

Pos.	Location	Location description or East/West boundaries	Notes	Aspirational VM Priority (from AJ notes) 1-3
0	Lock 44 to Lock 50		Not much room between lock 44 and 50 for fishing due to amount of boats. Also affects moorings for other boat users. Facilitate meeting to discuss . DM	
1	Lock 50 to Cemetery Bridge		Currently 72 hours on towpath side. To be trialled at 72 hours. Due to the re-development plans for the offside of Devizes Wharf there is no guarantee that the 48 hour visitor moorings on the offside will remain visitor moorings.	N/A
2	Cemetery Bridge to Park Road Bridge		Aspirational works to be carried out to make this stretch moorable for 14 days then change Devizes Wharf towpath side to 48hrs.	2
3	Devizes Marina & Hourglass Public House		Group agreed to leave as is - but to encourage the Hourglass to improve the pub moorings to make them more attractive/easier to moor and promote them. Group to contact Marstons - can CRT help them improve the moorings?	N/A
4	Horton Bridge		Aspiration to bring up to standard for visitor moorings. Consider towpath upgrade - due to the public house and potential visitors. Review the length of the 48-hour moorings here. NB there is also a 24 hour mooring of approx 5 boat lengths west of the bridge on the offside below the pub that is managed by the pub. The group suggested leaving moorings at 48 hours with an aspiration to improve the visitor moorings.	3
5	Bishops Cannings swing bridge		Winding hole to bridge could be used as visitor moorings, as a public footpath from there to local facilities in Bishops Cannings. CR to approach Pubs for signs on canalside.	3
6	Allington Swing Bridge		Winding hole to bridge could be used as informal visitor moorings, as a public footpath from there to local facilities in All Cannings. However if day hire boaters need to turn at the winding hole the VMs need to be west of the winding hole ie not between the bridge and winding hole. Could be an Aspiration 1 or 2. It's a 1 if the Barge Inn doesnt re-open and or if engineers assess leaks in bank as requiring action.	1
7	All Cannings		Shortage of 48-hour visitor moorings in this area. There is a potential to increase the visitor mooring length to the East. Would mean extending the piled section. Dredging would be required to improve 14-day moorings. This item is only a priority 3, as item 6 is a priority 1.	3

8	Honeystreet	Total length of visitor mooring is 170m. 150m of it is hard bank protection of which the first section (west) is 130m long. The next 25m is for the water point, which makes up the last section of hard edge, the last 15m is not hard bank. Recommendation - Totems are changed to have the last 20 m of hard edge as water point only, leaving 150m of 48 hour mooring this would involve moving the totem on the east and changing tiles so that this section defines the water only section. Aspiration to pile the section between end of current piled section to Honeystreet rd bridge.	3
9	Wilcot Road	Popular destination. Consider - 24-hour visitor moorings west of Wilcot Bridge for access to the Golden Swan which is across the village green. Improved signage for the Golden Swan required here. Additional short length area to the West for visitor moorings. This would repair the area where the bank has collapsed too. Needs to be a quiet zone.	3
10	Pewsey	Visitor moorings ok at this destination, leave as it is.	N/A
11	Wootton Rivers	Aspiration to move permanent moorings below (West) of lock to pound between lock 51 & 52. and turn former permanent moorings below the lock into 48-hour visitor moorings. Changes to be carried out winter 18/19 once gates have been relined. On completion of works, install signage asking craft to turn here if not travelling any further east.	1
12	Cadley Lock	Extra-long landing stage above lock, consider using the end section as 48hr mooring. The landing stage above Cadley lock is 41m long. This could be marked up as 25m Lock landing, leaving 16m of hard edge which could be used as Visitor moorings, albeit a bit short and could make it difficult for craft to get on and off the lock landing. Recommendation - Install a Totem between the 5th and 6th bollard signing lock landing to the right and 48hr VM to the left. A decision needs to be made as to how long this 48hr VM would be given only 16m is hard edge.	N/A
13	Bruce Tunnel West	Towpath is disappearing West of the tunnel. Aspiration for visitor moorings with a hard edge either side of the tunnel. Bank Collapsing here, engineers to assess.	2
14	Crofton	Leave as 48 hours as a visitor attraction.	N/A
15	Mill Road Bridge	Leave as is	N/A
16	Great Bedwyn	A common turning point for day or short-term boat hirers. Aspiration for visitor moorings above Church Lock for a hard edge visitor mooring (48 hours).	1
17	Lock 70 - 71 (was Froxfeild)	2 boat lengths required for 48-hour mooring. is also a cheap gain for visitor moorings as it only requires totems. Improvements to the towpath / bank west of lock 68 to make better 14 day section, would mitigate the loss of 14 day moorings here.	1

