



SERVICE PLAN

**POLICIES AND PROGRAMMES FOR OPERATIONAL
MANAGEMENT OF THE BASINGSTOKE CANAL**

APRIL 2009



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Introduction

This Service Plan sets out the service to be provided during 2009 to 2012 by the Basingstoke Canal Authority. The Basingstoke Canal is owned by Surrey and Hampshire County Councils. The Basingstoke Canal Authority (BCA) manages the Basingstoke Canal on behalf of the two County Councils and the six riparian funding borough and district councils: Hart, Rushmoor, Guildford, Surrey Heath, Woking and Runnymede. The staff of the BCA are employed by Hampshire County Council and work to the financial, health and safety and other systems of that Council. The Service Plan relates to and supports the service level agreement between the BCA and the local authorities.

Management of the Basingstoke Canal is overseen by a Joint Management Committee (JMC) of the funding local authorities, with a number of non-voting advisory members.

This Plan replaces the "Basingstoke Canal Post Restoration Management Plan (1991)". It is part of a suite of plans relating to the management of the Basingstoke Canal as follows.

- Strategic Development Plan – sets out the overall development proposals for management of the Canal over the next five years. It also sets the context for the other four management plans which are separate stand-alone management strategies with their own objectives, policies and programmes..
- Conservation Management Plan – sets out policies and programmes to manage the SSSI, reversing the current unfavourable condition, to achieve unfavourable recovering condition and ultimately favourable condition.
- Canal Visitor Centre and Recreational Development Plan – sets out policies and programmes to promote education, navigation and open public access while generating increased levels of income.
- Service Plan – sets out policies and programmes to maintain the Canal, manage its use and carry out day-to-day maintenance of the structure of the Canal.
- Asset Management Plan – Sets out policies and programmes for the long term repair and maintenance of the Canal structure and main physical assets.

Vision

In 2000, the JMC agreed the following vision for the Canal as part of the Canal Development Plan 2000 - 2004:

"To provide a unique facility for improving quality of life through the harmonious management of the Canal's waterway, navigation, conservation and recreation elements and to maximise the potential for developing new opportunities for all"

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Current Issues

The BCA has sustained a track record in terms of financial performance during 2006 – 2008, declaring a ‘breakeven’ position each year, at the cost of a substantial scaling down of activity, including cutting back some essential activities such as dredging, tree and shrub maintenance and stopping the delivery of other non essential but desirable services.

A number of severe challenges including demanding risk management, soaring energy costs, canal structural failure, pay & benefits programme, decline in the SSSI and water supply problems have beleaguered the BCA. In the ten years to 2007/08 the shortfalls in revenue contributions had been gradually increasing to 12% (£65,800). In 2008/09 the shortfall fell to 4% (£22,000) due entirely to Hart District Council increasing their contribution by £46,000 to almost their full requested contribution. The cumulative effect of these shortfalls has been repeated calls on the reserves to supplement the maintenance work that is usually funded from the revenue budget.

Local Authorities’ Probable Revenue Contributions 2009/10

	2008/09 Final Contributions £	2009/10 Original Request £	2009/10 Proposed Contributions £	2009/10 Possible Additional Contributions £	Notes
Surrey CC	156,500	160,434	160,434	0	1
Guildford BC	36,800	40,925	36,800	4,125	2
Runnymede BC	8,000	17,667	8,000	9,667	2
Surrey Heath BC	11,000	27,526	11,000	16,526	2
Woking BC	54,000	55,796	55,796	0	1
Hampshire CC	156,500	160,434	160,434	0	1
Hart DC	66,000	66,773	63,000	3,773	2
Rushmoor BC	48,600	44,244	44,244	0	1
Total	537,400	573,800	539,708	34,091	

Notes

1. *Agreed contributions for 2009/10 (subject to full Council approval)*
2. *Proposed contributions for 2009/10. Final details of SLA yet to be agreed*

It was hoped that the new formula, which has been discussed with the partner authorities, would bring a stability to the core funding for the Basingstoke Canal Authority.

To date, four of the eight partner authorities have confirmed that they will meet the full requested contribution for 2009/10 under the new formula. These four are Woking Borough Council, Rushmoor Borough Council, Surrey

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County Council and Hampshire County Council.

Guildford Borough Council and Hart District Council have indicated that their contributions will be lower than the requested contributions by £4,125 and £3,773 respectively. Due to a no growth declaration they are unable to make up the difference this coming financial year.

Runnymede Borough Council and Surrey Heath Borough Council have fixed their contributions at £8,000 and £11,000 respectively which are £9,667 and £16,526 below the requested contributions. They will attempt to make up the difference under a SLA grant, which has yet to be finally agreed. *[appendix 2]*

These factors combined with the current economic recession leads the BCA to take a cautious approach to business planning, requiring additional savings and scales of economy. As a result, the cash shortfall in partner contributions for 2009/10 is £34,091 (5.9%). Although some of the defaulting partners may make up the difference through a SLA agreement, the core activities of the Canal will be underfunded which means that - yet again - the Director may have to consider additional reductions in the budget. If this is the case this will be addressed at the start of the new financial year.

An important and growing problem for the BCA is structural maintenance of the Canal. Across the service the issue of maintaining the facilities in a safe and attractive form, whilst protecting their intrinsic natural or cultural heritage, is an issue. Maintenance of the Canal structure is being addressed by the organization of a condition survey and the production of an asset management plan. Currently the two County Councils fund the capital costs of structural repairs.

Maintenance of the facilities has two aspects: looking after the structures including lock gates, towpath and foot bridges and managing the natural and historic environment. This includes maintenance of the towpaths and access areas and natural habitats to keep them open and safe, alongside the need to maintain biodiversity, landscape and archaeological value.

A further issue is the effects of climate change which is being felt most strongly in controlling sustainable urban drainage while maintaining water supply and the navigation and recreation value. The effects of fluctuating heavy to no rainfall during the summer months is having a severe impact on how the Canal is managed now and in the future. Since the Canal is a popular destination and a potential significant part of its income will derive from recreational boating any loss or underdevelopment of the navigation will be a significant factor.

The changes in seasonal temperature have also influenced plant growth and animal behaviour. Longer growing periods have increased the time required to carry out the winter vegetation cut for safety and for amenity and access. The breeding season of many species is changing which reduces the time available for essential habitat management without disturbing vulnerable species.

All these factors need to be taken into account in the Service Plan for 2009/2010 as the revenue budget needed to manage and maintain the facilities and respond to climate change has not kept pace with the demands upon it.

Stakeholder Views

The Inland Waterways Advisory Council conduct public surveys and the results are a key input. Generally the results show a very favourable reaction from the public. Satisfaction with national waterways is high and is at a net satisfaction level of around 70%. In the case of the Basingstoke Canal there are gaps in our knowledge of the numbers of people using the Canal and these gaps need addressing.

On-site surveys of Canal users will ask specific questions on user satisfaction and will seek comments and feedback on improvements needed to the Canal.

This piece of work will provide guidance to the BCA on future quality control and marketing activity.

Staff Training

Staff training is very important for the BCA. Training needs are set out in a 'Team Training Plan' which shows how the needs of the Service Plan are reflected in training and learning activity and how information about this activity is fed back into the service planning process.

A feature of the BCA's training is that it has tended to focus on health and safety – as much of this is mandatory – and to pay less attention to wider staff development issues.

The Team Training Plan is attached as Annexe 1. The key elements of the Team Training Plan include:

- use of specialist plant and equipment
- performance management
- developing customer focus
- developing staff capability
- health and safety
- risk management.

Risk Management

A number of systems are in place to manage the very high corporate risk that the Canal presents to the two joint owners and to other stakeholders. The detail of dealing with emergency risks are set out in the BCA's Emergency Response Plan.

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In addition the six riparian borough and district councils have a very important role to play in managing the risk of local flooding due to a breach of the Canal banks or tree issues.

Current Priorities

The following are current priorities for the BCA.

