that each carries a share of the responsibility for safety, dependent on the type of activity and location.

Different types of river user have widely differing expectations: from canoeists seeking adventure, to parents looking for a place for their children to picnic and play without coming to harm. In managing risks associated with these activities, we must take care to avoid implementing safety measures that conflict significantly with our access, recreation, landscape, heritage and environmental responsibilities. Nor should we take away people's sense of adventure and freedom.

“Visitor safety is paramount to us. We want visitors to the river to return home happy and satisfied with their experiences”.



6.0 Targets, monitoring and review

It is important to be able to judge over time how successful we are in meeting the Plan's core objectives to:

- improve and promote access and information for all users (on water and land);
- improve and maintain the river infrastructure and facilities and services for all users;
- contribute to enhanced biodiversity, heritage and landscape value in the waterway corridor;
- increase use of the river and its corridor.

We will judge the Plan's success by the following key performance measures:

- the numbers and mix of people using the river;
- user satisfaction;
- enhanced biodiversity, heritage and landscape value.

We will need to establish robust baseline data and measure changes. For boating, the number of craft registered provides a reliable measure. However, we will need to find ways to measure levels of participation in sport and recreation (for example the number of oarsmen, canoeists, walkers, anglers and cyclists).

It would also be very valuable to establish a programme of research that measures user satisfaction and identifies the extent to which use is socially inclusive.



Our key indicators of success in maintaining the river's infrastructure and facilities will be the reduction of maintenance arrears and progress in meeting appropriate waterways standards. Advice is particularly sought on ways to measure enhanced biodiversity, heritage and landscape value in the waterway corridor. This could include areas of new riverside habitat created, and lengths of natural riverbank retained.

The following table, 'A Better Quality of Life – River Stour Navigation' contains a summary of actions that we will be undertaking over the foreseeable future. Our next financial spending review with government is in 2008 and we will use this process as an opportunity to review this Plan to measure its effectiveness to deliver our actions. We will continue with the revised Plan from 2008 and beyond.

“We will need to establish robust baseline data and measure changes”

6.0 Targets, monitoring and review

Outcome	2006/07	2007/08	2008/09	2009/10	2010/2011
Map areas of social need in relation to their proximity to navigable waterways and use this information to prioritise access projects in and around urban areas		Within Waterway Plans, identify and map areas of social need Overlay this information with Environment Agency landholdings to prioritise access projects	Deliver programme of targeted access improvements in urban and urban fringe areas	Deliver programme of targeted access improvements in urban and urban fringe areas	Deliver programme of targeted access improvements in urban and urban fringe areas
Health and Well-being Working with Sport England, we will continue to promote healthy lifestyles in the countryside	In conjunction with our Sports England partners and our National Office, we will actively support and conduct research into the health benefits for all; identifying the benefits and how they can be achieved	In conjunction with our Sports England partners and our National Office, we will actively support and conduct research into the health benefits for all; identifying the benefits and how they can be achieved	In conjunction with our Sports England partners and our National Office, we will actively support and conduct research into the health benefits for all; identifying the benefits and how they can be achieved	In conjunction with our Sports England partners and our National Office, we will actively support and conduct research into the health benefits for all; identifying the benefits and how they can be achieved	In conjunction with our Sports England partners and our National Office, we will actively support and conduct research into the health benefits for all; identifying the benefits and how they can be achieved
Improved information so that people with disabilities are able to make an informed decision about suitability of access		Undertake a disability audit for all relevant Environment Agency sites with public access	Implement findings from disability audit	Implement findings from disability audit	Implement findings from disability audit

Outcome	2006/07	2007/08	2008/09	2009/10	2010/2011
Enhance biodiversity on our waterway	Look for opportunities for wildlife enhancements in the work we are doing for both capital and revenue works	Ensure maintenance works such as shoal removal and vegetation cutting have minimal impact on the environment	Look for opportunities for wildlife enhancements in the work we are doing for both capital and revenue works	Ensure environmental enhancements are included alongside capital projects	Look for opportunities for wildlife enhancements in the work we are doing for both capital and revenue works
Heritage					
Where appropriate, improve awareness of heritage sites along our waterways		Ensure heritage features are included in River Guides, relevant websites, and interpretation boards and any other literature developed with partners	Ensure heritage features are included in River Guides, relevant websites, and interpretation boards and any other literature developed with partners	Ensure heritage features are included in River Guides, relevant websites, and interpretation boards and any other literature developed with partners	Ensure heritage features are included in River Guides, relevant websites, and interpretation boards and any other literature developed with partners
	Manage Environment Agency land, buildings and structures of heritage interest, such as locks and bridges, in harmony with their setting, design, materials and construction methods	Manage Environment Agency land, buildings and structures of heritage interest, such as locks and bridges, in harmony with their setting, design, materials and construction methods	Manage Environment Agency land, buildings and structures of heritage interest, such as locks and bridges, in harmony with their setting, design, materials and construction methods	Manage Environment Agency land, buildings and structures of heritage interest, such as locks and bridges, in harmony with their setting, design, materials and construction methods	Manage Environment Agency land, buildings and structures of heritage interest, such as locks and bridges, in harmony with their setting, design, materials and construction methods
	Work with members of the Dedham Vale AONB and Stour Valley Partnership to improve awareness and appreciation of historic sites and landscape as a whole	Work with members of the Dedham Vale AONB and Stour Valley Partnership to improve awareness and appreciation of historic sites and landscape as a whole	Work with members of the Dedham Vale AONB and Stour Valley Partnership to improve awareness and appreciation of historic sites and landscape as a whole	Work with members of the Dedham Vale AONB and Stour Valley Partnership to improve awareness and appreciation of historic sites and landscape as a whole	Work with members of the Dedham Vale AONB and Stour Valley Partnership to improve awareness and appreciation of historic sites and landscape as a whole