18	Hungerford		The group discussed the lack of suitable moorings in the Hungerford area. The 48-hour mornings between Hungerford lock and Hungerford Town Bridge are not up to standard It was proposed to pile this section. Aspiration to install between 100 and 200 m of hard edge moorings east of Everlands Road Bridge. Horse boat requires consideration when making improvements in the Hungerford area. Hungerford Town and Manor often raise complaints about boating activities in the Hungerford area -particularly in relation to the vehicles that arrive with these boats, as well as poor parking and general over staying they may well object to the installation of further moorings in the Hungerford area. Upgrade and hard edge the section between Hungerford church swing bridge and Hungerford Marsh lock (to the gateway onto the Marsh).	1
19	Dunmill		No issues.	N/A
20	Wire Lock		A bit shallow in places. The area between Wire Lock and kintbury should have an informal mooring section. Due to issues with horse boat, no informal moorings.	N/A
21	Kintbury		A bigger gap should be left for the water point at Kintbury, suggestion that we paint a yellow line along the fender marking out the waterpoint only section. Due to issues with horse boat, no informal moorings.	N/A
21.5	Kintbury - Water points in general.		35 ft. is required either side of all water points to enable 70 ft. craft to get onto the point Signage/markers required either side of water point to mark up the water. Moorings in the Kintbury area need to be kept to a minimum to ensure the horse boat is able to continue their business. The horse boat is beneficial to the Kennet and Avon Canal. Signage required at dreweatts lock for the horse boat.	N/A
22	Brunsdon		The tow path in this area has recently been resurfaced, and bank protection work has been carried out here. Due to issues with horse boat, no informal moorings.	N/A
23	Dreweatts Lock		Aspiration to have informal moorings above the lock, off the end of the landing stage There are issues in this area with offside vegetation. Due to issues with horse boat, no informal moorings.	N/A

24	Hampstead Lock		<p>There is a lack of moorings at Hampstead Lock.</p> <p>Aspiration to have 100 m of 48-hour moorings above the lock with rings/ bollards. Contingent on making below the lock usable as 14 day mooring.</p> <p>Aspiration for an informal moorings section between 50 and 100 m below Hampstead Road Bridge. It was noted that Pamela Smith would prefer this area to remain 14 days. Dale to identify where the informal mooring sections are located</p>	1
25	Benham Lock		Aspiration to have a mooring above Benham lock, off end of lock landing, this is a nice quiet remote mooring spot.	1
26	Higgs Lock		A noisy area, not particularly popular as next to the A34 flyover.	N/A
27	Guyers Lock		Bank protection has recently taken place here and the vegetation has been cut to improve the bank, no particular issues	N/A
28	West Mills		Change all 24-hour moorings tiles to 48-hour moorings. Ali to raise a ZX AJ	N/A
29	Victoria Park		Suggestion that additional mooring rings be installed following the success of the floating market. The group generally disagreed with this suggestion.	N/A