- Establish, gain assent from Natural England (the regulatory authority) and implement a Conservation Management Plan that aims through conservation objectives and policies to reverse the current decline in the SSSI status of the waterway, address major issues of water quality and supply and manage the ecological biodiversity of both the flora, fauna and it's habitat, whilst allowing for continued navigational and recreational development.
- Set up and implement a development plan for the Canal Visitor Centre that will enable greater income generation leading the BCA to be able to invest in essential improvements and enhancement of the Canal infrastructure.
- Produce and implement a Service Plan for the two joint owning County Councils and six riparian borough and district councils based on a new service level agreement and funding formula that is fair, accountable and delivers on service, whilst achieving a good degree of financial commitment and stability.
- Produce and implement an Asset Management Plan, once a full condition survey has been completed.
- Focus on structural maintenance, reducing the cost by carrying out only essential activities, while enabling safe practice.
- Make a sustained and consistent improvement in the standard of maintenance work.
- Improve the visitor environment by undertaking projects that focus on the visitor experience, the physical environment and visitor service.
- Through a modernisation programme, work with partner organisations to transform the Canal visitor centre and recreation areas.
- Pilot an education and communication scheme working with non-profit partners such as the Wildlife Trusts.
- Drive initiatives in specific service areas
- Implement improvements to the towpath working with Sustrans

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- Attract, develop and retain high quality staff developing a capability building programme and improving staff satisfaction.
- Improve the strategies for identifying and managing risk.

Policies and Programmes for Operational Management

The Service Plan sets out a series of policies and programmes whereby the BCA will manage the Basingstoke Canal. The policies and programmes have the following operational objectives.

- Meet the requirements of the Conservation Management Plan agreed by Natural England, the JMC and the Conservation Steering Group to implement a programme of regular and one – off works to enhance and maintain the SSSI as set out in the Conservation Management Plan
- Provide a programme of both routine and one - off works that will maintain and enhance the navigation whilst retaining the overall balance with the natural conservation value
- Provide a system for monitoring the structural safety of the Canal and for ensuring the safety of users as far as is reasonable practicable
- Ensure and develop a sustainable supply of water for the Canal
- Be presented in an accessible and practical format so as to be easily implemented by staff, volunteers and contractors on the ground
- Highlight particularly sensitive areas, plants, species and structures that need special care and consideration during drought as a result of climatic change

The policies and programmes are outlined in the following sections.

Strategic Management

On a day-to-day basis the Canal is administered and maintained by the Basingstoke Canal Authority (BCA). The BCA has no legal or corporate identity in itself. The Canal Director reports to the JMC meeting twice a year and between meetings of the JMC to the Canal Steering Group consisting of the chairman and vice-chairman of the JMC, the Countryside Managers of Surrey and Hampshire County Councils. Policies and programmes for strategic management are set out in Annexe 2 section 2.1

Tree Management

An important issue highlighted in the Conservation Management Plan is the need to manage trees alongside the Canal. This is for structural safety reasons as well as to maintain and improve the conservation value of the Canal. The overall tree management policy for the Canal is as follows.

- Where trees have encroached and are directly damaging or threatening the integrity of the Canal bank side, they will be felled under appropriate licence and consent, working closely with the local authority arboricultural officers
- The BCA always carefully consider the importance of trees and the significant effect on the ecological and amenity value that removal would have. In reality, some of these trees are now assessed to be a high risk to the structural integrity of the Canal due to their current location, size, age and condition.
- Where tree shading is an issue and can clearly be proven to debilitate or prevent healthy, submerged and/or marginal aquatic vegetation as detailed in the Conservation Management Plan, all options will be assessed to achieve a balanced outcome. This could mean selective reduction by removal where necessary or simply reduction by crown lifting and removal of overhanging branches.
- In the majority of cases, neighbouring lands are not under the management control of the County Council or the BAA acting on its behalf. Consultation and co-operation with private land owners will aim to work out possible solutions in the mutual interest of all concerned.
- The BCA are only concerned with trees that are within close proximity of the Canal banks and only those that pose an immediate risk to either the structural integrity of the Canal and/or cause severe tree shading, where light is completely blocked out from entering the water.
- In certain parts of the Canal, where tree roots are seriously eroding banks, directly causing slumping and slippage into the Canal, these where possible will be removed and the banks repaired as a matter of priority. Permission will be sought from the local planning authority in compliance with tree preservation orders and general conservation guidelines which are in force.
- Where possible, a tree removed will be replaced in a suitable location with a native species such as Cherry, Field Maple and Ash that will not cause further harm to the Canal structures and would diversify the environment.

The tree management policies and programmes are set out in Annexe 2 section 2.2

Alien and Invasive Species

A further issue referred to in the Conservation Management Plan is the need to deal with alien and invasive species. Policies and programmes for their control are set out in Annexe 2 section 2.3.

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Habitat Creation

There are many possibilities for enhancing the conservation value of the Canal. The BCA will take every opportunity to create and improve habitats as set out in Annexe 2 section 2.4

Landscape and Townscape

The Canal is designated by the local planning authorities as a “conservation area” for its entire length. The Canal and its corridor is included in the Conservation Area to varying widths and boundaries. There is a general expectation that the Canal will retain its character reflecting its 200+ year age. Along most of its length the Canal will retain a general rural appearance. It is a combination of factors that make it an interesting and attractive place for general users. The tree lined nature of the Canal, old brick arch bridges, locks and other structures contribute to its historic and visual character.

As a general rule the rural appearance will be retained and proposed new development along the Canal considered very carefully in terms of its impact not only visually and physically, but also in terms of such issues as drainage and pollution potential.

Nevertheless, the Canal was built to serve the urban areas, although nowadays there are not many places where the Canal can be truly described as having an urban character. Generally as it passes through urban areas such as Fleet and Ash Vale the appearance is “suburban” with large gardens backing on to the Canal, adding to the general leafy feel. The only true urban setting for the Canal is Woking town centre where the surroundings tend to be much more dynamic and rapidly changing than along the rest of the Canal. Presently Woking largely “turns its back” on the Canal. However a number of canalside developments are currently planned or underway in the town centre and the BCA will respond to these proposals in a positive way as appropriate. This process has worked successfully in other parts of the country where canals and new development have realised mutual benefits.

Landscape and townscape policies will include:

- The BCA will work with the local planning authorities to retain the general historic/ rural appearance of the Canal as appropriate for the rural and suburban areas.
- Within Woking town centre and other urban areas where canalside development is planned, the BCA will work to ensure that a positive aspect is presented to the Canal within any permitted new development. Within these areas, a combination of good design for buildings and community benefit for the Canal in terms of increased access, habitat improvements, public open space, visitor furniture and other visitor and user facilities can be considered as reasonable compensation for canalside development.

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- The overall tree lined appearance of the Canal will be retained, but in a manner that is not detrimental to the conservation value, recreational use and overall safety of the Canal for users and neighbours. This will be achieved through a process of pulling the tree line back from the Canal, the creation of scalloped edges, coppice areas and glades, pollarding etc.
- In appropriate areas “windows” will be opened in the tree line to provide wider views and to diversify the “tunnel” effect for Canal users.

Recreational Use

Although the towpath is outside the bounds of the SSSI, increase in recreational use and associated conflicts can have an impact on the conservation value. This can be due to litter and dumping either directly into or next to the waterway, trampling of Canal side marginal growth, “poaching” on to marginal areas to avoid towpath mud, etc. Narrow sections of the Canal towpath are likely to be subject to greater pressures as pedestrians, cyclists etc. coming from opposite directions sidestep or swerve to pass each other.

General policies on maintaining the towpath include the following:-

- Towpath usage will be monitored to assess problems in any particular area
- The towpath will be maintained so as to provide a suitable surface for walking in stout shoes or boots in rural areas, wherever possible within budgetary and physical constraints. Where higher traffic is expected between village and town, a more durable chip and tar ‘fibredeck’ surface will be maintained. Reports of muddy patches and puddles which are leading to actual “poaching” of marginal areas will be followed up and dealt with as a priority over other areas of the towpath.
- Littering will be discouraged by all means possible including through signage and enforcement of bye-laws.
- Litter bins will be provided at key access points on the Canal and must be regularly emptied – currently on local authority contracts. However the general presumption along the towpath is not to provide bins but to encourage litter to be taken home.
- Access routes to the Canal will be kept clear and usable and where necessary agreements will be made with appropriate landowners to ensure this.