Outcome	2006/07	2007/08
Ensure that management and improvements to the navigation take account of any impact of climate change	For low flows, ensure locks are maintained as efficient structures to reduce leakage	For low flows, ensure locks are maintained as efficient structures to reduce leakage
Improve the use of the river by a wider type of craft but within agreed parameters		In consultation with interested parties, discuss options for the use of small electrically powered craft and seek consensus for necessary amendments to by laws
Operation Public Safety (OPuS)	Deliver the ongoing programme of inspections and carry out remedial work arising from inspections	Deliver the ongoing programme of inspections and carry out remedial work arising from inspections

6.0 Targets, monitoring and review

2008/09	2009/10	2010/2011
For low flows, ensure locks are maintained as efficient structures to reduce leakage	For low flows, ensure locks are maintained as efficient structures to reduce leakage	For low flows, ensure locks are maintained as efficient structures to reduce leakage
Seek byelaw change with Defra	Continue with byelaw change with Defra	Implement byelaw change
Deliver the ongoing programme of inspections and carry out remedial work arising from inspections	Deliver the ongoing programme of inspections and carry out remedial work arising from inspections	Deliver the ongoing programme of inspections and carry out remedial work arising from inspections

Outcome	2006/07	2007/08	2008/09	2009/10	2010/2011
Improve provision of facilities and services on the navigation for existing users		<p>Develop improvement plans with partners such as RST & BCU</p> <p>Seek funding opportunities, external to the Environment Agency, to support and deliver facilities and services on the navigation</p>	<p>Update improvement plans with partners</p> <p>Continue to seek funding opportunities, external to the Environment Agency, to support and deliver facilities and services on the navigation</p>	<p>Update improvement plans with partners</p> <p>Continue to seek funding opportunities, external to the Environment Agency, to support and deliver facilities and services on the navigation</p>	<p>Update improvement plans with partners</p> <p>Continue to seek funding opportunities, external to the Environment Agency, to support and deliver facilities and services on the navigation</p>
Improve the standard of canoe portages and increase provision at more locations		<p>Audit platforms along the whole length of the river and undertake immediate repairs</p>	<p>Plan for new portages to improve the experience for users of the river</p>	<p>Seek external funding</p>	<p>Build portages with external funding obtained in the previous year</p>

Outcome	2006/07	2007/08
With others, promote sport and recreation, both on and by the water, to increase awareness and use of our waterways for recreational use	Seek positive media coverage to raise the profile of opportunities on the river and promotional campaigns in national and regional press	Seek positive media coverage to raise the profile of opportunities on the river and promotional campaigns in national and regional press
	Support and/or attend national, regional and local shows, events or exhibitions to promote our waterways	Support and/or attend national, regional and local shows, events or exhibitions to promote our waterways
		Produce and promote visitor guides to our waterways

6.0 Targets, monitoring and review

2008/09	2009/10	2010/2011
Seek positive media coverage to raise the profile of opportunities on the river and promotional campaigns in national and regional press	Seek positive media coverage to raise the profile of opportunities on the river and promotional campaigns in national and regional press	Seek positive media coverage to raise the profile of opportunities on the river and promotional campaigns in national and regional press
Support and/or attend national, regional and local shows, events or exhibitions to promote our waterways	Support and/or attend national, regional and local shows, events or exhibitions to promote our waterways	Support and/or attend national, regional and local shows, events or exhibitions to promote our waterways
Promote navigation and recreation activities, on and by the river, particularly in urban areas	Promote navigation and recreation activities, on and by the river, particularly in urban areas	Promote navigation and recreation activities, on and by the river, particularly in urban areas
Produce and promote visitor guides to our waterways	Produce and promote visitor guides to our waterways	Produce and promote visitor guides to our waterways
Improve signage and visitor information at key locations		

Notes

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