30	Bulls Swingbridge	Aspiration to have informal moorings to the west of Bull's Swingbridge. Complaints received from Fishing club this week of too many craft mooring in this section and not leaving gaps for fishing. Potential for Water Point here between S/Bridge and lock. DM has put in an application for funding.	N/A
31	Widmead Lock	Aspiration to have informal moorings on the towpath above Widmead lock.	N/A
32	Monkey Marsh	Proposal to extend 48-hour moorings by 25m west of Thatcham Road Bridge to the mouth of the river? Group agreed 8/3 abandon as too many engineering issues	N/A
33	Colthrop lock	No issues in this area.	N/A
34	Midgham lock	Consider installing informal moorings above Midgham lock from lock landing to the bend in the Canal.	N/A
35	Heales lock	No issues here.	N/A
36	Woolhampton Lock	Winter moorings located here above the lock, a popular spot and well used. Dale to review the signage between Woolhampton Swing bridge and lock This should be a 'no mooring' section, with landings for lock and swing bridge use only, and signed appropriately. Landing stage to east of Swing bridge is not long enough to stop on to pick up crew due to strong flow of river. Add to stakeholder meeting , install of floating landing stage (in stock at devizes)	N/A
37	Frouds Bridge	downstream of the Junction of Froud's Marina on towpath side to be considered as an informal mooring location. Offside requires cutting back to allow for wide beam moorings. A comprehensive offside vegetation cut is required. The trust may not own this section. DM to visit. and check on veg clearance progress	N/A

38	Aldermaston	below lift bridge down to lock	Not enough visitor moorings at Aldermaston. Aspiration to improve towpath bank above Aldermaston Lock, this is not currently a visitor mooring. The trees need cutting on the off side in this section to allow space for wide beam craft to moor.	N/A
39	Aldermaston wharf		Aspiration for the whole section below the swing bridge to be half visitor moorings and half 14-day moorings This section should not revert to managed moorings. Pamela Smith reports that the towpath and bank below Padworth lock is not in very good condition and requires improvement. ZX's are on the system for this. This has been noted in a separate towpath condition survey meeting. Dependant on what happens with redevelopment of the wharf in future. DM to check ownership of the towpath between end of ABC's site to the liftbridge.	N/A
40	Towney Lock		Dale made the group aware of the network rail proposal to close the crossing point adjacent to Towney lock, as part of the electrification of the railway project.	N/A
41	Ufton		Ideal area for an informal mooring spot. (River section below Ufton Swing bridge)	N/A
42	Tyle Mill		The last two mooring spots on the end of the permanent mooring section above Tyle Mill need signage installed to change them to 48-hour section. Totems will need installing, Ali to raise a zx. DM to action. Check standard of landing stages are appropriate for VM usage.	1
43	Sulhamstead lock		No issues.	N/A
44	Sheffield to Garston lock		Informal morning section required in this area. 8/3 group identified area as not viable.	N/A
45	Hisseys Bridge		Issues with motorbikes on towpath in this area. The trust does not own the bank here and the tow path is just the edge of a field, not a suitable area for mooring. 8/3 group identified area as not viable.	N/A
46	Burghfield		There is very low free board in the section between Burghfield Road Bridge and Burghfield Lock. The towpath is regularly overtopped in this area. This section is the first suitable area to moor when travelling west from Reading, and a 48-hour mooring section for craft is required. Hard edge and towpath improvements will be required. The towpath bank will need raising and improving. Both sides of Burghfield Road Bridge- Signage will be required to alert boaters to the risk of flooding. Remove old wooden landing stage to the rear of the cunning man pub. East of Burghfield bridge aspirational three boat length mooring for safety reasons (river flooding).	1

