

Leisure pressures on rivers (the Cam perspective)



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River Manager
Conservators of the River Cam

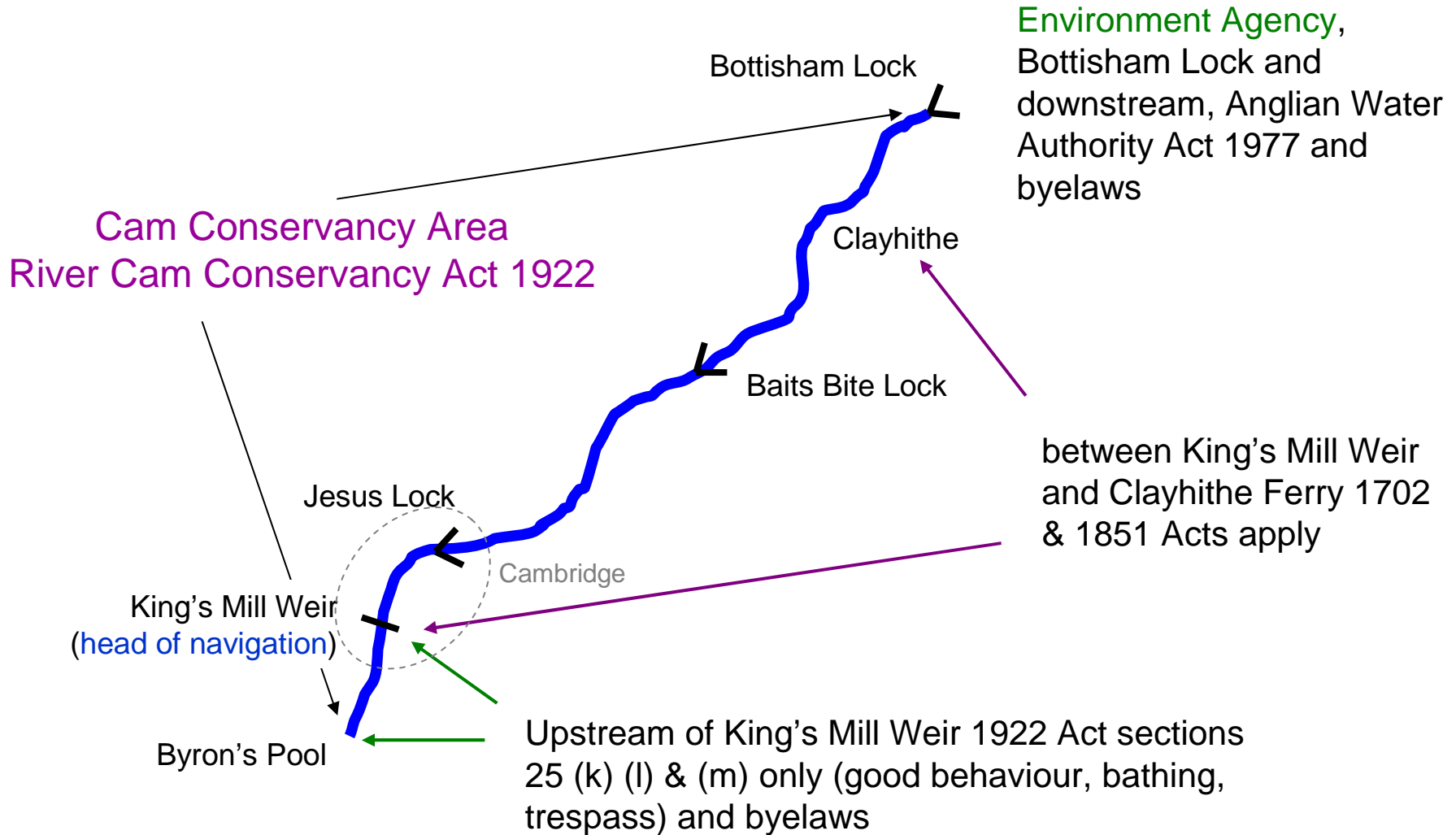
River Manager

- Appointed August 2006, merger of the statutory roles of 'Clerk' and 'Engineer / Control Officer'
- Responsible for day-to-day management of the navigation, answerable to a committee of 13 Conservators (independent authority since 1702)
- Previously employed as River Inspector for the River Great Ouse, Environment Agency
- Before then, research of Antarctic freshwater lakes and climate change (UCL / British Antarctic Survey)
- Dinghy sailor and rescue driver, open canoeing, allotment, brass band!

