

Basingstoke Canal Joint Management Committee

Revised navigation fee & mooring charges - Decision Paper

28 February 2013

Lead officers: James Taylor

Telephone: 01483 517538

Email: james.taylor@surreycc.gov.uk



Key Issue

To approve an updated scheme of charges for navigation related activity

Summary

The JMC is asked to approve a revised scheme of charges for **mooring fees** and **navigation licences**, to overcome short falls in Canal revenue maintenance budget, to help the Canal become more self-sustaining and get best value from Council assets. A phased introduction of some charge increases is proposed for existing customers.

Officer's recommendation

The JMC is asked to:

- a) Approve increase in Mooring Fees to match those charged on the River Wey as shown in Appendix 1, and authorise the BCA to collect the fees on behalf of the two County Councils and expend the proceeds in maintaining the Canal
- b) Authorise the BCA to conduct a phased implementation of increases for mooring fees to existing customers over a 2 year period
- c) Authorise the BCA to invest any additional income generated from mooring fees during the 2013/14 and 2014/15 financial year in creating new on-line mooring sites for use as a home bases for pleasure craft (not to be used for residential use except as ancillary to leisure use)
- d) Authorise the BCA to charge a navigation licence fee based on actual costs of implementing the Navigation Policy (as detailed in Appendix 5)

1 Introduction & background

- 1.1 The Basingstoke Canal although authorised under a specific Act of Parliament¹ currently does not operate under terms of the Act, the duties and powers contained in the Act having never been transferred to subsequent owners when the original company was wound up in 1866.
- 1.2 The Canal is owned by the two County Councils having been purchased under the powers contained in Part V National Parks & Access to the Countryside Act 1949 to hold land (including waterways) for public recreation. Whilst this Act envisages that access to land held under these powers is free for the public on foot it specifically restricts free access by many other means. The Canal is currently regulated by bylaws made under s.90 of the 1949 Act.
- 1.3 The bylaws allow that no boat may access or use the canal without a licence², and that no boat is permitted to moor on the canal, except temporarily during navigation, without the express written consent of the owners.
- 1.4 It is considered that the bylaws may now be in need of revision to bring them in line with modern best practice³, introduce appropriate modern penalties for contravention, and to cover eventualities which may not have been adequately covered in 1995. This will be the subject of a subsequent report to this Committee.
- 1.5 The BCA currently sets the licence conditions (rules of navigation) and collects charges in respect of navigation on behalf of the County Councils using the revenue generated to support the running of the Canal. Currently there are two fees charged by the BCA in respect of licensing craft to navigate; this paper sets out to clarify what each of these charges is for, and recommends a course of action to better align both these elements with similar charges locally and nationally.
- 1.6 This paper does not consider the charges made to commercial or quasi-commercial operators, such as John Cale Canal Cruises, Galleon Marine, Accessible Boating or John Pinkerton Canal Cruises. Not that these charges are not in need of review, but because of their longer term nature they will be dealt with by the appropriate Estates officers who have delegated powers to undertake such negotiations.

¹ Basingstoke Canal Act 1777

² "No person shall knowingly use, bring or cause to be used or brought onto the Canal a vessel in respect of which a current licence issued by the Council is not in force, and a vessel so licensed shall be used in accordance with the terms and conditions of the licence at all times".

