



Report for:

ACTION

Item Number: 8v

Contains Confidential or Exempt Information	NO – Part I
Title	Maidenhead Waterways Management and Maintenance Plan
Responsible Officer(s)	Chris Hilton, Regeneration and Economic Development Director
Contact officer, job title and phone number	Gail Kenyon, Regeneration Manager, 01628796157
Member reporting	Cllr. Wilson – Lead Member for Planning Cllr. Love – Principal Member for Maidenhead Regeneration
For Consideration By	Cabinet
Date to be Considered	30 October 2014
Implementation Date if Not Called In	Immediate
Affected Wards	Maidenhead Riverside and Oldfield
Keywords/Index	Maidenhead Waterways, Maintenance and Management

Report Summary

Maidenhead Waterways (see Appendix A for the Plan) is a project to restore and enlarge the old waterways that run through Maidenhead Town Centre. Planning consent was obtained in December 2012 and is due to start on site with construction October 2014.

As part of planning consent application no. 11/02183 a number of pre-commencement planning conditions were agreed in addition to a S106 Agreement requiring the applicant to undertake the 'maintenance and repair obligations' and submit to the council a Management and Maintenance Plan for each phase of the development. This Plan is to ensure the methods of maintaining the Waterway are agreed for each Stage and the obligations on the parties in executing the Plan are clearly defined.

A Management and Maintenance Plan has been drafted (Appendix C) for the Waterway to ensure the future maintenance of the completed 'Ring' has been accommodated for and satisfies the planning conditions. This will be submitted to the Local Planning Authority for approval to discharge the legal obligation prior to the commencement of works.

RBWM will provide Maidenhead Waterways (MW) a letter of comfort (Appendix B) to enable funds to be made available as and when requested in order to carry out the necessary maintenance going forward. RBWM will continue with its current planned maintenance along the 'Ring' and any additional uplift in this regime will need to be at the request of MW.

MW will determine the sourcing of the required maintenance work but at times may request RBWM to undertake the works where economies can be made e.g. grass cutting. It will be agreed at the time of request whether the works are carried out by RBWM's contractors or if the funds are made available to MW to carry out the works.

This attached plan is an overview of the maintenance tasks expected to be carried out, taking into account that the frequency of maintenance along the Waterway will need to be increased to ensure it is maintained to the expected raised level of standard in keeping with the regeneration expectations.

Final details of the landscaping around the 'Ring' are still to be confirmed, with the majority of the banks to be planted with wild flowers. Once completed, the details regarding the ongoing maintenance are to be agreed in line with expectations to keep the environment around the Waterways to a high standard, especially within the town centre.

In addition to the landscape maintenance, additional inspections to the sewers feeding into the Waterways will also be required once the weir is constructed and the water levels raised.

To ensure the future maintenance of the restored Waterway is achieved, RBWM will work in partnership with MW to achieve the desired maintenance regime.

This report is to obtain approval to work in partnership with MW aiding them with the future maintenance and providing grant funds as and when requested.

If recommendations are adopted, how will residents benefit?	
Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. Ensuring the upkeep of the waterway and providing a continuous flow, enabling leisure activities and providing quality open space	Upon completion of the Stage 1 of the project (see Appendix A) – Summer 2015
2. Maintaining quality landscaping around the key development areas to compliment the provision of high quality development in and around the Town Centre	Upon completion of the Stage 1 of the project (see Appendix A) – Summer 2015

1. Details of Recommendations

RECOMMENDATION: That cabinet

- a) Approve the letter of comfort from RBWM to MW confirming RBWM's support in the future maintenance of the restored Waterway and access to grant funding as and when requested is approved.
- b) Agree to the addition of £58k to the Medium Term Financial Plan for 2015/16 and 2016/17 to cover the additional council maintenance contributions of £37k and a proposed grant to MW of £21k. After 2016/17 the Council maintenance obligation will continue, but the MWRG grant will be the subject of grant applications that will be decided on a year by year basis.