Outline

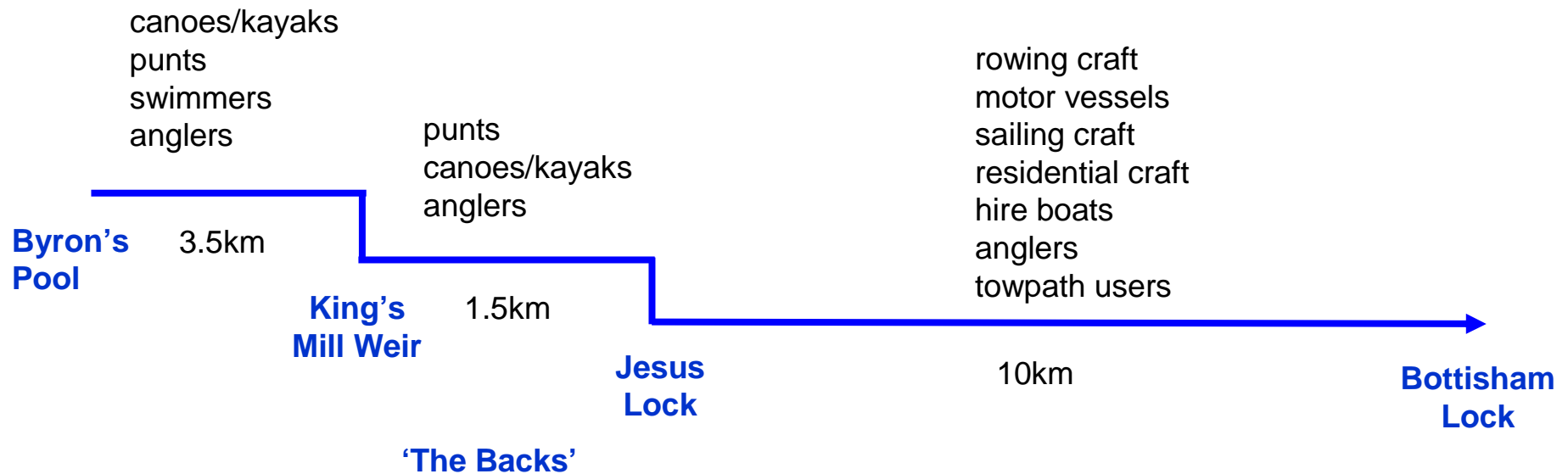
- Limits of jurisdiction
- Range of leisure uses of the River Cam
- Management and conflict resolution
 - Punting
 - Rowing

Cam Conservancy Area



Zonation

- Upper, middle and lower River Cam defined by its control structures
- Reaches of different character have encouraged differing uses



Craft types

- All craft on the navigation must be registered with the Conservancy or Environment Agency
- 1260 vessels licence directly with the Conservancy, spread over 11.5km of navigation (i.e. over 100 vessels per km)
- Conservators rely on registration income (50% revenue)

