

## Specific issues raised updated December 2013

### North East

- Doncaster (Don Navigation) takeout platform supported from underneath with nothing to hold canoe steady against while taking out, chicken mesh rusting and breaking up at chest level, brambles preventing landing on bank. Explore possibility of hammering in a couple of pieces of scaffolding pole at edge of pontoon to hold canoe steady against. [Stuart I have had no response yet from the waterway I will chase up a reply.](#)
- SF concerned that security fencing at Mexborough (Don Navigation) required portaging round outside. [Stuart I have had no response yet from the waterway I will chase up a reply.](#)
- Doncaster (Don Navigation) has re-entry down slot to water, too narrow to hold boat alongside and sometimes too deep to hold boat overhead or not possible with heavy boat. [Stuart I have had no response yet from the waterway I will chase up a reply.](#)

### East Midlands

- SF concerned about dangerous signage on Trent, e.g. Gunthorpe, where all craft directed to left where there is only high sheet piling. No reference to boat rollers on right of weir. [In the New Year a member of the East Midlands management team who is an experienced canoeist will review the issues raised and identify what remedial action may be practicable.](#)
- The Grantham Canal has a number of new barriers along the towpath beside the unrestored central part of the canal. SF suggested a different priority is needed for use of funds. AS thought they may not have been placed by CRT. [Where CRT installed them it is believed to be at least 10 years ago. Problems have not been reported with them before. The principal purpose is to exclude motorcycles and they are effective. The Waterway does not intend to modify or remove them](#)

### South Wales & Severn

- SF found Severn unfriendly with poor take outs, not permitted to cross Holt lock to re-launch. [The waterway has improved portage around locks on the Severn in their 3 year plan for improvements. None have yet had significant work done on them although a protocol for allowing canoes to navigate through the locks when manned is in place.](#)

### London

- SF claimed some locks very high downstream, e.g. Bow Lock (Lee Navigation) with tide out. [The waterway does not intend to take any action at this time. A solution which would facilitate portage at various states of the tide is considered too expensive for the benefits obtained](#)

### South East

- SF noted that Buckby (Grand Union) has re-entry down slot to water, too narrow to hold boat alongside and sometimes too deep to hold boat overhead or not possible with heavy boat. [Altering this access point which is intended for boat crew to re-board the stern of a powered craft in considered impracticable on the grounds of cost and benefit derived](#)
- Buckby has alternative of People Pipe under A5 with 90° bend and up steps at end, so boats have to be lowered on end over railings. [The Waterway has responded that modifying the steps and railings is impracticable due to the constricted nature of the site as a result of the A5 Bridge rebuild. Significant improvements would require major structural modification to the building adjacent to the lock](#)

### North West

- SF noted Hell Meadow (Leeds & Liverpool) has wall rising for long distance on left before lock and unofficial notice on right banning landing on what appears safest route beside by-wash. [The land described is in CRT ownership I am unable to find a reason why landing on that side of the canal should be prohibited](#)

### Kennet and Avon

- SF expressed concern at gates between towpaths and roads on the Kennet & Avon, flush with the road, and asked for the reason. At Hamstead users are trapped on the road with canoes, bikes or pushchairs on a blind corner, needing to cross three times if gates are to be opened and closed. If considered essential they should be inset by at least 5m to allow a double racing kayak to get clear of the road. [Stuart I have had no response yet from the waterway I will chase up a reply.](#)
- Brewery Gut on the Kennet in Reading has one way working controlled by lights. SF noted the push button is too high to be reached from a canoe and recessed in a metal ring so it cannot be struck by a paddle, presumably ignored by racing canoeists. [Stuart I have had no response yet from the waterway I will chase up a reply.](#)