2. Reason for Recommendation(s) and Options Considered

The S106 Agreement for the Waterways application requires the following clauses to be approved by the Planning Authority before commencement of construction:

“Deed:

‘The Applicant covenants with the Council on their own behalf and on behalf of their successors to perform the Maintenance Obligations specified in the Third Schedule, subject to the provisions for release from such obligations’

Third Schedule:

*1.2 ‘The Applicant hereby covenants and undertakes to use its best endeavours to either (i) perform the maintenance and repair obligations in the Schedule (‘Maintenance Obligations’) or (ii) set up the body envisaged in clause 1.5.1 of this Schedule (‘The Trust’) to perform the **Maintenance Obligations** in cooperation with the riparian owners of the land.’*

*1.3 ‘The Maintenance Obligations required by this Deed shall be incorporated into a **management and maintenance plan** and agreed by the Council prior to Commencement of the Development. The minimum scope of the Maintenance Obligations to be included will reflect the reasonable and necessary incremental maintenance costs and activities arising only as a direct consequence of the Development and which are necessary to operate and maintain the channels to a reasonable standard for navigation.’*

Currently very little maintenance is carried out with some areas having not been maintained for a number of years due to inaccessibility. The Environment Agency no longer maintains the channels other than for flood risk following the construction of the Jubilee River.

The Management and Maintenance Plan will set out the methodology of ensuring the necessary works are carried out to the higher standard required for recreation and navigation. Additional checks on sewers and clearing these as and when required to ensure the continued effectiveness of surface water drains that discharge into the

Waterways 'Ring' will also need to be carried out once the weir is constructed and the water levels are raised.

By providing a letter of comfort, MW will be able to manage the allocation of resources utilising volunteers where possible to ensure the continued upkeep of the restored Waterway with the ability to apply for grant funding as and when required.

Option	Comments
RBWM only maintain the areas that are accessible and in council ownership/control	This will not ensure consistency of maintenance around the whole 'Ring' nor access to Environment Agency powers to enforce riparian owners to carry out required maintenance on their land. Vegetation growing into the waterway would not be kept in control.
RBWM provide MW a letter of comfort to enable MW to apply for grant funding as and when required to take on some of the maintenance of the fully restored Waterway (that which does not fall under RBWM's obligations)	This will enable RBWM to assist in the maintenance of the restored Waterway by proving funds to MW to enable the expected level of maintenance to be met have greater control and administer the required maintenance to ensure expectations are met, this is the recommended approach .

3. Key Implications

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
Maintenance of the 'Ring' and associated outfalls and sewers	Waterway not maintained and managed. Achieving 70% score on contract monitoring score card	Waterway maintained as per the maintenance plan. Achieving 85% score on contract monitoring score card	Waterway maintained fully to residents expectations. Achieving 90% score on contract monitoring score card	Waterway maintained and improved due to high level of attention to the landscaping. Achieving 95% score on contract monitoring score card	1 year from completion of the Waterways 'Ring'
Water level maintained around the 'Ring'	Water level less than 21.8m above ordnance	Water level maintained at 21.8 and 21.9m above	n/a	n/a	1 year from completion of the Waterways

	data (AOD)	ordnance data (AOD)			'Ring'
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4. Financial Details

a) Financial impact on the budget (mandatory)

Example	Year 1 (2015/16)	Year 2 (2016/17)	Year 3 (2017/18)	Year 4 (2018/19)	Year 5 (2019/20)
	Revenue £000	Revenue £000	Revenue £000	Revenue £000	Revenue £000
Addition:					
Manhole Inspections	-	2.5	2.5	2.5	2.5
Gulley cleaning	-	6.5	6.5	6.5	6.5
Landscape maintenance	15	25	25	25	25
Towpath maintenance	-	6	6	6	6
Signs and information boards	1	1	1	1	1
Spot dredging	-	-	5	5	5
Graffiti	0.5	0.5	0.5	0.5	0.5
Weir maintenance	-	-	-	-	1
Lock maintenance	-	-	-	-	1
Total:	<i>£16.5k (Note: the full Ring will not at this stage be completed and the Western arm will have only just been constructed)</i>	<i>£41.5k</i>	<i>£41.5k*</i>	<i>£41.5k*</i>	<i>£48.5k*</i>
Reduction	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>

* funding for the subsequent years will be subject to the relevant funding requests from MW

b) Financial Background (optional)

By committing the initial capital budget of £2.11m for the construction of the initial stages of the Waterway, it is in the Borough's interest to work in partnership with MW for the maintenance and management of the Waterway. This is to ensure that value for money is achieved and resident's expectations are met in terms of looking after the borough's assets.