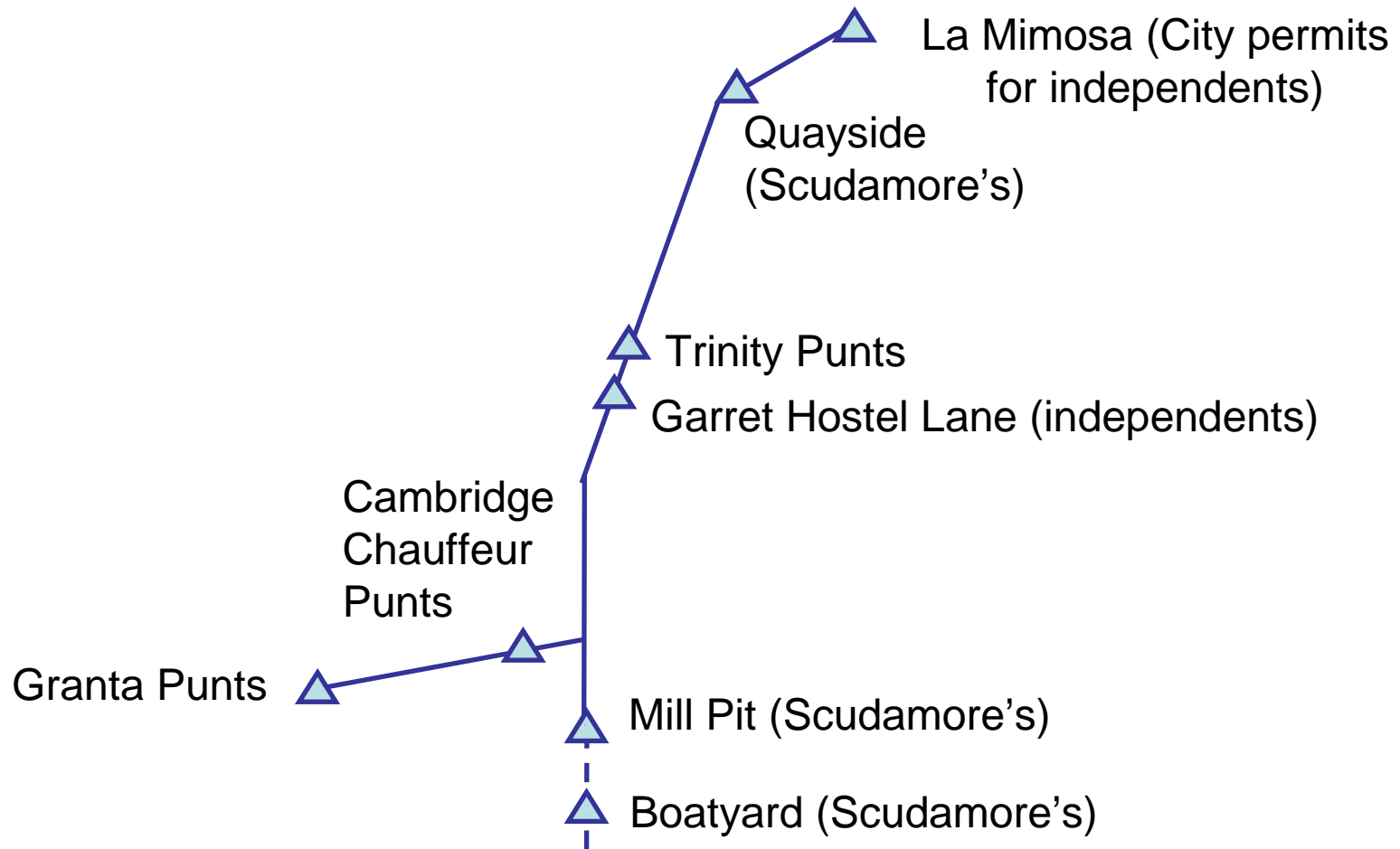


Punting on the Cam



- Iconic, world-renowned
- £2.5M tourism revenue to City annually
- Victim of its own success?