47	Southcote Lock		A nice spot to moor but very narrow and not suitable for wide beam craft.	N/A
48	Fobney Lock		Not encouraging any craft to moor in this area due to anti-social issues.	N/A
49	County Lock		<p>No moorings in this section due to strong stream flows.</p> <p>Moorings to the east of the Oracle shopping centre, some bollards here for visitors.</p> <p>Pamela Smith reports that there is a water tap in the bush at the end of the landing stage east of the Oracle, she asked whether this could be turned into a trust water point and rubbish point.</p> <p>Dale to investigate.</p> <p>Mark to consult with Reading Borough Council re-the charges they are making to boaters wishing to moor on the section to the east of the Oracle.</p> <p>Establish whether the craft have a right to moor in this section for a reasonable time and to establish what Reading Borough Council's plans are for this area</p> <p>List of informal mooring locations to go into the Urbis boards.</p>	N/A
50				
51				

Identified for priority maintenance Y/N	Identified for 14 day mooring improvements (inexpensive bank work maintenance) Y/N	Identified as having Car Parking improvement potential Y/N	Location dropped - deemed not appropriate for any changes
N	N	N	N
Y - volunteers to make better access to canal edge to towpath. Underwater obstructions in this length, Inspection needed either by dewatering or using the grab boat	Y	N	N
Y	Y	N	N
N	N	N	N
Y - Requires no bank maintenance but needs red posts.	y	N	N
Put on stakeholders agenda to install hard edge VM's between SB and Winding Hole, and to the West of winding hole. Total of 200m	y	N	N
N	Y	Carpark surface needs improving with Tarmac. Opportunity to take road planings from WCC to resurface car parks. KO to put DM in contact.	N

Y - Totems are changed to have the last 20 m of hard edge as water point only, leaving 150m of 48 hour mooring this would involve moving the totem on the east and changing tiles so that this section defines the water only section.	Y	N	N
Y - Improved signage for the Golden Swan required here.	N	yes - parish council are looking at improving surafce on lane alongside canal, some reduction in parking in planned.	N
N	N	N	Y
N	N	Village Hall car park used and 4/5 bays neabry and 2/3 space on south side. Possible conflict with the church. Suggestion is that 12 hours max parking put on these space - CRT to ask landowner	N
N	N	N	Y
Y - Bank Collapsiing here, engineers to assess.	N	N	N
N	N	N	Y
N	N	N	Y
N	N	N	N
Y - only requires totems	N	N	N

Y - Totems in the winding hole	N	N	N
N	N	N	Y
N	N	N	Y
Y - Paint a yellow line along the fender marking out the waterpoint only section.	N	N	N
Y - Signage/markers required either side of water point to mark up the water. Signage required at dreweatts lock for the horse boat.	N	N	N
N	N	N	Y
N	N	N	N

Y - Clearing 100m below lock for 14 day mooring with volunteer boat	Y	N	N
Y - Cut out 14 day informal moorings, and mark them up with red posts.	Y	N	N
N	N	N	Y
N	N	N	Y
Y - Change all 24-hour moorings tiles to 48-hour moorings.	Y	N	N
?	N	N	?

Y - Cut out 14 day informal moorings, and mark them up with red posts.	Y	N	N
Y - mark informal moorings on offside above lock with red posts.	y	N	N
N	N	N	Y
N	N	N	Y
Y - Vegetation Management / cut out 14 day informal moorings, and mark them up with red posts.	Y	N	N
N	N	N	Y
Y - See notes	Y	N	N
Y - Offside requires cutting back to allow for wide beam moorings.	Y	N	N

Y - The trees need cutting on the off side in this section to allow space for wide beam craft to moor. Cut and red posts.	Y	N	N
Y - check that a "facility mooring" sign is still there for water/sanitary	N	N	N
N	N	N	Y
Y - Cut out 14 day informal moorings, and mark them up with red posts. Very long length - DM to assess red post plan.	Y		N
Y - The last two mooring spots on the end of the permanent mooring section above Tyle Mill need signage installed to change them to 48-hour section.	N	N	N
N	N	N	Y
N	N	N	Y
N	N	N	Y
Y - Remove old wooden landing stage to the rear of the cunning man pub.	N	N	Y