On completion of stage 1 of the Waterway, the maintenance and repair obligations are triggered and MW will be required to implement the Management and Maintenance Plan for this stage and subsequent stages as and when constructed. Maintenance of the Waterway will commence from Summer 2015 and grants for funding will be expected to be received summer 2015 of Stage 1 as a minimum and potentially Stages 1, 2a and 2b (See Appendix A). The maintenance plan also indicates the tasks which are RBWM's responsibility and which will fall to MW to undertake.

5. Legal Implications

5.1 Maintenance enforcement

The Borough and Maidenhead Waterways have been in negotiation with the Environment Agency to secure additional discretionary powers to enable the Borough to enforce riparian owners to carry out the necessary maintenance or enable RBWM to enter upon their land to do so.

Currently the Environment Agency is unable to delegate power to enforce to the Borough. The Borough therefore would need to apply to the Environment Agency each time a riparian owner fails to carry out the necessary maintenance, in order to take any statutory action necessary to enforce appropriate maintenance and management to the required standards.

5.2 Insurance and liability

Advice has been sought from RBWM's Insurance and Risk team on the implications any accidents such as a trip or fall may have on RBWM and MW. The council will have a statutory responsibility for any accidents that arise on its land and its current insurance arrangements will therefore operate in the event of a claim for compensation. There is no automatic right to compensation and negligence must be established before compensation is payable. Demonstrating a reasonable system of inspection, maintenance and repair is vital when attempting to repudiate claims. No additional premium is required to cover the restored Waterway.

Any incidents on RBWMs land that is due to third party negligence will not be RBWM's responsibility to respond to, but will be passed on to the responsible third party by way of contractual indemnity.

MW also has public liability insurance in place of £10m. In recent voluntary group operations, detailed risk assessment has been carried out ahead of works taking

place and insurers have been notified in advance. This practice is to continue to ensure a reasonable approach to works taken on the waterway.

6. Value For Money

MW will utilise the use of volunteers where possible. RBWM will use its current agreed contract rates to undertake the landscaping works with as much of the work being carried out by the streetcare and leisure teams.

7. Sustainability Impact Appraisal

Golder Associates (GA) the Consultant working on the project has implemented the Civil Engineering Environmental Quality Assessment and Award Scheme (CEEQUAL) process to the design of the works to ensure the specification of environmentally sustainable materials. GA has provided us with a draft to be finalised, full landscaping planting schedule utilising natural/biodegradable materials as an engineering solution wherever possible.

8. Risk Management

Risks	Uncontrolled Risk	Controls	Controlled Risk
Deterioration of the newly restored Waterways will resume at an increased rate resulting in the waterways either lacking in water or stagnating water becoming unsightly and a health hazard. The usability and maintenance of the Waterway may be compromised as health and safety hazards increase and would be unsightly and determent the town.	High	This report recommends the approval of the letter of comfort enabling MW to apply for grant funding as and when required. Health and safety hazards and environmental issues minimised, together with deterioration and stagnation minimised.	Medium

9. Links to Strategic Objectives

Our Strategic Objectives are:

Residents First

- Support Children and Young People
- Encourage Healthy People and Lifestyles
- Improve the Environment, Economy and Transport
- Work for safer and stronger communities

Value for Money

- Deliver Economic Services
- Invest in the future

Delivering Together

- Strengthen Partnerships

Equipping Ourselves for the Future

- Changing Our Culture

10. Equalities, Human Rights and Community Cohesion

An initial Equality Impact Assessment (EQIA) screening has been completed. A full EQIA has not been completed as the screening did not identify any negative impacts.

11. Staffing/Workforce and Accommodation implications:

Resources to support the management of this ongoing maintenance are contained within existing budgets and will sit within the Operations Directorate.

12. Property and Assets

A high percentage (c80%) of the land around the 'Ring' is in the ownership of RBWM.

13. Consultation

The Borough in partnership with Maidenhead Waterways are currently in discussion with the riparian owners regarding access for maintenance purposes and the proposed Maintenance and Management Plan.

Comment from the Corporate Overview and Scrutiny Panel held on 16 September 2014 to be reported.