³ Association of Inland Navigation Authorities model byelaws 2010

2 Mooring fees

- 2.1 A mooring fee is a charge for allowing any third party boat to be stored on an owner's property and/or accessed from banks in their ownership. A mooring fee is therefore not a charge for services but a property licence arising out of the ownership of land.
- 2.2 Under the bylaws no boat may moor on the Canal without the express written authority, unless temporarily in the course of navigating the Canal. The current rules of navigation issued with any annual or visitor licence state that navigating boats may moor in any one place on the towpath side for up to 72 hours during the course of navigation, annual boat licences will not be issued for boats which do not have an agreed place of permanent home mooring on the Canal (or at the BCA's discretion on a nearby waterway). The scheme of mooring fees only applies to boats which are normally kept on the Basingstoke Canal – it does not apply to visiting boats which currently may stay on the Canal for no longer than 28 days, nor to commercial carriers who have separate arrangements negotiated through the County Council Estate teams.
- 2.3 Appendix 1 sets out the current scale of charges for the Basingstoke Canal, and gives comparable figures for three other Canals and the Thames. The comparables chosen are other southern waterways (Wey Navigations, Kennet & Avon Canal, River Thames) and one northern canal (Rochdale Canal) which is similar in that it has severe water supply problems.
- 2.4 It is considered that in terms of mooring fees the southern canals offer a better comparison than the Rochdale Canal, as they better reflect the much higher value of land in the south and available disposable income⁴ in the area around the Canal. The availability or otherwise of a navigable connection to the rest of the UK inland waterway network appears to have little bearing on the value of longer term boat mooring. There is currently a waiting list of around 80 expressions of interest for annual moorings on the Basingstoke Canal, which would suggest plenty of demand, and other entirely isolated Canals have plenty of craft with long term moorings.
- 2.5 Members will note that the current scheme of mooring fees is considerably lower than even the cheapest moorings on any of the comparable waterways. For example, a 52ft narrow boat would pay per annum a minimum of £803 on the Rochdale Canal and £1205 on the Wey, but only £129 on the Basingstoke Canal (i.e. 622% and 934% lower respectively). Given the apparent demand this suggests that the BCA have been considerably under-charging for moorings for some time. It is suggested that the scarcity of revenue maintenance budget is a contributory factor in the declining condition of the Canal's assets over the period since restoration.

⁴ Planning Solutions Technical Report Chapter 4

- 2.6 It is therefore recommended that the BCA adopt a scale of mooring fees which precisely matches those charged on the River Wey as the most comparable nearby waterway (i.e. connected to national waterway network at one end only, independent management, local area, suffers outages due to water issue – although this is generally flooding rather than drought). This will be calculated as a value per metre length of boat per week, based on the location of the mooring. Mooring against private property attracting the lowest fee (essentially paying to keep the boat in the water only), with those who moor in more secure locations against County Council property (such as at the Canal Centre) paying most. It is also recommended that an intermediate grade of mooring fee is set for the possible introduction of new towpath side mooring sites as in use on many other waterways.
- 2.7 In fairness to existing boat owners it is recommended that anyone with an existing boat mooring is given an introductory period of two years at a reduced rate – given that 2013 will be the first year the Canal will be fully navigable since 2006. It is proposed that the introductory rate will be 33% of the new fee in 2013/14 and 66% in 2014/15. New customers, or those who have refused to pay fees due previously will not be offered the introductory rate.
- 2.8 Appendix 2 shows the likely income generated from mooring fees if this scheme were adopted. The table shows that current income of £2,800 will rise to £11,500 in 2013/14 and £40,000 in 2014/15 assuming that we simply retain existing levels of mooring. If this were to be invested in creating 20 new on-line mooring spaces then income could rise to £85,000 by 2015/16.

3 Navigation licence

- 3.1 The second part of the charge is the **navigation licence** which is payable by any boat being used on the canal, it contains both a property licence element and a charge for services.
- 3.2 It is recognised that the Basingstoke Canal has since its construction had difficulties with water supply during dry weather – the canal closed for this reason for the first time in the summer of 1804⁵. On one-hand it is argued that any licence fee should reflect this and be set at a lower level than waterways which are available year round, however, there is also an argument that the navigation licence fee should cover the actual costs of managing navigation on the Canal.
- 3.3 Appendix 3 sets out the actual costs associated with “managed navigation” whereby the lock gates need to be caulked after each day of navigation to prevent water loss. The figures show costs for one of the existing Ranger staff, as well as proposed casual Assistant Ranger/Lock Keepers – staff hourly rates include overhead costs such as National Insurance. A visiting boat passing through all the sets of locks to reach Greywell and return to Woodham Junction might therefore cost the BCA up to £520 in time managing the navigation per individual boat.

