

## North Wales and Borders Waterway Spring User Forum

### Thursday 10<sup>th</sup> April 2014, Nantwich Town Football Club @ 2pm. Pre-Submitted Questions

NAME/ ORG	QUESTION / ISSUES	ANSWER
Christine Overton - Middlewich Clean Team	Policy on recycling bins.	We have been looking at a number of possibilities for recycling options across the country to establish what we may be able to achieve with recycling in the future bearing in mind a number of important factors such as access for more recycling bins in areas that are limited on space, handling of a number of different types of recycling containers and of course the all important budget availability. It may therefore come as a surprise to most that our current waste management contractor currently adopts an active recycling process from our current waste compounds and existing waste containers. Waste currently collected at these locations is taken to a number of central processing plants where mixed dry waste is separated and recycled by operatives working for our contract teams. We only have their recycling totals for the year up to the end of October 2013 which at that time showed they had recycled approximately 66% of the total waste collected nationally which amounted to some 2,550 tonnes of mixed dry waste. We will continue to explore more ways of improving on these numbers if we can and more importantly find an improved method for letting our customers know we already have an active recycling policy in progress and what they may be able to do to assist us in the processing of the waste in future.
Gawin Cowell - Northwich Rowing Club	Excessive low level, foliage growth on trees & pennywort weed compromising water safety of NRC rowers on River Weaver.	Foliage - Scheduled works for vegetation control were unfortunately stopped until September due to bird nesting season commencing earlier than expected. Pennywort spraying is due to commence this spring. Please report any individual safety related matters to us and we will inspect and remove if possible.
Linda Andrews - Cheshire Cat NB Holidays	Repairs to the Nantwich Embankment floodgates - what happened?	Access difficulties and availability of specialist plant delayed our program of works. We are looking to have plant available now and works scheduled for the end of April.
	What is being done about overstaying boats on visitor moorings, particularly Nantwich Embankment, where there is rarely space to moor due to the number of overstaying boats, some have been there for months	The Nantwich area has been an allocated winter mooring site during the stoppage season. This has now ended and reverted back to visitor moorings. Any overstaying boats are monitored and dealt with by the Enforcement Team.
	Offside vegetation, none has been cleared on the Shroppie, south of bridge 90 and north of bridge 93 where it is causing a severe width and line of sight restriction.	Scheduled works were unfortunately stopped until September due to bird nesting season commencing earlier than expected. We will however revisit these locations to establish if it's possible to complete any safety related improvements until we can complete the works fully in the autumn.
	The decking on the lock landings above Swanley bottom lock is dangerously slippery, is any work planned to improve or remove it?	Non slip paint was applied and completed to the decking during March 2014.

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	The south parapet of Shropshire Union bridge 82 has suffered vehicle impact and looks ready to fall into the canal. Is any repair work planned?	Our engineers have inspected the structure and have reported that whilst damaged there are no immediate safety concerns with the bridge itself. The works have been built into our major works projects and will continue to be monitored until works are completed. There is no agreed start date for the works at the present time.
Gwynneth Buss - Chester Canal Heritage Trust	When will the towpath and moorings outside the Old Trooper in Christleton be fixed?	We are still unable to secure the required funding for the long term repair at this location. We will however revisit this location to establish if a short term repair solution can be found to improve the situation in the short term.
	Can Wales and Border Counties get some of the money that CRT nationally are spending on restoring buildings at risk to do the engineering works on Stone Lock Lengthsman's Hut before it falls down? CCHT volunteers will work with Dave and Brian again to do the rest if the engineering can be done.	The Senior Waterway Engineer is currently in communication with Hyder Consultants to obtain costings for the required underpinning solution.
Shropshire Union Canal Society	The parapet on Bridge 100 at Barbridge is still not repaired. What is the expected time frame for this work?	Works are programmed in to commence during Summer 2014.
	Is there any news on plans for piling work at the proposed picnic site on the Llangollen Canal, north of Blackoe Bridge?	A Volunteer scheme is to commence this year. Plans for the bank protection have now been changed to a willow or hazel weaved bank protection.
	Are boats overstaying on visitor moorings installed by SUCS being monitored?	Any overstaying boats are monitored and dealt with by the Enforcement Team.
Nick Culliford (not attending) / Bryan Pollard, - AWCC	Dee Branch. When will dredging above and inside the bottom lock be carried out to compliment the very good work recently done so that the lock is usable?	C&RT are working to remove the bottom lock gates and steel plate and replace with timber stop planks to allow water level variances. In conjunction with ongoing potential flood defence works in the area C&RT are to discuss with the EA to ensure the River Dee is dredged at the exit from the canal together with tree removal.
	With CRT allocating additional funds for dredging, can the entrance to Frodsham Arm on the Weaver be included?	At the current moment in time we have the next dredging program for the Weaver navigation due to commence at the beginning of May. The work will focus on main line dredging from Saltersford to Hunts locks. We have no program for dredging works into Frodsham Arm at this particular time.