Dog walking is a popular canalside activity but can cause problems through dog fouling, occasional aggressive dog behaviour and the creation of towpath wash-outs caused by dogs entering and leaving the Canal to swim. There is also possible disturbance of wildlife – particularly waterfowl. General policies on dog management are as follows.

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- Dog fouling is against Canal bye-laws and notices to this effect will be erected at appropriate access points.
- Dog bins will be provided at key points on the towpath in conjunction with the borough and district councils. Dog fouling bye-laws will be enforced whenever the opportunity arises. Awareness campaigns will help periodically involving the local press.

Interpretive signs are important elements for allowing people to enjoy the Canal, both when on the towpath and on boats. Quite often access points to the Canal are not clearly marked or are an inconsistent mixture of signs in different local authority areas. Access routes can be across non – BCA administered land meaning no control over surfacing etc. exists. From a boater point of view – especially for those visiting from afar, basic information at key mooring sites regarding local amenities should be provided.

Overall, canal side interpretation needs to be informative and concise to bring the Canal and its history alive whilst not being obtrusive. Key information points need to carry a greater variety of information including Canal related events and activities.

General policies on signing and interpretation are as follows:

- An audit of signs leading to the Canal will be carried out to ascertain where they are missing, unclear, outdated etc. New signage of a consistent nature – i.e. the “brown signs” now much more easily available – will be adopted with the aim being to increase local awareness of, and visitors to, the Canal.
- Canal side signs will be erected at key mooring points and wharfs indicating, where relevant, local facilities including pubs, shops etc. Details will be worked out in consultation with user groups.
- Canalside interpretive signs will be produced in a house style following a process of audit for position, content and relevance.

Policies and programmes for management of recreational use are set out in Annexe 2 section 2.5.

Bye-Laws

A set of Bye-laws have been produced for the Canal for both the Hampshire and Surrey sections. These are essentially the same, but with a geographical scope reflecting the different ownership. The bye-laws are attached as Annexe 3.

Water Supply and Use

Water abstraction for the Canal is licensed by the Environment Agency. Abstraction licences currently exist for a pump which takes water from a railway cutting at Frimley and for the back pumping scheme at Woodham.

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Abstraction is purely to maintain water levels to the benefit of Canal users and wildlife by either taking water from elsewhere or recycling water within the Canal. There are no abstractions existing by third parties to take water out of the Canal. There has been much debate regarding the necessity for a licence to recycle or “backpump” water; is water actually “abstracted” if it is only pumped out of one part of the Canal and deposited in another? New legislation within the draft Water Bill may clarify this situation.

“Overtopping” of the Canal banks caused by excess water in the Canal is one of the greatest potential causes of flooding and damage to neighbouring property. Water flowing over a soft canal bank can soon scour out a dip and increase the problem rapidly. It is of paramount importance that Canal water levels are managed, through the controlled release of water from sluices, to prevent this happening. New “Water Level Protocols” were introduced in 2001 and amended in 2006 with clear instructions for preventative action. To date, these protocols have proved very effective.

Flow in the Canal is from west to east, with the majority of water coming from spring supplies in Greywell Hill and the Broad Oak stream. This input and hence flow along the Canal, is largely outside the control of BCA except where levels are controlled by sluices at times of high discharge.

Historically water supply has always been a problem, particularly on the Ash Embankment to Brookwood stretch of the Canal. However a pump at Frimley Green now takes water from the railway cutting into the Canal at Frimley Lodge Park.

A back-pumping scheme at the Woodham flight of locks has meant levels in the Woking pound and Woodham flight can now be controlled. This system essentially recycles water by pumping an equivalent amount from below Lock 1 to above Lock 6 (top of the Woodham flight) when the locks are used. Environmental assessment of the Woodham project was carried out and it was shown that back-pumping has minimal environmental impact. This site is being regularly monitored to identify any impact, especially where invasive aquatic vegetation may be a problem.

A back-pumping scheme at the St John’s flight of locks constructed by the Surrey and Hampshire Canal Society has proved highly beneficial to the navigation and maintaining water levels.

It would be feasible to back-pump around the Brookwood flight of locks to complement the St Johns project. This would be beneficial to the ongoing development of the country park at the former Brookwood Hospital site.

The Deepcut Flight of 14 locks presents a major challenge, although backpumping around similar flights of locks has been completed elsewhere on the canal system. The justification for any proposals will have to include a carefully balanced look at the economic, environmental and social impacts, costs, needs, and demands.

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The Environment Agency has expressed concern about extracting water from one catchment (the Wey, at the bottom of the flight) and depositing it into another (the Loddon, at the western end).

Sourcing a new supply of water above Deepcut may be a more sustainable solution to alleviating the Canal's water problems.

Climate Change

Climate change is both a general and a specific issue for the Canal. In 2005/06 the hottest months recorded in living memory hit 36°C at the Ealmoor Flash area on the Canal. Major droughts affected the Canal's water retention and several flights were completely drained of water. Flash flooding led to three major land slips. 2007 saw a tornado that took out several mature trees on the embankments of the Canal. Heavy rainfall (54cm / 6hrs) caused severe flooding of large areas in the Broad Oak Dogmersfield area and Odiham with 18 homes flooded in the Rushmoor area due to Cove Brook bursting its banks. 2008 saw more trees brought down on the Canal due to very high winds (70mph)

The BCA will prepare for more extreme and more frequent climate events. This will include the following:

- Carrying out risk assessments on potential flood areas, high embankments and cuttings.
- Taking opportunities to stabilise banks and surrounding areas.
- Carrying out habitat projects to assist declining and indigenous species to adapt

Policies and programmes to address climate change are set out in Annexe 2 section 2.6.

Navigation

The current navigation status of the Canal has remained a debatable issue for some time, despite endeavours of legal staff from both Hampshire and Surrey County Councils to resolve this. Whilst the Canal existed as a Statutory Navigation under the original Basingstoke Canal Act of 1778, this as far as is known has never been revoked, even when the Canal was derelict or earlier. Nevertheless the Canal's current owners perform all the duties of a statutory undertaker of a waterway and the issue is not a big problem on a day to day basis. Being a statutory Navigation Authority may provide immunity from some legislation (including, currently, the need to obtain an abstraction licence for navigation purposes). However it is the wish of the County Councils, as public bodies, to operate openly and "above the law".

The BCA enforces limits on the number of boat movements and on boat speeds. Boating and the further development of this recreational activity will be encouraged working in line with the Conservation Management Plan so that there are no conflicts of interest.

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There is significant potential for income generation. Both boat use and angling are licensed and the income is an important element in the BCA's annual revenue budget. Fees are agreed by the JMC and are kept under review.

There is considerable potential for new development related to boating including the provision of moorings. The BCA will work with the local planning authorities to discuss these opportunities. To develop the Canal within their boroughs and districts. Visitor and user surveys will be organized by the BCA to gain information regarding the need for boat access and facilities for boating and moorings.

Policies and programmes for navigation are set out in Annexe 2 section 2.7.

Dredging

Dredging has become a major issue because recent shortfalls in the BCA's revenue budget have led to a reduction by the BCA in the amount of dredging carried out. This has created problems for boat movements. The Surrey and Hampshire Canal Society now has the capacity to assist with dredging.

Dredging policies and programmes are set out in Annexe 2 section 2.8.

Bank Repairs and Maintenance

The Canal bankside needs constant repair and maintenance due to wash outs, slippage and growth of trees, shrubs and other vegetation.

Policies and programmes for bank repair and maintenance are set out in Annexe 2 section 2.9

Engineering Structures

Currently the Canal has been in full use for some 18 years since restoration for boating and for longer periods for informal towpath based recreation. The extremely low water levels of summer 2003 revealed a number of problems "below the water" which indicate that the Canal is in need of urgent treatment. Repair and maintenance of Canal structures has been on a responsive basis up to present. A Canal condition survey is currently being undertaken by the two County Councils. This will lead to preparation of an asset management plan and an ongoing programme of repair and maintenance.