⁵ P.A.L. Vine *London's Lost Route to Basingstoke*

- 3.4 The agreed “managed navigation” policy allowing blocks of boats to pass through the various lock flights only on certain days reduces the cost per boat significantly as a high proportion of staff time in managing navigation is travel and associated vehicle costs.
- 3.5 Agreement has been reached, as previously authorised by this Committee, with boaters to restrict lock use to a scheme covering 16 days per month. This would reduce the staff and overhead cost to between £15,000 and £22,500 per annum depending on grades of staff employed, additional overheads such as the cost of increased back-pumping at Woodham and St John’s locks, providing potable water and maintaining toilet disposal points are not considered in these figures. A mean figure of £18,700 has been used as a target to cover the costs of managing the navigation.
- 3.6 Comparing an independent waterway’s costs with those of a large national organisation such as CaRT or the EA is unfair as it does not consider either the substantial Central Government grants these bodies receive, or their economies of scale. It is also pointed out the Basingstoke Canal has comparatively more infrastructure to maintain per mile than does CaRT or the National Trust on the Wey⁶. As the Rochdale Canal is part of the CaRT network it is not possible to directly compare their navigation fees; comparison is therefore made with the Grand Western Canal (local authority owned, navigable, but isolated with no locks) and the River Wey. A comparison chart is shown in Appendix 4.
- 3.7 A radical approach is proposed in terms of licensing for boats with home moorings on the Canal to remove potential inequities if lock use is suspended due to low water in summer months – which seems a likely probability into the medium term.
- 3.8 Rather than charging a single fixed fee per annum it is proposed that a standing charge is levied on the amount of canal available without passing through any of the lock flights -lock use is augmented by lock usage charge.
- 3.9 The zones proposed are based on the lock flights:
- Zone 1 - Woodham Junction to below St Johns bottom lock (lock 7),
 - Zone 2 - St John’s bottom lock (lock 7) to below Brookwood bottom lock (lock 12),
 - Zone 3 – Brookwood bottom lock (lock 12) to Frimley lock (lock 28),
 - Zone 4 –above Frimley lock (Lock 28) to Greywell
- 3.10 The standing charge for powered boats will be calculated by length of Canal available to navigate without passing through a lock (excluding Ash Lock which is rarely restricted) using the formula: price per mile available per month. In this way a boat with a “home” mooring in the Brookwood pound (approx 1 mile) will pay a lot less per annum than a boat based in the Hampshire pound which has 20 miles of unrestricted navigation, except in true drought conditions.

⁶ Basingstoke Canal has 0.9 locks per mile, whereas CaRT has 0.78 locks per mile, and the Wey 0.8 locks per mile

- 3.11 Lock use will be charged either as an up-front yearly fee, or on “a pay as you go” basis; boaters will need to elect which method of payment they are choosing at the beginning of their yearly period. The upfront fee will suit those in the Woking or Hermitage pounds who travel off the Canal regularly, whereas the “pay as you go” approach will suit those who moor on the Hampshire Pound and rarely go off onto the rest of the national system.
- 3.12 For the avoidance of doubt it is proposed that the annual lockage fee will only be pro-rata refundable or transferable to a future year where lock closures have to be made through a defect or other closure which could have been reasonably foreseeable and preventable. No refund can be made for vandalism, third party damage, or summer/dry weather water shortages – water shortage is a long standing feature of the Canal which despite certain measures being put in place is still outside the total control of the BCA or owners. In the unfortunate event of a planned long term closure the BCA need to be authorised to suspend payment of the annual lockage fee, charging the standing charge (and if applicable) “pay as you” go lock charges.
- 3.13 The table in Appendix 5 details the proposed zones, and pay as you go lock charges. It also assesses the impact on revenue of a range of standing charges to generate the desired income from navigating craft.
- 3.14 For licence fees from powered craft to cover the cost of managing the navigation the standing fee charge would need to be around £1.10 per lockless mile per month. This would put the standing charge and annual lockage fee for a boat mooring in the Hampshire and Mytchett pounds to nearly £400, which was considered by officers to be unreasonably high and penalise resident craft unfairly. A figure of 65p per lockless mile for the standing charge means that no boat will need to pay more than £256 for an annual licence (the same as for a large craft on the River Wey) and that many craft will pay substantially less. The cost of managing navigation however will only be met through the fees received from unpowered craft.
- 3.15 This system does change the balance of who pays slightly as there will be no differentiation between boat sizes. It is argued however that there is little difference in the cost of moving a short boat than a longer one, and a lock still uses the same amount of water. Appendix 6 shows the impact of the changes.
- 3.16 A less radical system of charging is suggested for visiting boats. This is a fixed fee regardless of length of boat per week⁷, 16 days or month. The proposed tariff is £40, £60 and £90 respectively. Whilst this is below the actual cost it is argued that visiting boats may have a significant benefit for the local economy which is a social good the County Councils are actively seeking. It is also reasonably comparable to the figures charged by the Wey to their visitors.
- 3.17 BCA officers will also be negotiating with the National Trust for a combined Wey-Basingstoke Explorer licence based on the same scale of fees, for sale at the National Trust’s Dapdune Wharf and Thames Lock facilities, at the Mytchett Canal Centre, and on-line.