14. Timetable for Implementation

Description	Complete by
Cabinet Approval	October 2014
Letter of comfort	October 2014 prior to commencement of construction

Management and Maintenance Plan Agreed	October 2014 prior to commencement of construction
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15. Appendices

Appendix A – Plan of the Waterway Project

Appendix B – Letter of comfort to MW

Appendix C – Draft Management and Maintenance Plan

16. Background Information

Planning Consent Application No.11/02183

17. Consultation (Mandatory)

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Burbage	Leader of the Council	22.10.14		
Cllr Dudley	Lead Member for Finance	22.10.14		
Cllr Wilson	Lead Member for Planning	22.10.14		
Cllr. Love	Principal Member for Maidenhead Regeneration	22.10.14		
Cathryn James	Director of Operations	22.10.14		
Chris Hilton	Regeneration and Economic Development Director	22.10.14		
Simon Hurrell	Head of Planning	22.10.14		
Suki Coe	Planning DC Manager	22.10.14		
Mike McGaughrin	Managing Director	22.10.14		
Maria Lucas	Head of Legal Services	22.10.14		
Roxana Khakinia	Shared Legal Solutions	22.10.14		
Andrew Brooker	Finance partner	22.10.14		
Kevin Mist	Head of Leisure Services	22.10.14		
Stephen Anderson	Outdoor Facilities Manager	22.10.14		
Ben Smith	Strategic Highways	22.10.14		

	Manager			
External				
Richard Davenport	Maidenhead Waterways Restoration Group	22.10.14		
Chris Mitchell	Project Manager – Consultancy Support	22.10.14		