There are 29 locks on the Canal plus the remains of "Lock 30", a stop lock near the Greywell Tunnel. 28 of the Locks are in Surrey, with 14 forming the Deepcut Flight. Only Lock 29 (Ash Lock) is in the Hampshire section of the Canal. All locks are capable of taking a boat up to 72 feet long and 13ft 10 inches wide.

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All locks were rebuilt during the Canal restoration by a variety of methods and organisations. Whilst this got the job done, it does leave an inheritance of mixed sizes, design and standards of construction and operability. Gates, particularly, vary in construction technique and their ability to hold back water. Generally, those gates built as part of the original restoration have not lasted as long as was anticipated.

Another key problem is the permeability of the brick walls to the lock sides. Poorly pointed in many cases, the sandy soil has been washed away by permeating water as the locks are used, creating voids behind the walls and subsidence of the lock tops and towpath. Wing walls are also causing a problem as the lower brickwork has fallen away underwater and washouts have been created at the end of the walls.

By-pass around most locks is sufficient for basic operations but does restrict flexibility of operating. Currently it is important that locks are left empty after use. A flight of full locks retains excess water within the flight and by-pass weirage is insufficient to allow this to pass away quickly enough when the locks are used. This causes a build up of water towards the bottom of the flight as a boat passes through which can lead to towpath overtopping. This happened, for example, on the royal re-opening when locks were left full to allow the faster passage of the royal boat down through the locks.

The BCA will upgrade Canal lock operating equipment (paddles, racks etc,) to a common standard in line with the highest safe waterway operating procedures. An on-going programme of lock gate replacement will be carried out initially on a "demand led" basis.

Weirs and sluices form the main water control system on the Canal. Weirs have a fixed height crest set at working water level, and any excess water flows over these and away down ditches and channels. (Note; some weirs have been made adjustable so as to lower the Canal working water level by 100mm in winter – see Canal Level Protocols). Sluices consist of an underwater gate which can be opened to lower water levels either before water reaches weir crest level or as an additional way of releasing water at a faster rate.

New development in the vicinity of the Canal since the Second World War mean that a considerably larger level of urban run-off now enters the waterway than the existing weirage was designed for. Weir and sluice capacity is just about sufficient to retain a safe level of water in the Canal during extreme rainfall, as was proven in the October 2000 storms. However, some areas are particularly vulnerable to the potential for localised flooding due to the barely sufficient weirage. Currently the Aldershot Army area is the source of a tremendous amount of run-off during heavy rain, yet is only served by one effective weir at Farnborough Road. Mons or Artillery Weir is currently unused due to concerns over what may happen due to the poor state of the drainage ditches: the responsibility of the MOD. The western end of the Canal, beyond Fleet, is only served by a small sluice at North Warnborough.

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In the case of a breach in this section of the Canal, leading to the need to release water quickly, capacity to discharge is insufficient.

Another concern is what happens to sluice water once it has left the Canal. The Canal owners have long standing historical rights to release water, yet once off Canal property it becomes the responsibility of the owner of the land that the drains run through. If left, drain channels can choke with weeds, saplings and debris and lead to flooding when used. This has occurred many times across the Army golf course when the A325 sluice has been drawn.

The BCA will regularly inspect sluices and weirs. The Canal will be operated to the standards set in the "Weir Protocols" document which will be regularly reviewed.

The BCA will hold discussions with Defense Estates and Rushmoor Borough Council to improve the channels from Mons weir, and an increase in the weir/sluice capacity in the western end of the Canal will be explored,

The Canal follows a series of contours along its length and consequently is raised on embankments in many areas. A breached or collapsed embankment is the most likely cause of catastrophic flooding on the Canal. A large tree growing on an embankment which blows over is the most likely cause of a breach, with the displaced root plate likely to rip a large hole in the embankment.

The BCA will carry out or organize regular inspections of all embankments and particularly to monitor large trees growing on the top third of embankments. These will be identified and assessed for their potential to cause a breach. In consultation with local authority tree officers, a process of removal or risk minimisation through tree surgery of these dangerous trees will be carried out.

Originally, all Canal embankments would have been within the ownership of the Canal Company. However, over the intervening years some ownership has been lost, either through sale or adverse possession. Wherever possible the ownership of Canal embankments should be retained by the local authorities. Where ownership has been lost, the owners of these embankments need to be made aware of their responsibilities as regards excavations and other activities which may cause structural weakness.

The Canal has a number of culverts beneath it. These are generally where ditches, streams and small rivers cross the line of the Canal. These are usually where the Canal is on an embankment. However several siphon culverts exist (e.g. the River Whitewater Culvert). Culverts were usually constructed at the time of the Canal and hence are some 200 years old. Most were rebuilt during the restoration. Original culverts were of brick arch type or occasionally of elm planking. Most have been replaced with concrete or iron pipes. Generally the culverts are the responsibility of the canal owners, and must be maintained and kept clear.

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A collapsed culvert probably provides the second most likely cause of a Canal breach. Consequently it is important that all culverts are inspected for signs of damage on an annual basis.

Policies and programmes for inspection, repair and maintenance of engineering structures are set out in Annexe 2 section 2.10.

ANNEXE 1: TEAM TRAINING PLAN FOR THE BASINGSTOKE CANAL AUTHORITY

Specialist plant and equipment

Need to have trained and certified staff that can efficiently operate hired equipment in order to tackle every day emergency situations. Meet the criteria for standby and call-out, emergency response and aid in reducing cost where possible.

Performance management

Advancements have been made with improving the BCA's performance management. A Standard Operational Procedure system is now up and running and there is more knowledge of visitor expectations where previously little was known. But there are still some performance weaknesses which include the following:

- Very little reporting was being done on ongoing public complaints and issues, this has improved but an appropriate data base needs to be in place.
- It is unclear the extent to which rangers are in touch with their allocated area in terms of performance management. They are not always in possession of basic facts about visitors, income, events numbers and recreational activities for example.
- A number of events are run each year and some of these are innovative and well attended. But staff only rarely write them up or report on them so that lessons can be learned and best practice spread.
- In like manner, there is little narrative feedback on activities taking place at the Canal Centre or on the Canal.
- Weekly team meetings frequently take place and dissemination of information to staff on the ground does take place with good feedback but peer review does not always reflect this.

All these problems point to a management weakness at the local level in terms of being able to say 'this is what we did.'

Indeed all the above factors point to a general problem about reporting and feedback There is not in place the resources to cope with feeding back essential information on a regular basis.

Customer Focus

Customer focus is very good. The Canal has over 1 million visitors a year as well as school parties and groups such as the ramblers, anglers, cycling networks and visiting boaters.

Basingstoke Canal

The number of reported complaints is low and many relate to problems with the physical structure rather than with our staff or customer relationships.

The suggested improvements in terms of customer relationships are procedural and most have a training element.

Developing staff

Developing staff is an area where the BCA needs to do better although attempts have been made to do this in the past. A system is not in place to groom staff or to move them around routinely for career development and again resources are very tight and inflexible.

Training Programme

Training is one of the actions needed to ensure that the objectives of the Service Plan are carried through into activity on the ground.

Timing	Action
Oct/Nov	The Service Plan sets out the main aspects of the following year's work and identifies areas of change and improvement
Nov/Dec	The Training Plan is prepared as part of the staff Individual Performance Plan (IPP) identifying learning and development needs for both the Service and the individual member of staff. It will seek to identify quantifiable outcomes and performance indicators.
Jan/Feb	These are incorporated into the team plans
March	Interim report to JMC on progress
Sep/Oct	Report to JMC on the activity for the year which identifies improvements to performance, the impact it has made and what further needs to be done in terms of resources required.

The Staff Training Plan in more detail

The analysis indicates the following elements to a training plan.