⁷ A week licence is for up to 9 days to take account of the managed navigation policy restricting the number of days the lock flights will open per month

- 3.18 A similarly non-radical scheme is proposed for unpowered craft where a day ticket is proposed to be £3, a weekly ticket £12 and an annual ticket £50. Canoes from a club affiliated to Canoe England will still not need to pay a BCA licence fee (Canoe England pay a fixed annual fee to the BCA to cover this), but will be required to display a licence or token issued by the affiliated club to show they are a current member.
- 3.19 Unpowered boats are generally not permitted to use locks, however larger unpowered craft – for example horse-drawn barges, would pay the unpowered craft fee plus any lockage fees.
- 3.20 A similar situation arises for “trail boats” (i.e. smaller powered boats which are not normally kept in the water and are delivered by trailer to a slipway) – in this case it is proposed that they would pay for either a standard visitor licence for a week or 16 days, or a **30 day trail boat explorer licence** - the 30 days do not need to be used consecutively but called-off at any time during a 12 month period.

4 Consultation

- 4.1 The Canal Society, IWA, local boating clubs and a number of individual boat owners have been consulted and shown draft proposals. A number of amendments were made to the navigation licence proposals as a result of the consultation.
- 4.2 The IWA fully supported the need to put the Canal onto a sound economic footing, and compared the situation with their Chelmer & Blackwater Navigation where £250,000 per annum is raised from mooring and licence fees alone. They urged that careful consideration and sufficient resource is put into the enforcement of any scheme to ensure fairness.
- 4.3 The Canal Society and boating clubs whilst not welcoming any increase at this time also recognised that the Canal needs to be run on a sound economic basis, and urged officers to consider a phased implementation for existing customers – their views have been reflected in the proposals for mooring fees now in this report. They supported the idea of investing in new mooring sites.
- 4.4 Individual boaters were least happy with the proposals, not welcoming any increase in fees until the canal had been fully open for some period, others suggested they wanted more proof that the market would sustain the increases, or wanted a longer phased introductory period. Criticism was made of the lack of facilities for on-line moorings on the Canal, compared to the secure facilities offered by marinas such as Pyrford and Walton. Officers consider that this is not a valid criticism as the fees charged in these locations are substantially higher than similar on-line moorings on any of the comparative canals (see Appendix 1).
- 4.5 They also pointed out that the initial draft scheme of navigation licence fees penalised resident craft over visiting boats – as a result of their comments the choice to pay for lock use “as you go” or pay an annual charge up-front was added to the draft proposal.

5 Financial and value for money implications

- 5.1 Under s.123 Local Government Act 1973 Local Authorities who own land are required to gain the best possible consideration for all disposals of property under their control (disposals include leases of more than 7 years). Whilst a mooring licence is an annual licence and therefore not bound strictly by this legislation it is considered best practice to obtain as close to market value where possible. It is demonstrated above that the present charging scheme fails to deliver this by some considerable margin.
- 5.2 Raising mooring fees to meet local market levels would go some considerable way towards making the Canal have a more sustainable future; a good long term aim for the Canal should be to emulate the River Wey where 37% of the annual revenue income derives from boating activity, around 30% is derived from boating on CaRT's network. The proposed scheme would generate 15% of revenue from boating, which is only likely to increase by attracting additional resident boats and visitors to the Canal as the market is unlikely to accept higher increases on a Canal with continuing limited availability.
- 5.3 It is also pointed out that the current BCA works budget of £140,000 is some £110,000 short of the figure recommended in the Asset Management Plan to enable the Canal to be maintained in a steady state without periodic substantial injections of capital from the owners. The proposed increase in revenue from mooring fees and projected income from 2015 onwards cuts the works budget deficit by 77% over three years.
- 5.4 The proposed licence fee changes seeks to be cost neutral for the navigation of powered craft, with a small amount of additional revenue coming from unpowered craft.