N	N	N	Y
N	N	N	Y
Y - See notes	N	N	N

Dale's notes from Site Visits

Raise ZX for Chew Valley to grab debris from this area, when next passing. AJ

Raise Zx for the Install of Informal moorings. AJ

Ken oliver to put Dale in Contact with council colleague with a view to obtaining road planings to repair towpath surface

Raise a zx for movement of the totem post

At the recent stakeholders meeting it was discussed that re lining top and bottom gates at Lock 51 this has been included in the winter works 2018/19

Raise a ZX for the repair of the collapsing bank. Put on Engineers work centre. AJ

Raise at the next stakeholders meeting. Ask engineers to put in future business plan. - More likely to be in B20 /B21

Raise ZX for install of two totem poles. AJ

Raised at Stakeholders meeting

Raise a zx for painting of yellow lines. Put on KAVO. AJ

Raise a zx for the install of two totems either side of water point. Put on KAVO. AJ

Signage required at Dreweatts lock for Horse boat. Raise a ZX . AJ

<p>Lock landing is in good condition. Then we have a 72 foot winding hole. We then have two boats moored up on the 14 day stretch. No problems after winding hole with the next section all the way along being a 14 day morning Plenty of width here. Option to put in some posts to make this section an informal mooring site.</p> <p>Above the lock, the current layout is a 25m Landing stage, 100m of Nicospan bank protection, which finishes 100mm below waterline (during today's visit) then 60m of normal towpath bank, before winding hole, which is where the river splits. Therefore realistically there is a 60m section that could be improved to make a 48hr mooring hard edge. There were plenty of craft moored against the Nicospan protected towpath bank, but boards needed to reach towpath. Local land owner has requested that this area is marked as a no winding hole due to siltation / sandbar issues which is damaging their fishery. Proposal to remove winding hole and install one below the lock.</p> <p>Actions; No lock landing only sign below lock. Need to order and erect one. Raise a ZX and order sign. AJ Raise a ZX for clearing 100m of vegetation from volunteer workboat, put on KAVO. AJ Raise a ZX for the removal of winding hole totem post from above lock and reinstall below lock. AJ</p>
<p>Raise a ZX for the install of informal moorings here. AJ</p>
<p>Raise a ZX for the changing of the 24hr tiles to 48hr tiles. AJ</p>

Application with drawn because Operational Buildings have a 60 k budget to install customer service facilities at Newbury Wharf.

Raise a zx for install of Informal moorings. AJ

Mark out informal moorings on offside above the lock. Raise a ZX. AJ

Raise a zx for install of Informal moorings. AJ

Raise a ZX For 4 signs below lock. Order from Contract signs AJ

500mm x 400mm

Craft navigating through lock, should open Swing bridge before leaving lock and proceed straight through the bridge and moor up on landing stage.

Raise ZX for 4 signs and order them contract signs. AJ

(Will go between the bridge and Lock)

500mm x 400mm

Mooring for Emergency operation of Lock and bridge only.

No overnight mooring

Raise a ZX for 2 signs above lock. Order from Contract signs. AJ

500mm x 400mm

Mooring for lock operation only.

Craft navigating through lock, should open Swing bridge before leaving lock and proceed straight through the bridge and moor up on landing stage.

Landing stage below (East) of swingbridge needs to be longer due to strong flows and difficulty in stopping quickly to pick up crew.

Raise a ZX for moving of landing stage signage to increase length. AJ

Raise Zx for offside veg management in this area. AJ

Raise ZX for install of informal Moorings. AJ

Dm reports that the Trusst owns the towpath.

Raise a zx for install of Informal moorings. Aj

Raise Zx for The last two mooring spots on the end of the permanent mooring section above Tyle Mill.
Install 2 Totems signage and mark as 48-hour section. Aj

Totems will need installing, Ali to raise a zx. DM to action.

Craft navigating through bridge, should open bottom gates of lock first and proceed through bridge and straight into the lock.

We need 2 signs above lock.

500mm x 400mm

Mooring for lock operation only.

This tap is abandoned and not on trust property. Belongs to EA we believe