Topic	Requirements	Actions
Change management	More specific time frame and structured working between admin support and operational disciplines	Need for some coaching and support activity Maybe need for specific skill training
	Changes resulting from reorganization within the existing structure	Difficult to quantify at this stage. Likely to be a management training need.
Performance management	Reporting by staff on their work e.g. canal rangers	Little training need per se but a need for a more disciplined approach to working. So maybe a need for training of

Basingstoke Canal

		line management i.e. Senior Ranger / Recreation and Centre Activities Manger. This may involve people management and delegation issues.
	Need for improvement in performance management by line managers	Linked to the above. The need for closer attention to reporting issues. It is improving.
	Communication and team meeting issues need improving	Several of the above issues point to the need for better priority setting; a more directed and less reactive approach to work; more flexibility of staff, and to issues of delegation
Customer focus	Charter Mark actions	Various actions needed to ensure we meet the CM
Staff development	Improving the flexibility of our staff. Need to arrange for promising staff to be 'developed'	Discussions underway with HR to see what can be done here. Succession planning
System issues	To ensure that agreed priorities and objectives are carried through to action on the ground. Includes team planning	Essentially a management issue
H&S training	Subject to internal (HCC) training needs analysis	Separate programme of work to ensure our staff are receiving the required training to operate equipment safely.

A common theme in this analysis is the need for some improvements in management. The problem is that day to day pressures on management and ground staff mean that valuable time is being spent on these things and not enough on strategic issues; including management planning and on reporting. This indicates a generalised need for help or direction on priority setting, delegation and feedback and above all else extra resources.

Basingstoke Canal

ANNEXE 2: OPERATIONAL MANAGEMENT POLICIES AND PROGRAMMES

ACTION	LEAD	TIMESCALE
2.1 Strategic Management		
SM 1: BCA will continue negotiations to secure the management of the remaining sections of the Canal, subject to sufficient additional funding and support being made available.	BCA / HCC Estates	Ongoing
SM 2: Routine management procedures and actions contained within this document will be deemed to have the consent of Natural England. New Capital Funding and dredging works will require individual specific consent.	BCA / JMC / NE / EA	Summer 2009 Onwards
SM 3: BCA will inform user groups, giving appropriate notice where management activities (either planned or in an emergency) may have an effect on their enjoyment of the Canal, particularly the Navigation. This will generally be through the Navigation updates, BCA Website and the Canal Society Newsletter for planned activities.	BCA	Ongoing as required
SM 4: BCA will meet with NE at the Conservation Steering Group (CSG) Meetings to be held twice a year to develop actions, a timetable and targets for stabilising and improving the condition of the SSSI. This process will clarify responsibilities and identify funding sources. <i>[refer to Conservation Management Plan] (CMP)</i>	BCA / NE/ CSG	Immediate and ongoing
SM 5: The Canal CSG will meet as required to enable the process in SM 4: above to take place and draw on the expertise and advice available from the membership of this group, subsequent revision and amendment of the CMP will follow with NE assent.	BCA / CSG / NE	As required twice a year
SM 6: A regular programme of ecological monitoring will be carried out to monitor changes in the SSSI. Funding will be sought from Natural England under appropriate funding initiatives e.g. HLS [see CMP].	BCA / EN	Currently on a 3 – 10 Year Cycle
SM 7: BCA will monitor and respond to all canal side planning applications to ensure the SSSI aspects of the Canal are protected.	BCA	Ongoing
2.2 Tree Management		
TM 1: Areas which will benefit from selective tree removal for conservation purposes will be identified and projects drawn up in consultation with local authority tree officers and the Conservation Steering Group. The effects of these projects will be monitored over time and the policy reviewed if necessary. Appropriate funding will be sought from the rural payments agency through Natural England, HLS.	BCA / NE /LA's	List of beneficial projects by CSG June Meeting

Basingstoke Canal

ACTION	LEAD	TIMESCALE
TM 2A: BCA will carry out a survey of all trees on the Canal assessing them for safety. This will be regularly updated as trees move, break, become diseased, increase in size or become a potential danger due to external factors.	BCA	Once a year or as reported necessary
TM 2B: A tree management plan will be drawn up prioritising trees requiring urgent attention. Wherever possible, works will be carried out so as to tie in with priorities for conservation related tree management.	BCA / CSG / LA's once per year at the June meeting	Very urgent trees treated as BCA aware.
TM 3: BCA will respond to all requests for tree work from neighbours with a site visit and assessment.	BCA As necessary	Ongoing – site visit within one working week
TM 3A: Trees on neighbouring property which present a danger to Canal users or property will be identified and the owner informed of the necessity to carry out works	BCA	Ongoing as part of inspection regime or as reported
TM 4: Saplings and suckers will be regularly removed from the Canal bank, either as part of the regular winter towpath cut or on an ad hoc basis by Canal staff and under contract.	BCA	Ongoing twice per year, October – February July - August
TM 5: When consulted on canal side planning applications, BCA will work with local authority planning officers to ensure no new large trees are planted by the Canal within 10 metres and that other tree related policies in this document are adhered to.	BCA	Ongoing in response to applications
TM 6: When undertaking felling, BCA will assess trees suitable for processing as timber in house using the sawmill.	BCA	As required
2.3 Alien Invasive Species		
AIS 1: BCA will implement works to remove alien species, working with partners and contractors where necessary.	BCA	Ongoing process
AIS 2: Where suitable treatment is not known or available (as currently with Signal Crayfish)	BCA / CSG /	Ongoing

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ACTION	LEAD	TIMESCALE
the BCA and Conservation Steering Group will support and encourage further research and intensive trapping.	EA	
AIS 3: Information on the threat posed by non-native introductions to the Canal, and the fact that this is against the law will be produced and made available to Canal users via notice boards, web site and leaflets.	BCA	Information Updates at least yearly
AIS 4: BCA will liaise with the River Wey Navigation and Environment Agency to prevent the spread of alien species up from the River Wey and vice versa.	BCA / EA/ National Trust	Ongoing
2.4 Habitat Creation		
HC 1: BCA will seek opportunities for habitat creation, both as part of standard Canal maintenance (i.e. during dredging) as well as on an opportunistic or one off level. <i>[refer to CMP]</i>	BCA	Ongoing action
HC 2: The Conservation Steering Group will identify suitable habitat types and practical habitat creation possibilities that will best benefit the wildlife on the Canal.	BCA / CSG	January and June Meetings
2.5 Towpath Maintenance		
TM 1: Towpath usage will be monitored via feedback from users, observation from staff and volunteers etc. to assess for problems in any particular area	BCA / User Groups	Ongoing feedback from users.
TM 2: Reports of muddy patches and puddles which are leading to actual “poaching” of marginal areas will be followed up and dealt with as a priority over other areas of the towpath.	BCA	Ongoing
TM 3: Litter bins will be provided at key access points on the Canal and must be regularly emptied – currently on Local Authority contracts. However the general ‘presumption’ along the towpath is not to provide bins but to encourage litter to be taken home.	BCA / Local Authorities	Ongoing
TM 4: Notices to this effect will be erected at appropriate access points only.	BCA	As part of sign Audit
TM 5: Dog Bins will be provided at key points on the towpath in liaison with District and Borough Councils.	BCA / Local Authorities	Ongoing
TM 6: Dog Fouling Bye-laws will be enforced whenever the opportunity arises. Awareness	BCA	Ongoing.

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ACTION	LEAD	TIMESCALE
campaigns will be mounted periodically, involving the local press		Annual awareness publicity produced.
TM 7: An audit of signs leading to the Canal will be carried out to ascertain where they are missing, unclear, outdated etc. New signage of a consistent nature – i.e. the “brown signs” now much more easily available – will be adopted with the aim being to increase local awareness of and visitors to the Canal.	BCA	Audit complete Action by Summer 2009
TM 8: Canalside signs will be erected at key mooring points and wharfs indicating, where relevant, local facilities including pubs, shops etc. Details will be worked out in consultation with users. Sign design should be subtle and unobtrusive.	BCA	Complete for Summer 2009
TM 9: Canalside interpretative signs will be re-produced in a in-house style following a process of audit for position, content and relevance.	BCA	Audit complete Action Summer 2009
TM 10: Access routes to the Canal will be kept clear and usable and where necessary agreements will be made with appropriate landowners to ensure this	BCA	Ongoing
TM 11: Greater general awareness of the Canal should be generated by the use of leaflets and promotional material, the internet etc. Existing work should be built on as part of an integrated marketing approach within the Recreational and Canal Centre Development Plan	BCA	Ongoing
2.6 Climate Change		
CC 1: The BCA will work with the local authorities to adapt to climate change – changing behaviour and practices to adjust to the impacts of climate change. eg investigating drought resistant trees, sustainable urban drainage systems, addressing flood risk areas etc.	BCA / All LA's	Ongoing