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	<p>Has anything come of the hydro-graphic survey of the Weaver between Marsh Lock and Sutton old locks for which Ineos Chlor has responsibility? What dredging is planned for 2014 along the Weaver?</p>	<p>The Supervisor for the Weaver is awaiting reply from Ineos Chlor for a more detailed update. The dredging works will begin during May 2014 between Saltersford – Hunts lock again.</p>
	<p>How is the work on Sutton Swing Bridge progressing, when is the estimated opening date and when will the promised Elsan Disposal unit be available at the bridge? When will the official Visitor Mooring site be moved upstream of the bridge to allow free access to the facilities?</p>	<p>The works are progressing well although significant additional repair works have been identified within the pontoon structure. It is currently estimated that completion will be late October 2014 with the navigation reopening late August 2014. The Elsan unit won't be operational and safe access cannot be provided until works are completed. We have maintained access to the water point and waste disposal facilities during the works via the existing moorings at the bridge.</p>
	<p>Are all the lock gates and paddles at Marsh Lock, Dutton and Saltersford Ship Locks, Hunts and Vale Royal Barge Locks fully working? In the event of problems with the barge locks at Hunts and Vale Royal are the ship locks there usable?</p>	<p>All lock gates and lock paddles at present are working on the ship locks at Saltersford, Dutton and Marsh. At Marsh locks both top lock hut side and bottom offside gate are still required to be operated by using a Tirfor winch as major repairs are still required to the Gate winching mechanism. CRT have recently been successful in contacting Peel Ports to get them to re-introduce a service program for the servicing of the electric gate winches for which they are responsible for. They are now incorporating a schedule of servicing at Marsh into their service programme. Major works are still required here and has I think been handed over to our Major works team to deliver. Vale Royal Barge lock is in full operation. Hunts Barge Lock at present is undergoing repairs to the island upstream gate capstan mechanism which should be completed by the end of April. Vale Royal ship lock has had all its paddles repaired in February 2014 but one of the bottom gates has restricted operation and is awaiting further repairs. Hunts hip lock is still out of use due to silt build up behind the gates.</p>
	<p>Northwich. Can and will anything be done to increase free visitor moorings there?</p>	<p>No plans at this present time, only in the Barons Quay development.</p>
	<p>Anderton Lift. Did anything get done to provide bollards or rings in the centre of the caissons to allow shorter craft to be secured whilst in transit?</p>	<p>As yet these haven't been completed due to the Ancient scheduled monument consent that is required for a suitable solution to be agreed. We are still progressing this. Works however have been completed on two additional safety systems on the lift during our winter stoppages. A new infrared sensor has been installed on the upper boat arrestors to prevent any possibility of a craft striking the arrestors as they come up through the lift. There have also been modifications made to the shoot bolts which secure the aqueduct gates into place when in the raised position.</p>
	<p>Could an Elsan Disposal facility be considered for Vale Royal Lock to allow boats to remain on the upper reaches of the River for more than a few days if the owners choose to do so?</p>	<p>Not in our plans at present but could investigate further.</p>