Trading stations



The 'punt wars'

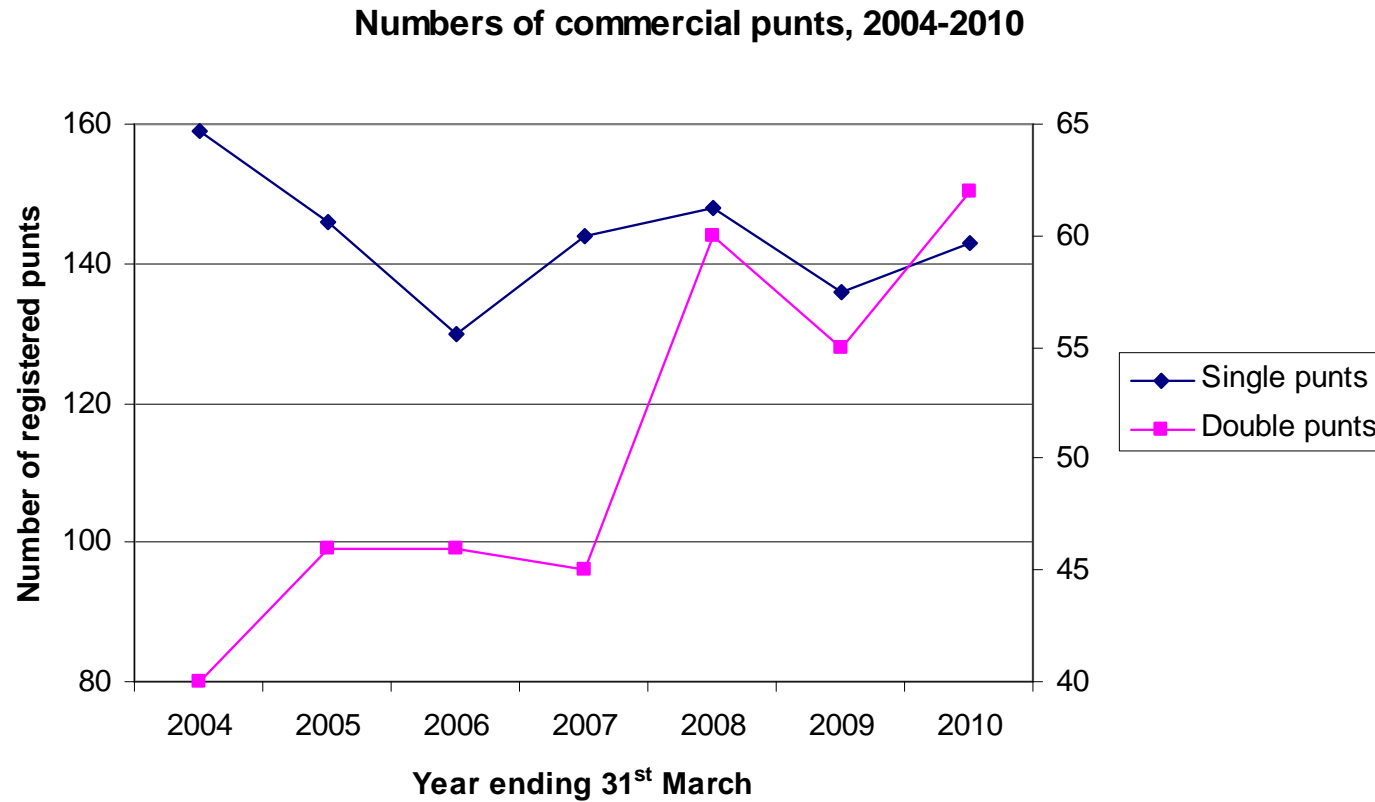


- Highly lucrative business, year-round trading
- Fiercely competitive, touting issues
- Exploiting every available niche
- Established operators at fixed locations being undermined by freelance 'independents' with low set-up and running costs

Commercial regulations

- Regulation falls between three authorities: Conservators, City Council, County Council
- Conservators' controls on commercial operators:
 - Code of Practice
 - 3rd party liability (£3M)
 - Registration expensive (x5 multiplier)
 - Byelaw directive to prevent unsafe loading
 - Ultimately, prosecution proceedings
- City Council controls on touting (good governance byelaw)