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ACTION	LEAD	TIMESCALE
CC 2 The BCA will take an active role in working with local communities to manage the threats and opportunities presented on a daily basis.	BCA / All LA's and the EA	Ongoing
CC 3: The BCA will undertake continual risk assessment / review to meet evolving and new threats. The main threats are likely to include: <ul style="list-style-type: none"> • flash floods damaging homes, businesses and property • droughts and water shortages leading to structural damage • storm damage to infrastructure • heat waves: health issues with potential disease from contaminated water • tree stress / loss due to drought • threats to biodiversity involving important habitats such as wetlands, flashes and local flora and fauna species. 	BCA BCA / CSG	Ongoing Ongoing
CC 4: The BCA will undertake a climate change project as follows: <ul style="list-style-type: none"> • start project planning with the Conservation Steering Group, Natural England and the Environment Agency on scoping and baseline understanding in 2009/10 • BCA undertake a commitment and impacts assessment • Carry out a comprehensive risk assessment • Develop an action plan in parallel with the condition survey and Asset management plan • Implement, monitor and continuous review and revised action plan 	BCA	2009/10 October 2009 October 2009 2010 Ongoing
2.7 Navigation		
N 1A: BCA will implement visitor and user surveys to gain information regarding access, facilities etc. for boating. Results will be considered and appropriate actions incorporated in to future development and work programmes	BCA / EN	Process requires funding – application to

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ACTION	LEAD	TIMESCALE
		NE 2009
<p>N 1B: BCA will work with adjacent navigation authorities to seek ways of simplifying access and licensing whilst ensuring income levels rise from optimum use. this will include working towards a common scheme covering insurance and boat safety scheme compliance.</p>	BCA	Ongoing Key target with House Boats and subject to condition survey findings and subsequent action by the joint owning authorities
<p>N 2: BCA, in conjunction with other partners, will produce and disseminate accurate information regarding the Canal and access to it in conjunction with promotional activity to actively encourage use of the Canal for boating.</p>	BCA / SHCS BCBC	Ongoing
<p>N 3: BCA will continue to meet with canoeing interests to ensure needs are met and improved facilities are provided where possible at the Canal centre. [refer to Canal Centre and Recreational Development Plan]</p>	BCA	Ongoing – also via Canal centre development plan
<p>N 4: Up to date cross section data for the Canal are to be maintained to help with prioritising the dredging programme so as to maximise boat movements allowable.</p>	BCA	Ongoing inline with Dredging Programme once per year
<p>N 5: Boat logger recordings should be regularly reviewed and information supplied to the Conservation Steering Group. Boat loggers should be regularly checked and kept free of encroaching growth etc. which may register as “hits”.</p>	BCA	Quarterly readings
<p>N 6: The speed limit of 4 mph will be enforced by the BCA and clearly reproduced in relevant boating information. As well as observation by BCA staff, the limit will rely on a certain amount of “self policing” by boat clubs, commercial operators and other user groups. Procedural guidelines issued.</p>	BCA	Ongoing

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ACTION	LEAD	TIMESCALE
2.8 Dredging		
D 1: BCA will prepare a 1 year forward dredging plan and work with funding partners to ensure sufficient funding is available for this. Planning must allow for necessary statutory consents and assents.	BCA / NE / EA / CSG	Plan prepared by end of Year for execution in the following year
D 2: BCA will review and update the Dredging Method Statement as new research and legislation comes into being.	BCA	As appropriate
2.9 Bank Repairs And Maintenance		
BRM 1: BCA will repair wash outs and erosions which present a hazard to towpath users as a priority, aiming to deal with these as soon as is practicably possible.	BCA	Ongoing as washouts appear.
BRM 2: An ongoing programme of bankside protection will be instigated prioritising safety related repairs first.	BCA / NE	Initiated now. Assessment of bank conditions by Summer June CSG Meeting
BRM 3: BCA will consult with navigation user groups to identify where improved edging is required for boating and other recreational access.	BCA	Ongoing process via Liaison User Group Meetings
BRN 4: BCA will continue to explore new options for repairs, particularly with relation to habitat improvement. [refer to CMP]	BCA	Ongoing process.
2.10 Engineering Structures		
ES 1 Canal lock operating equipment (paddles, racks etc,) etc. will be upgraded under a rolling programme so as to standardise as much as possible and encompass safe operation.	BCA	Ongoing in line with gate replacement

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ACTION	LEAD	TIMESCALE
ES 2: An on-going programme of lock gate replacement will be carried out on a “demand led” basis. Where possible gates will be re-planked and strengthened with ironmongery to prolong life. All new gates will be built to the highest possible standards under contract and fitted by the Canal ranger team.	BCA	Ongoing – gates inspected 6 weekly
ES 3: The ability of locks to retain water will be improved through an ongoing programme of cill replacement, gate repairs/ renewal, re-grouting, piling and concrete foam injection.	BCA	Ongoing, Condition survey to establish priorities by 2010
ES 4: In the longer term weirage around the locks will be increased so as to increase efficiency and minimise risks of flooding during operation.	BCA	Implications to be looked at during condition survey - 2009
ES 5: Negotiations to improve the channels from Mons weir will be carried out with Defence Estates / Aspire, in tandem with discussions relating to “Project Connaught”; the large scale redevelopment and construction of a new “Urban Village” on the Aldershot Army lands	BCA	Ongoing – Spring 2005 - 2009
ES 6: The possibility for increased weir/slucice capacity in the western end of the Canal will be explored, via discussions with the Environment Agency.	BCA	Current
ES 7: Good relations with neighbours will be maintained and their responsibilities for sluice and weir water draining across their land made clear.	BCA	Ongoing. All neighbours affected contacted annually
ES 8: Sluices and Weirs will be formally inspected for structural integrity on a regular 6 weekly basis, They are an essential element of flood minimisation and will be inspected and cleared daily during the winter when levels of leaf and other floating debris is highest.	BCA	Ongoing 6 weekly check by Rangers
ES 9: BCA will carry out an inspection of all embankments and culverts on a 6 weekly basis	BCA	Ongoing 6

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ACTION	LEAD	TIMESCALE
through the year.		weekly
ES 10: Embankments and structures will be kept clear enough of vegetation so that a meaningful inspection can be made	BCA	Ongoing through regular maintenance

Annexe 3 – Bye-laws

Applicable to both Surrey and Hampshire County Council Landholdings on the Canal.

These byelaws were confirmed by the Home Office and came into effect on 1 January 1995.

BYELAWS MADE BY THE COUNTY COUNCIL OF SURREY (and or HAMPSHIRE) UNDER SECTION 90 OF THE NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT 1949 WITH RESPECT TO THE BASINGSTOKE CANAL

EXTENT

These byelaws shall apply to the Basingstoke Canal from New Haw to Ash Vale in Surrey ('the Canal') and to the land owned by or under management of the County Council of Surrey which adjoins the Canal ('the land') shown edged red on the plans marked 'Basingstoke Canal' sealed by that Council, one set of which is deposited and available for inspection at the offices of the County Council of Surrey.

INTERPRETATION

In these byelaws:

'the Council' means the County Council of Surrey;

'master' means the owner or any other person for the time being responsible for the conduct or management of a vessel;

'vessel' includes anything (howsoever propelled or moved) constructed or used to carry persons or goods or materials by water.

VEHICLES

(1) No person shall, without reasonable excuse, ride or drive a motor cycle, motor vehicle or any other mechanically propelled vehicle (other than a cycle) on the land, or bring or cause to be brought on to the land a motor cycle, motor vehicle, trailer or any other mechanically propelled vehicle (other than a cycle), except on any part of the land where there is a right of way for that class of vehicle.

(2) No person shall, without reasonable excuse, ride a cycle except on any part of the land where there is a right of way for cycles, or along such routes as may be fixed by the Council and indicated by signs placed in conspicuous positions on the land.

(3) If the Council has set apart a space on the land for use by vehicles of any class, this byelaw shall not prevent the riding or driving of those vehicles in the space so set apart, or on a route, indicated by signs placed in conspicuous positions, between it and the entrance to the land.