6 Equalities & diversity implications

- 6.1 The proposed alteration in charging policy is not considered to have Equalities and Diversity impact.

7 Crime & disorder implications

- 7.1 The proposed alteration in charging policy is not considered to have any crime and disorder implications.

8 Conclusion and recommendation

- 8.1 The officer recommends that the scale of **mooring fees** are brought in line with market rates comparable to those for on-line moorings on the River Wey as detailed in Appendix 1, with a 2 year phased introduction for existing customers; all mooring fees to be calculated on a per metre per week basis.

- 8.2 It is further recommended to revise the scale of **navigation licence** charges to be cost-neutral for the implementation of the Navigation Policy. The recommended method is to introduce a standing charge based on the length of canal available for a resident boat to navigate without passing through one of the controlled lock areas (65p per mile per month) – supplemental lockage fees are then chargeable on a “pay as you go” basis for a return lock passage, *or* an annual non-refundable fee of £100 paid at the beginning of the year, as detailed in Appendix 5
- 8.3 A fixed fee is charged for visiting powered boats and all unpowered craft in relation to the length of stay on the Canal only.

9 What happens next

- 9.1 The BCA and owners’ officer representatives will implement the price changes and charge boater masters or owners accordingly.

Appendix 1 – Comparison of mooring fees & proposed rates

Boat Size [with approx Imperial equivalent]		Proposed		Comparison Current Prices										
		BCA - proposed		BCA Current	NT WEY - online		WEY - Pyrford Marina		CaRT Rochdale		CaRT Kennet & Avon		EA non-tidal Thames	
		Low	High		Low	High	Low	High	Low	High	Low	High	Low	High
1-4m [3ft 3in - 13ft] (Grp3)	Private Garden	£75	£300	£55	£75	£300	n/a	n/a	£50	£200	£83	£332	n/a*	n/a*
	Standard	£130	£519	n/a	£130	£519	n/a	n/a					£186	£744
	Premium	£150	£599	£369	£150	£599	£250	£1,215	£67	£267	£145	£581	£149	£775
4.1m - 6.5m [13ft 1in - 21ft] (Grp 4)	Private Garden	£307	£487	£65	£307	£487	n/a	n/a	£205	£324	£341	£540	n/a*	n/a*
	Standard	£532	£844	n/a	£532	£844	n/a	n/a					£763	£1,209
	Premium	£614	£973	£433	£614	£973	£1,025	£1,974	£274	£434	£596	£945	£610	£1,260
6.6m - 9.5m [21ft 1in - 30ft 10in] (Grp 5)	Private Garden	£494	£711	£78	£494	£711	n/a	n/a	£329	£474	£548	£789	n/a*	n/a*
	Standard	£857	£1,233	n/a	£857	£1,233	n/a	n/a					£1,228	£1,767
	Premium	£988	£1,423	£518	£988	£1,423	£1,651	£2,885	£441	£635	£959	£1,380	£982	£1,841
9.6m -16m [30ft 11in - 52ft] (Grp 6)	Private Garden	£719	£1,198	£98	£719	£1,198	n/a	n/a	£479	£798	£797	£1,329	n/a*	n/a*
	Standard	£1,246	£2,077	n/a	£1,246	£2,077	n/a	n/a					£1,786	£2,976
	Premium	£1,438	£2,396	£650	£1,438	£2,396	£2,401	£4,859	£641	£1,069	£1,395	£2,325	£1,428	£3,101
16.1m - 21.7m [52ft 1in - 70ft 6in] (Grp 7)	Private Garden	£1,206	£1,625	£129	£1,206	£1,625	n/a	n/a	£803	£1,083	£1,337	£1,802	n/a*	n/a*
	Standard	£2,090	£2,816	n/a	£2,090	£2,816	n/a	n/a					£2,995	£4,036
	Premium	£2,411	£3,250	£861	£2,411	£3,250	£4,027	£6,590	£1,076	£1,450	£2,338	£3,153	£3,188	£4,205