Growth in numbers of punts



- Shift towards use of chauffeured double punts

Controlling numbers

- Congestion clearly an issue at certain times
- Increased risk of collision and accidents
- Conservators have no statutory powers to restrict numbers of vessels on the navigation
- Indirect controls available:
 - Mooring Policy and available length of river bank
 - Economic controls (higher registration fees)



Rowing pressure



- Thousands of rowers use the Cam
- University (CUCBC) and Town (CRA)
- Tradition, attitude of owning the river
- Numerous near misses and incidents

A growing sport

	Sculls	Double sculls	Pairs	Fours	Eights	Total
Mar-00	108	10	38	108	229	493
Mar-01	114	9	39	113	234	509
Mar-02	118	8	39	111	228	504
Mar-03	127	4	45	116	231	523
Mar-04	130	4	50	117	230	531
Mar-05	142	15	44	117	232	550
Mar-06	140	18	49	113	246	566
Mar-07	151	20	46	123	242	582
Mar-08	167	22	47	132	257	625
Mar-09	179	25	50	134	264	652
Mar-10	200	28	55	143	267	693
% increase, '00-'10	85	180	45	32	17	41

- More sculls, more veterans, more women

Events' management



- Control Officer 'approves' events on the navigation
- In 2010, 44 major events scheduled
- Numbers of events increasing, their duration lengthening
- Non-Cam entrants pay fee to organisers, none returned to management of the navigation

Capacity met?

- Tensions with other river users
 - deliberate obstruction by other vessels
 - assaults
- Cost of Conservancy byelaws enforcement (2 prosecutions in 2008, another in 2009)
- Recognition of the need for self-regulation for safety reasons, e.g. CUCBC early morning restrictions on number of craft permitted to use navigation simultaneously
- And yet, CRA seeking more racking space to accommodate future growth in membership
- Environmental considerations?

A balancing act

- Code of Conduct between Anglers and Rowers
- Rowers demanding a Conservancy presence at races
- Conservators do not charge an event fee at present; fee could cover staffing costs
- Demands for Conservancy to modify its Mooring Policy along constrained reaches, i.e. Riverside

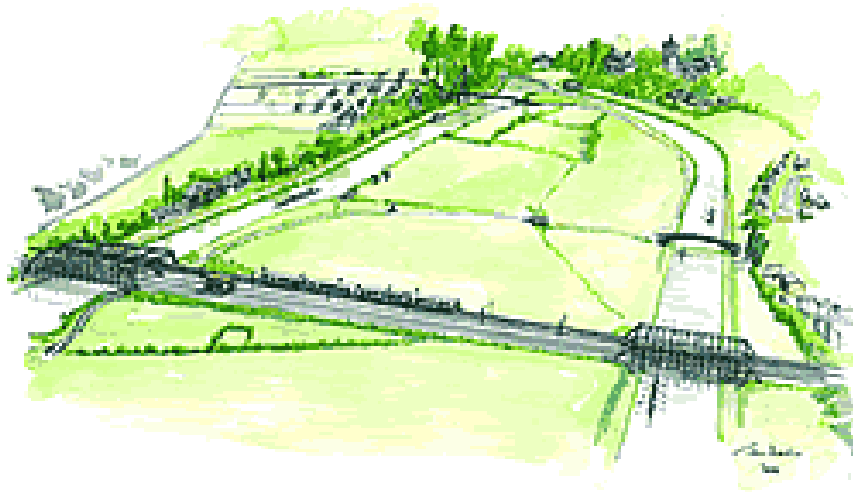


How can Cambridge best make use of its river?

- Forecasted regional population growth may worsen congestion on the navigation
- Many user groups and stakeholders, high level of education
- No unified vision of what the Cam should, and could, be
- Address through 'Waterspace Strategy'
- Bring together the major players, consultation with stakeholders

Expanding waterspace

- CamToo Project
- Cambridge Sport Lakes



Thank you for listening!



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