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(4) No person shall on the land carry out or cause or permit to be carried out any work of construction, repair or maintenance to any vehicle, or any work of dismantling or breaking up of any vehicle, except such work as may be necessary to enable a vehicle which has broken down to be removed from the land or the Canal.

(5) This byelaw shall not extend to invalid carriages.

(6) In this byelaw:

'cycle' means a bicycle, a tricycle, or a cycle having four or more wheels, not being in any case a motor cycle or motor vehicle;

'invalid carriage' means a vehicle, whether mechanically propelled or not, the unladen weight of which does not exceed 0.85 metres and which has been constructed or adapted for use for the carriage of one person, being a person suffering from some physical defect or disability and is used solely by such a person;

'motor cycle' means a mechanically propelled vehicle, not being an invalid carriage, with less than four wheels and the weight of which unladen does not exceed 410 kilograms;

'motor vehicle' means a mechanically propelled vehicle, not being an invalid carriage, intended or adapted for use on roads;

'trailer' means a vehicle drawn by a motor vehicle, and includes a caravan.

FIRES

(1) No person shall on the land intentionally light a fire, or place, throw or let fall a lighted match or any other thing so as to be likely to cause a fire.

(2) This byelaw shall not prevent the lighting or use of a properly constructed camping stove or cooker in any area set-aside for the purpose, in such a manner as not to cause danger or damage by fire

HORSES

(1) No person shall ride or lead a horse on the towpath.

(2) This byelaw shall not apply to horses on the towpath for the purpose of plying boats or barges using the canal

GRAZING

6. No person shall, without the consent of the Council, turn out or permit any animal to graze on the land.

PROTECTION OF WILDLIFE

(1) No person shall on the land or on the Canal intentionally kill, injure, take or disturb any animal or fish, or engage in hunting, shooting or fishing, or the setting of traps or nets, or the laying of snares.

(2) This byelaw shall not prohibit any fishing which may be authorised by the Council.

MISSILES AND OTHER WEAPONS

(1) No person shall have in his possession while he is on the land or on the Canal a bow, crossbow, catapult (other than a catapult used for the laying of the fishing bait), or any explosive, firework or detonator, or a part of a component or replica or any of the foregoing.

(2) No person shall on the land or on the Canal, to the danger or annoyance of any other person on the land or on the Canal, throw or discharge any missile.

REMOVAL OF PLANTS, SOIL ETC

No person shall remove from or displace on the land any stone, soil or turf, or the whole or any part of any plant or tree.

BATHING AND WADING

No person shall:

skate on the canal; or

without reasonable excuse, bathe, swim or wade in the Canal.

POLLUTION OF WATERWAYS

No person shall intentionally, carelessly or negligently foul or pollute the land or the Canal, or take or waste any water.

WATERCOURSES

No person shall knowingly cause or permit the flow of any drain or watercourse on the land to be obstructed or diverted, or open, shut or otherwise work or operate any sluice or similar apparatus on the land.

CAMPING AND OVERNIGHT PARKING

(1) No person shall on the land, without the consent of the Council, erect a tent or use any vehicle, including a caravan, or any other structure for the purpose of camping, except on any area which may be set apart and indicated by notice as a place where camping is permitted.

(2) No person shall, without the consent of the Council, leave or cause or permit to be left any vehicle on the land between the hours of 12 midnight and 6 am.

NOISE

(1) No person on the land or on the canal shall, after being requested to desist by an officer of the Council, or by any person annoyed or disturbed, or by any other person acting on his behalf:

by shouting or singing;

by playing on a musical instrument;

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by operating or permitting to be operated any radio, gramophone, amplifier, tape recorder or similar instrument; or without reasonable excuse, by sounding a car horn; cause or permit to be made any noise which is so loud or so continuous or repeated as to give reasonable cause for annoyance to other persons on the land or on the Canal.

(2) This byelaw shall not apply to any other person holding or taking part in any entertainment held with the consent of the Council.

MODEL AIRCRAFT AND BOATS

(1) No person shall:
on the land release any power-driven model aircraft for flight or control the flight of such an aircraft;
cause any power-driven model aircraft to take off or land on the land: or
operate or sail on the Canal any power-driven modal boat.

(2) In this byelaw:

‘model aircraft’ means an aircraft which either weighs not more than 5 kilograms without its fuel or is for the time being exempted (as a model aircraft) from the provisions of the Air Navigation Order:

‘power driven’ means driven by the combustion of petrol vapour or other combustible vapour or other combustible substances.

TRADING

No person shall on the land, without consent of the Council, sell, or offer or expose for sale, or let to hire, or offer or expose for letting to hire, any commodity or article.

CLIMBING

No person shall, without reasonable excuse, climb any wall or fence on or enclosing the land, or any tree, or any barrier, railing, post or other structure.

REMOVAL OF STRUCTURES

No person shall, without reasonable excuse, remove from or displace on the land any barrier, railing, post or seat, or any part of any structure or ornament, or any implement provided for use in the laying out or maintenance of the land.

METAL DETECTORS

No person shall on the land use any device designed or adapted for detecting or locating any metal or mineral in the ground.

CONDUCT AT MOVABLE BRIDGES

No person shall:

remain on a movable bridge when he is warned that the bridge is about to be opened, but shall immediately leave that bridge on being so warned;
go on to any movable bridge on being warned that the bridge is about to be opened;

pass, or attempt to pass, a protection gate or other barrier to a movable bridge which is intended to prevent persons, for their safety, from having access to the bridge; or

pass over the Canal by means of a movable bridge or leave a movable bridge which he has moved unless it is secured in position so as to permit persons and other traffic to pass safely on it over the Canal.

USE OF TOWPATH

(1) No person using the towpath of the Canal shall intentionally obstruct the hauling or navigation of a vessel on the Canal.

(2) Every person on the towpath shall permit any person engaged in hauling or navigating a vessel on the Canal, and any horse hauling a vessel, to pass on the side of the towpath nearest to the Canal.

VESSELS

No person shall, while on the land, intentionally cast adrift a vessel that is on the Canal, or cut off, cut loose or remove a mooring, rope or fastening of any vessel, or take any other such action which might cause a vessel to be moored insecurely.

LICENCE

No person shall knowingly use, bring or cause to be used or brought on to the Canal a vessel in respect of which a current license issued by the Council is not in force, and a vessel so licensed shall be used in accordance with the terms and conditions of the license at all time.

NAVIGATION

The master of a vessel on the Canal shall navigate the vessel with care and caution and in such a manner and as such a speed as shall not give reasonable grounds for annoyance, nor cause nuisance, excessive wash or injury, nor danger of damage or injury to any other vessel, person or property on the Canal, nor to the banks of the Canal or any person or property thereon.

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SPEED

No person shall, without reasonable excuse, navigate any vessel on the Canal:

at a speed exceeding 4 miles per hour (6.4 kilometres per hour); or
if the Council has imposed a speed limit lower than 4 miles per hour on any part of the Canal and has indicated this by means of a notice, at a speed in excess of that limit; or
at a speed which creates a breaking wash, notwithstanding that such speed is less than 4 miles per hour or such lesser speed referred to in paragraph (b) above.

MOORINGS AND MOORING SITES

(1) No person (other than in the course of navigation) shall moor any vessel, unless he has the written authority of the Council to do so and does so in accordance with any conditions of that authorisation.

(2) this byelaw shall not apply to an established houseboat having no means of propulsion, which is used for residential purposes and was moored on the Canal for a continuous period of 12 months before the date of the making of these byelaws.

DRUNKENNESS

No master of any vessel or any other person shall navigate it while unfit to do so through drink or drugs.

OBSTRUCTION

No person shall on the land or on the Canal:
intentionally obstruct any officer of the Council in the proper execution of his duties;
intentionally obstruct any person carrying out an act which is necessary to the proper execution of any contract with the Council; or
intentionally obstruct any other person in the proper use of the land or the Canal, or behave so as to give reasonable grounds for annoyance to other persons on the land or on the Canal.