All charges shown include VAT

* EA charge for boat accommodation works (eg: piles, fenders, jetties etc) rather than a private mooring fee

Groupings are used solely for the purpose of comparing different waterways charging schemes with existing BCA scheme - fees will now be per metre of boat length (to nearest 0.1m)

Appendix 1 – Comparison of mooring fees & proposed rates

All prices per m/wk ex VAT		<u>Recommended New BCA Rates (mirrors National Trust R Wey charges)</u>	
		inc VAT	
Private	£1.20	£1.44	where boats are moored against a privately owned bank or County Council land subject to a current private garden licence which is not accessible to the public
Standard	£2.08	£2.50	where boats are moored against County Council property which is accessible to the public at most times including against the towpath, but without the provision of any facilities nearby
Premium	£2.40	£2.88	where boats moor against County Council property, which may be publicly accessible but generally not on the towpath, and with added security or facilities provided nearby for boaters use

Appendix 2 – likely impact on BCA revenue from mooring fees

Current income 2012-13

Metres of boats moored	477.31m	(all bar 84m are currently private moorings)
No of Boats	58	
Average boat length	8.2m	
Total revenue		£2,893

Potential Income 2013/14

	rate per m/wk ex VAT	<i>Assuming 20% put off</i>	<i>Assuming no put off</i>	<i>Assuming 20% increase</i>
Private	£1.20	£19,619	£24,523	£29,428
Standard	£2.08	£0	£0	£0
Premium	£2.40	£8,387	£10,483	£12,580
Possible income for 2013-14 less 66% introductory rate for existing customers		£28,005	£35,006	£42,008
Total		£18,483	£23,104	£23,104
		£9,522	£11,902	£18,903

Investment of 1st year income generated to create 5 new 21m (70ft) Standard on-line moorings and 2 Premium moorings

Potential Income 2014/15

	rate per m/wk ex VAT	
Private	£1.20	£24,523
Standard	£2.08	£11,357
Premium	£2.40	£15,725
Possible income for 2014-15 less 33% discount for existing customers		£51,605
Total		£11,552
		£40,053

Investment of (part of) income to create 15 new 21m (70ft) Standard on-line moorings

Potential Income 2015/16

	rate per m/wk ex VAT	
Private	£1.20	£24,523
Standard	£2.08	£45,427
Premium	£2.40	£15,725
Total projected 2015-16 income		£85,675

Appendix 4 – comparison with other waterways navigation licence fees

<i>Craft</i>		Comparison of current fees				
<i>Propulsion</i>	<i>Length</i>	<i>Time period</i>	BCA (Current)	Grand Western Canal	Wey Navigations	BCA (proposed)
Unpowered	Any length	Day	N/A	£5.00	£3.00	£3.00
Unpowered	Any length	Week	N/A	£12.00	£12.00	£12.00
Unpowered	Any length	Month	£7.30	N/A	N/A	N/A
Unpowered	Any length	Annual	£16.70	£50.00	N/A	£50.00
Powered trail boat	<9m	Week	as visitor	£30.00	as visitor	£40.00
Powered trail boat	<9m	Month***	as visitor	n/a	as visitor	£90.00
Powered trail boat	<9m	Annual	n/a	£100.00	n/a	n/a
Powered trail boat	>9m	Week	as visitor	£35.00	as visitor	£40.00
Powered trail boat	>9m	Month***	as visitor	n/a	as visitor	£90.00
Powered trail boat	>9m	Annual	n/a	£130.00	n/a	n/a
Powered	<4m	Day	£5.10	£10.00	£8.00	N/A
Powered	<4m	Week (or 15 days)	£29.55	£30.00	£30.00	£40 (£60)
Powered	<4m	Month (or 21 days)	£44.90	N/A	£45.00	£90.00
Powered	<4m	Annual	£72.75	£200.00	£144.00	£100 + std charge**
Powered	4-6.5m	Day	£6.50	£15.00	£10.00	N/A
Powered	4-6.5m	Week (or 15 days)	£35.75	£35.00	£41.00	£40 (£60)
Powered	4-6.5m	Month (or 21 days)	£54.75	N/A	£61.00	£90.00
Powered	4-6.5m	Annual	£86.60	£200.00	£174.00	£100 + std charge**
Powered	6.5-8m*	Day	£7.20	£15.00	£12.00	N/A
Powered	6.5-8m*	Week (or 15 days)	£41.85	£35.00	£49.00	£40 (£60)
Powered	6.5-8m*	Month (or 21 days)	£63.50	N/A	£73.00	£90.00
Powered	6.5-8m*	Annual	£103.60	£280.00	£196.00	£100 + std charge**
Powered	8-12.5m*	Day	£9.50	£15.00	£15.00	N/A
Powered	8-12.5m*	Week (or 15 days)	£55.45	£35.00	£58.00	£40 (£60)
Powered	8-12.5m*	Month (or 21 days)	£83.85	N/A	£87.00	£90.00
Powered	8-12.5m*	Annual	£130.00	£280.00	£220.00	£100 + std charge**