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	How is the work on Hurleston bottom lock progressing?	All planned stoppage works have been completed as required. The works on site to increase the available width for craft through the bottom lock have been completed. At this moment in time we are unable to confirm the exact available width but we will be completing further on site investigations to determine this. We will of course notify all interested parties when we have this detail to hand.
Maggie Ellis – Friends of the Montgomery	When did CRT introduce charges and a lengthy procedure for consent to crane-lift boats out at CRT land/wharves?	C&RT have had for a number of years a Third Party works code of practice which should be used in all instances where a third party (be that a large construction firm or a boat owner) wishes to carry out any works on/over/affecting the Trusts land. Within the boat licence terms and conditions, schedule 5 point 7 states <i>"You must not crane a boat into or out of our waterways without our written permission, other than at a boatyard with appropriate facilities. This is to ensure compliance with the relevant lifting regulations and to ensure the safety of other waterway users"</i>
	When did CRT know that they did not have ground bearing pressure information for some of their wharves which would enable crane companies to assess whether CRT's ground would support their crane and its anticipated load?	<p>In 2013 C&amp;RT had 3 separate incidents occur throughout the Country where cranes over turned due to ground instability. The safety of C&amp;RT customers, visitors and employees is its top priority and these incidents were thoroughly investigated to determine where improvements could be made. Following the investigations it was identified that several sites were being used for crane lifts where there was no knowledge of the ground bearing capacity. Funds have now been set aside to commence site investigations at the sites prioritised by each Waterway. These are now being cost estimated and programmed in to the works schedule for investigation. Following internal review as long as the crane company can demonstrate the crane can safely operate on a ground bearing pressure of 50kN/m<sup>2</sup> and satisfies all other Client identified hazards the crane lift may proceed. Please note this is only a temporary measure until the site specific ground bearing capacities have been calculated.</p> <p>C&amp;RT Wharves are intended for C&amp;RT use only however, in some instances these can be used by third parties providing that either:</p> <ol style="list-style-type: none"> <li>a. The third party undertakes their own site investigation to establish a safe loading for the site (in conjunction with our third party works code of practice).</li> <li>b. The third party operates to our assessment (where this has been undertaken, in conjunction with our third party works code of practice).</li> </ol>
	Why has CRT not notified boat owners that there would be a charge and lengthy procedure for using CRT land/wharves for lifting boats out?	The requirement is already notified with the licencing terms and conditions (see above Schedule 5 point 7) – Upon receipt of request to lift on/affecting C&RT land the proposer is sent a copy of the Third Party Works Code of Practice which clearly states the procedures to be followed, the time frames and the costs involved.
	Why has CRT not notified owner of boats moored on land-locked sections of canal (such as the Montgomery Canal in Wales) that CRT's wharves cannot be used until ground bearing pressure tests have been carried out?	<p>So long as the crane lifting company can satisfy the temporary requirements then the lift may proceed. In addition site investigation works should be commencing in the next 6 – 8 weeks on a priority basis. C&amp;RT recognises that the Montgomery canal is land locked and in this instance tried all available alternatives to minimise the costs on the individual and to facilitate the requirement to crane out – unfortunately the risks and or costs were too high in this instance.</p> <p>The individual was advised that C&amp;RT will be carrying out its own ground bearing tests at the site in question within the next two months. Upon these test being carried out, a safe working load capacity for the site together with proximity to the canal will be established, this information will be made available to the third party</p>

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		at no cost for them to use in establishing a lift plan in accordance with our third party works code of practice. The costs that the third party will be exposed to are clearly detailed within the code of practice and, the Works Engineer will gladly provide an estimate of costs associated in reviewing the application.