SAVINGS

(1) An act necessary to the proper execution of his duty on the land or on the Canal by an officer of the Council, or any act which is necessary to the proper execution of any contract with the Council, shall not be an offence under these byelaws.

(2) Nothing in or done under any of the provisions of these byelaws shall in any respect prejudice or injuriously affect any public right of way through the land, or the rights of any person acting legally by virtue of some estate, right or interest in, over the affecting land or the Canal or any part thereof.

PENALTY

Any person offending against any of these byelaws shall be liable on summary conviction to a fine not exceeding level 2 on the standard scale.

Given under seal this ninth day of August 1994.

These byelaws were confirmed by the Department of the Environment and came into effect on 1 January 1995

REMOVAL OF CANINE FAECES AND DOGS ON LEADS

BYELAWS MADE BY THE COUNTY COUNCIL OF SURREY UNDER SECTION 90 OF THE NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT 1949 WITH RESPECT TO PUBLIC WALKS AND PLEASURE GROUNDS.

(1) Byelaw 3 applies to the public walks and pleasure grounds or parts thereof described in Schedule 1, hereafter referred to as the 'canine faeces removal areas'.

(2) Byelaw 5 applies to public walks and pleasure grounds or parts thereof described in schedule 2, hereafter referred to as the 'dogs on leads areas'.

(3) Byelaw 5 does not apply to any roads within the dogs on leads areas for the time being designated under Section 27 of the Road Traffic Act 1988.

(4) Byelaw 5 does not apply in respect of any dogs to which section 1 of the Dangerous Dogs Act 1991 applies.

(5) Notice of the effect of these byelaws shall be given by signs placed in conspicuous positions on or near each of the grounds.

INTERPRETATION

(1) In these byelaws:

'the Council' means the County Council of Surrey.

(2) For the purpose of these byelaws the keeper of the dog shall be deemed in charge thereof, unless the dog has been placed in or taken into the charge of some other person at the same time when an offence under these byelaws had been committed.

(3) In paragraph (2) above 'the keeper' shall include the owner of the dog or any person who habitually has it in his possession.

REMOVAL OF CANINE FAECES

Every person (other than a registered blind person) in charge of a dog which is in any of the canine faeces removal areas who, without reasonable excuse, fails to remove forthwith from any such area any faeces deposited by the dog shall be guilty of an offence.

For the purpose of compliance with Byelaw 3 the following provisions shall apply:

Basingstoke Canal

it shall be a sufficient removal from the canine faeces removal areas if the faeces are deposited in a receptacle in any area which has been provided for that purpose by the Council;

without prejudice to the generality of the foregoing, it shall not be a reasonable excuse that a person in charge of a dog did not have with him any means of removal of the faeces.

DOGS ON LEADS

(1) Every person in charge of a dog in any of the dogs on leads areas shall, as far as reasonable practicable comply with a direction given by any officer of the Council or constable to keep the dog on a lead and restrained from behaviour likely to cause annoyance or disturbance whilst on the land.

(2) A direction under paragraph (1) above may only be given if such restraint is reasonably necessary to prevent a nuisance or behaviour by the dog likely to cause annoyance or disturbance to any person in the dogs on leads areas or the worrying or disturbance or any animal or bird.

PENALTY

Any person offending against Byelaw 3 or 5 shall be liable on summary conviction to a fine not exceeding level 2 on the Standard Scale.

SCHEDULE 1

The Canine faeces removal areas referred to as Byelaw 3 are:

Description of Land	Location of Land
The towpath of the Basingstoke Canal (the 'Canal') with verges of varying widths on the south bank of the Canal from the junction of the Canal with the River Wey Navigation to Chobham Road Bridge, Woking	Surrey
The towpath of the Canal with verges on the north bank of the Canal from Chobham Road Bridge, Woking to Kiln Bridge, Woking	Surrey
Land adjacent to Lock 10 approximately 250ft long and 150ft deep, at deepest point with two permissive footpaths leading to the Canal	St John's Surrey
Land at Kiln Bridge on north side of Canal	Woking
The towpaths of the Canal with verges on the south bank of the Canal from Kiln Bridge to Brookwood Bridge	Surrey
The permissive footpath on the north bank of the Canal from Hermitage Road to Brookwood Bridge	Brookwood Surrey
The towpath of the Canal with verges on the north bank of the Canal from Brookwood Bridge to Pirbright Bridge	Surrey
'Howfields' and adjacent former stonemasons yard off Brunswick Road on the south-west side of Pirbright Bridge	Pirbright Surrey
The towpath of the Canal with verges on the south bank	Surrey

Basingstoke Canal

of the Canal from Pirbright Bridge to Guildford Road Bridge, Frimley Green	
Frimley Lock Cottage (Lock 28) and curtilage including workshops and dry dock on north side of Canal.	Deepcut Surrey
Embankment on south side of the Canal and track leading from The Wilderness to Deepcut Bridge	Deepcut
The towpath of the Canal with verges, cuttings and embankments from Guildford Bridge Road, Frimley, Surrey to the border with Hampshire	Surrey
The Basingstoke Canal Centre, Mytchett with open space adjacent to the Canal on its east side	Mytchett Surrey
Land on the south-east side of Ash Vale Bridge bounded by Ash Vale Road, Wharf Road and The Parade	Ash Vale Surrey
The Ash Embankment	Ash Surrey
Picnic area at Lock 29 on north side of the Canal	Ash
Ash Lock Maintenance Depot on south side of the Canal between Camp Farm Road, Government Road and the Canal	Ash

SCHEDULE 2

The dogs on leads areas referred to in byelaws 5 are:
Description of Land

Description of Land	Location of Land
The towpath of the Basingstoke Canal ('the Canal') with verges of varying widths on the south bank of the Canal from the junction of the Canal with the River Wey Navigation to Chobham Road Bridge, Woking, Surrey	Surrey
The car park on the south side of the Canal at Scotland Bridge, New Haw, Surrey	New Haw Surrey
The towpath of the Canal with verges on the north bank of the Canal from Chobham Road Bridge, Woking to Kiln Bridge, Woking	Surrey
Land adjacent to Lock 10 approximately 250ft long and 150ft deep, at deepest point with two permissive footpaths leading to the Canal	St John's Surrey
Land at Kiln Bridge on north side of Canal	Woking Surrey
The towpaths of the Canal with verges on the south bank of the Canal from Kiln Bridge to Brookwood Bridge	
The permissive footpath on the north bank of the Canal from Hermitage Road to Brookwood Bridge	Brookwood Surrey
The towpath of the Canal with verges on the north bank of the Canal from Brookwood Bridge to Pirbright Bridge	Surrey
'Howfields' and adjacent former stonemasons yard off Brunswick Road on the south-west side of Pirbright Bridge	Pirbright Surrey
Woodland on south side of Canal between the towpath and railway line from Lock 18 to Lock 19	Pirbright
Woodland on south side of Canal from Lock 20 to above	Pirbright

Basingstoke Canal

Lock 23 between the towpath and railway line The towpath of the canal with verges on the south bank of the Canal from Pirbright bridge to Guildford Road Bridge, Frimley Green	Surrey
Woodland between Lock 19 and Lock 26 of variable depth between the Canal and Pirbright Barracks	Pirbright & Deepcut, Surrey
Woodland between Lock 27 and Deepcut Bridge between the Canal and Blackdown Barracks	Deepcut Surrey
Frimley Lock Cottage (Lock 28) and curtilage including workshops and dry dock on north side of the Canal	Deepcut
Embankment on south side of the Canal and track leading from the Wilderness to Deepcut Bridge	Deepcut
The towpath of the Canal with verges, cuttings and embankments from Guildford Road Bridge, Frimley, Surrey, to the border with Hampshire	Surrey
The Basingstoke Canal Centre, Mytchett with open space adjacent to the Canal on its east side	Mytchett Surrey
Woodland approximately 50ft deep on north side of Canal at Mytchett Lake Road Bridge	Mytchett
Woodland approximately 250 ft deep on south side of Canal near Mytchett Lake Road Bridge	Mytchett
Land on the south-east side of Ash Vale bounded by Ash Vale Road, Wharf Road and The Parade	Ash Vale Surrey
The Ash Embankment	Ash Surrey

Dated 9th August 1994