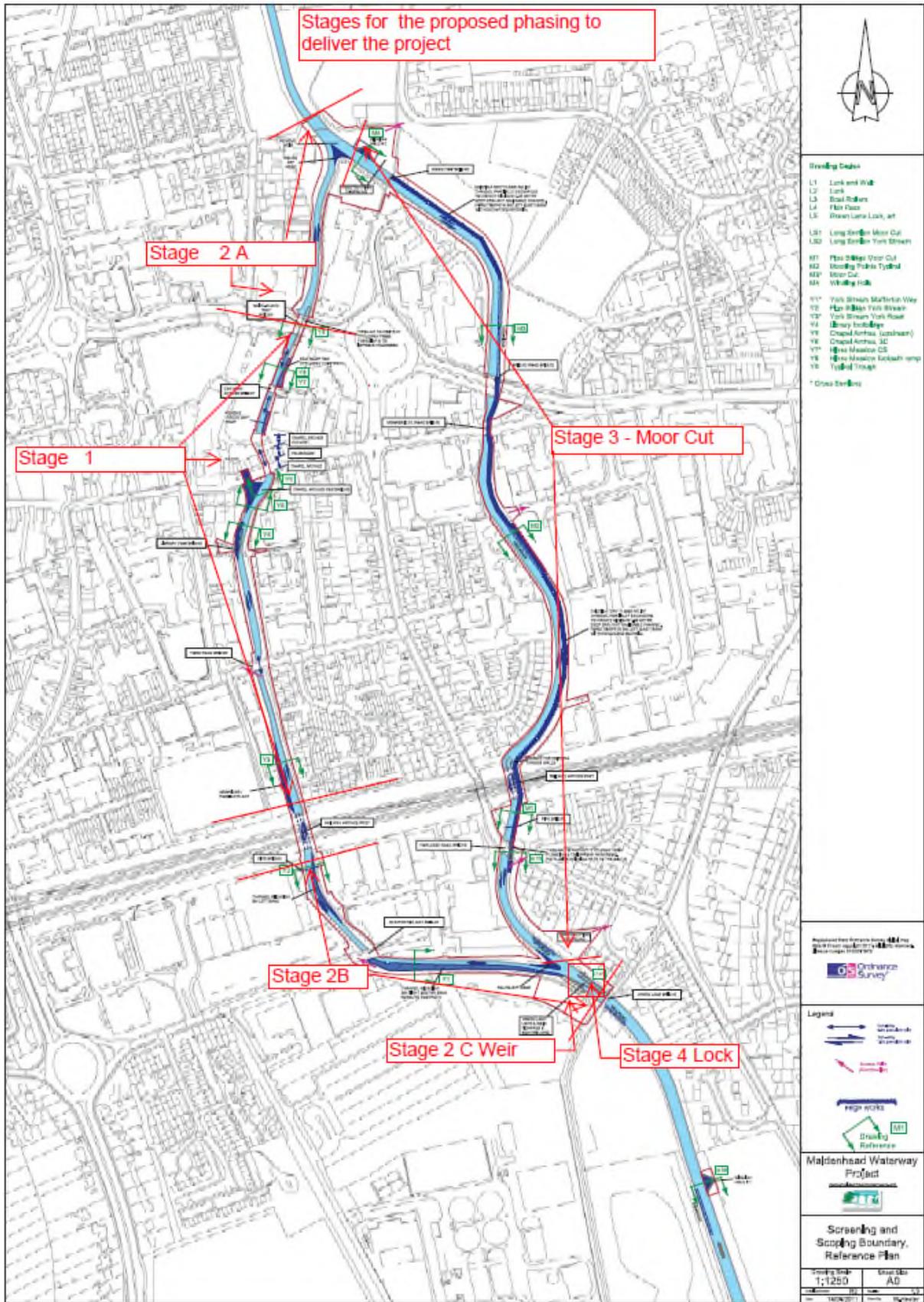
18. Report History

Decision type:	Urgency item?
<i>Non key decision</i>	No

Full name of report author	Job title	Full contact no:
Gail Kenyon	Regeneration Manager	01628 796157
Kiran Hunjan	Regeneration Project Manager	01628 796124

Appendix A

Plan of Waterways



Appendix B

Letter of comfort to MW

DRAFT Maidenhead Waterways Letter of Comfort

Dear Maidenhead Waterways Restoration Group (MW)

RE: Maintenance of the restored Waterway 'Ring'

I refer to planning consent 11/02183/FULL and the maintenance obligations set out in the S106 to be approved by the Local Planning Authority prior to commencement of development. Under these obligations MW is responsible for the incremental maintenance of the restored Waterway. However the council acknowledges that working together and providing support for this high profile project is essential to ensure its success.

The council is committed to making Maidenhead an attractive place to live and work. The restored Waterway being well maintained is key to delivering this aspiration. The council would like to provide assurance to MW that funding will be made available by the council to ensure the future maintenance of the 'Ring' and is proposing to commit £58k for 2015/16 and 2016/17 (both figures in September 2014 prices), making these monies available to MW to deliver the necessary maintenance.

Going forward, the Council will welcome applications for funding the maintenance of the Waterway from MW. It will consider these alongside other applications, council commitments and priorities, whilst having due regard to this Letter of Comfort. The council will work with MW to investigate opportunities to maximise value for money, including potentially from using RBWM contractors for some of the annual works.

We look forward to working with MW to deliver this exciting project and ensuring that its success continues.

Yours Faithfully
RBWM

				gully cleaning in the current maintenance regime.
<p>Landscape maintenance: Grass cutting Tree and hedge maintenance Litter picking</p>	<p>This seems simple, but can be a large cost over a year. Decisions on the standard of grass cutting and how the standard may vary in different locations are essential.</p> <p>Tree and hedge maintenance can be expensive however regular tree inspection and hedge trimming will help retain the appearance of the Waterway</p> <p>This can be a major problem, especially in urban areas. Litter left by walkers, anglers and boaters can cause an area to look uninviting and cause damage to wildlife. The rubbish needs to be cleared from the water and from the towpaths and surrounding land.</p>	<p>A balanced approach to be agreed for grass cutting along the waterway path particularly in the more difficult to reach sections</p> <p>Annual volunteer clear up days have proved to be very effective for land based rubbish. Bridge holes can often be dumping grounds, and these need to be checked.</p>	<p>Dependant on the section of the waterway and the agreed standards for the developed areas compared to the more natural looking sections</p>	<p>£25k p.a. This is currently minimal spend circa £500 p.a. to maintain the grass area from High Street to Stafferton Way.</p> <p>Normally a developer would pay a contribution towards ongoing landscaping costs. RBWM are responsible for the maintenance of RBWM owned land to a reasonable and safe standard including moving grass and inspecting trees.</p> <p>RBWM are not responsible for maintaining the banks and river bed. This will be the responsibility of the EA and MWRG. The EA as is stands have stated that as this is not an EA project they will not be contributing to the maintenance of the Waterway and will only assist in clearing blockages as and when they occur.</p> <p>Litter picking and emptying of bins etc will be the responsibility of RBWM. It will be the decision</p>

				of the waste management team whether any extra bins are required on public land and additional litter picking. This does not include private owned land where this is the responsibility of the riparian owner.
Towpath maintenance	<p>Towpaths need to be maintained as the population gets used to using them. The towpaths provide access for the vast majority of people to use and see the wonders of the waterways. However they need constant maintenance. Main problems are the surface being appropriate for the area, and failing banks causing erosion and loss of towpath. Vegetation control is also very important.</p> <ul style="list-style-type: none"> ○ Surface ○ Width ○ Potholes and washouts ○ Gates and fences 	Preventative maintenance to stop any deterioration.	Possibly annual / as and when required	<p>£6k p.a.</p> <p>With any emergency works as and when required</p> <p>This is already carried out by RBWM within the current maintenance regime. The current towpaths and footpaths will continue to be maintained by RBWM.</p> <p>The additional budget is for the new towpaths that are to be constructed and will become public rights of ways for which RBWM as the highway authority are obligated to ensure are kept in a safe and functioning condition. This includes filling of potholes and other small repairs. It would be unreasonable to pass this obligation onto MWRG.</p>

Signs and information boards	These must be kept clean and up to date. Also, they need to be replaced before they look in poor repair, otherwise it gives a poor impression.	Install and maintain appropriate signage	10 years	£1k p.a. RBWM currently has an inspection regime and could incorporate this into its regular inspections and cleaning plan. Alternatively this could also be done with the help of volunteers.
Spot dredging	Spot dredging is very important to keep specific areas free from silting up and removing debris. Some spots are prone to silt build up quickly, e.g. where feeders enter a navigation. River navigations often have prone spots. This can be done from the land if possible or from a dredger on a craft.	This is in the future if a particular length has silted up to some extent.	3 years	£5k RBWM does not have a statutory obligation to carry out this task. This would normally be a role of the EA however the EA have confirmed that as this is not their project they will not be contributing to any works along the Waterway other than to remove blockages. MWRG will need to make the necessary applications to the EA and arrange the necessary dredging.
Aquatic vegetation control	Heavy boat use can look after the aquatic plant growth and good dredging also helps. However, many navigations get problems of growth from the bottom of the canal and also problems such as duck weed. This can grow very fast and clog up engines etc.	This will depend on use. As the water depth will be over one metre, growth in the channel should not be an issue. However duck weed is a possible risk so	Annual	Volunteers This will be organised by MWRG

		regular inspections of the water course are required		
Painting of lock gates and other infrastructure	The general look of a waterway is important to inviting people back to visit again. Also painting certain material is essential to ensure extended life	This work can be carried out by volunteers.	3 years	Volunteers This will be organised by MWRG
Moorings maintenance	This is really to keep any mooring clean and free of litter. This can often be carried out by wardens and volunteers	Checks and litter picking important.	Monthly	Volunteers This will be organised by MWRG
Graffiti	A common problem on mainly urban waterways. The design of surfaces can help and staying on top of cleaning helps stop an area becoming too bad.	Clean graffiti within 28 days of report and encourage other initiatives through volunteers such as art work	Ongoing	£500 p.a. RBWM streetcare team currently clean up any reported graffiti and would for a small increase in budget be able to absorb these tasks within current works.
General maintenance of structures	The list of structures that make up a navigation is in the next section. These all require good maintenance to ensure they do not deteriorate quickly. Examples are <ul style="list-style-type: none"> ○ Metalwork ○ Gates ○ Overspills and by-passes ○ Brickwork ○ Paddles ○ Pull rods ○ Painting 	The structures will be the weir and associated structures and the Lock. Smaller structures include the towpath troughs under the bridges.	3/5 yearly inspections	

<p>Lock Gate maintenance and Lock Keeping</p>	<p>This very important role is to ensure good working of locks and to ensure the gates do not snag and leak excessively. The lock gate mechanisms such as the paddles, paddle racks, pinions all need to be checked and oiled as required.</p> <p>Lock keeping, which is the skill of operating locks, especially where there are safety issues involved, complicated machinery or where there are water shortages.</p>	<p>Well trained staff or volunteers can carry out this work.</p>	<p>Annual</p>	<p>£1k p.a. for first 5 years and £2k p.a. thereafter</p> <p>Years 5-10 - £3k dive condition survey</p> <p>Year 10 - £15k for any replacement parts and extensive maintenance (depends on dive condition survey)</p> <p>Years 15-20 - £250k for repairs requiring lock closure</p> <p>Year 40 - £400k for replacement gates</p>
<p>Legal obligations</p>	<p>Strict liability is a serious risk. Maintaining levels and keeping a navigation open are major issues and depend on the canal acts. There are many types of legislation that affect the work of operators, a few examples are as follows: legislation covering notifiable weeds, e.g. Japanese knot weed, and pest control.</p>	<p>Work with the EA to ensure all risks are addressed and the necessary mitigation is carried out.</p>	<p>Unknown</p>	<p>Unknown</p> <p>RBWM are only responsible for public areas and council owned property. If MWRG are unable to carry out works as per the agreed plan, RBWM would be required to step in and ensure that any RBWM owned land and public areas are safe and for public.</p>

				<p>RBWM is not responsible for any privately owned land. Should the required levels of maintenance not be carried out on privately owned land RBWM can request the EA to use their powers to enforce riparian owners to carry out the necessary works on the Waterway. Should the EA choose not to take action the RBWM would need to assess if any other means of taking action are available such as environmental health concerns. RBWM could then carry out the required works and attempt to recover the costs from the owner.</p>
Emergencies	<p>All operators will have to plan for emergencies. These are often flooding events but can be accidents with boats or other users on the waterways. Engineering collapses do also happen and being prepared is very important.</p>	<p>Working with LA's, EA, police and other organisations in co-ordinating emergency responses.</p>	Ongoing	<p>Unknown An emergency plan would need to be agreed between RBWM, MWRG and the EA.</p>
Safety	<p>This is an issue that should underpin everything that an operator does. There is a large amount of legislation that covers Health and Safety and there should always be some form of</p>	<p>Ensure there is a H&S place in place of the waterway.</p>	Ongoing	<p>Unknown</p>

	expertise guiding an operator to ensure all legislation is covered and that best practices are carried out.			
Flood risk	Flooding has become a major topic of concern in the UK with more frequent heavy storms. Waterways provide very valuable flood protection and channels for many parts of the country, but navigations require management and controlling to ensure damage is not caused to third parties. Every water control structure can have an effect on a flood, and good experienced operators and agreed emergency procedures are crucial.	Work with the EA to identify flood risk areas and plan any necessary remedial actions	Ongoing	Unknown
Water Framework Directive (WFD)	This European Directive has an impact on the water supply issues in particular. Operators must be aware how this affects them and to ensure the correct paperwork has been completed and kept up to date. WFD has set up a new strategic planning process in order to manage, protect and improve the quality of water resources, and river basins in particular. As a result, they implement EC Directive <u>2000/60/EC</u> , which establishes a framework for Community action in the field of water policy. The regulations set out what is	Ensure any changes planned comply with WFD	Ongoing	Unknown

	required by the Environment Agency, Secretary of State and National Assembly for Wales in order for this new process to be implemented.			
Climate change	Climate change is an international issue of great importance. It is not an exact science, and there are many theories and views on the effects. However the likely effects for navigations are drier summers, wetter winters, more severe storms and a 1 metre rise in sea levels over the next 100 years. This means that water supply will be more difficult, flooding more severe and any coastal waterways will need some re-engineering.	The waterway has been design to allow for climate change.	Ongoing	Unknown
Water management:	This is the most important role of an operator. Without water there is no navigation, too little is a problem and too much causes potential dangers. A full understanding of the way the water system for the particular waterway works is essential, and good records and competent staff are required.	The inspection and clearance of the feeders that enter maidenhead at the diffleunce. It is considered that at least an annual clearance of the channels is required. Use of the	Annual	Volunteers To date MWRG has with the help of volunteers cleared obstructions along the northern feeder channel which has aided water flow. This channel is the responsibility of the EA although their current stance is that they will not be carrying out any planned works along this water

		SE water report to identify actions for the future should be taken forward.		channel.
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