Powered	>12.5m*	Day	£11.90	£15.00	£18.00	N/A
Powered	>12.5m*	Week (or 15 days)	£71.50	£35.00	£72.00	£40 (£60)
Powered	>12.5m*	Month (or 21 days)	£106.00	N/A	£108.00	£90.00
Powered	>12.5m*	Annual	£172.10	£280.00	£256.00	£100 + std charge **

* slight variations in class lengths between Wey & Basingstoke Canal

** OR std charge + pay as you go lock

fees

*** BCA Trail boat 30 day visitor licence - valid for any 30 days (do not have to be contiguous) within 12 months from date of issue

Appendix 5 – Resident boat licensing scheme

	Lockless miles*	Current no. powered boats	Pence per month per lockless mile						
			£0.40	£0.60	£0.65	£0.70	£1.00	£1.20	
Powered boats									
Zone 1 Woodham to St Johns	4	10	£48	£72	£78	£84	£120	£144	
Zone 2 St Johns to Brookwood	2		£0	£0	£0	£0	£0	£0	
Zone 3 Brookwood & Deepcut	1		£0	£0	£0	£0	£0	£0	
Zone 4 Frimley Lock to Greywell	20	48	£4,608	£6,912	£7,488	£8,064	£11,520	£13,824	
Lock charges (pay as you go option)	n/a	n/a	£288	£288	£288	£288	£288	£288	
Lock charges (annual fee option)	n/a	n/a	£4,118	£4,118	£4,118	£4,118	£4,118	£4,118	
<i>Sub total resident boats</i>			<i>£9,062</i>	<i>£11,390</i>	<i>£11,972</i>	<i>£12,554</i>	<i>£16,046</i>	<i>£18,374</i>	
Visitor licences	n/a	n/a	£1,440	£1,440	£1,440	£1,440	£1,440	£1,440	
<i>Sub total powered boats</i>			<i>£10,502</i>	<i>£12,830</i>	<i>£13,412</i>	<i>£13,994</i>	<i>£17,486</i>	<i>£19,814</i>	
Unpowered boats	n/a	n/a	£9,970	£9,970	£9,970	£9,970	£9,970	£9,970	
Total			£20,472	£22,800	£23,382	£23,964	£27,456	£29,784	

Alternative Recommended

* to nearest whole mile, not including Ash Lock

Assumptions

71% of boats will opt for annual fee

Annual lockage fee set at 2.5x weekly visitor licence

Boat nos. based on 2006 figures

Appendix 5 – Resident boat licensing scheme

Proposed Standing Charge Zones and pay as you go lock charges

Zone	Zone 4 - Hampshire & Mytchett	Zone 3 - Deepcut & Brookwood*	Zone 2 -Hermitage & St Johns	Zone 1 - Woking & Woodham
Lockless miles	20	1	2	4
Lockage charge	n/a	£20	£10	£10

Plus standing charge calculated per boat per month per mile of lockless travel possible in normal conditions without changing zone

Lockage charge payable for a return journey through each set of locks

Lockless miles to nearest whole mile not including Ash Lock

*Boats moored in the Brookwood Mile pound pay half lockage fee to go down Brookwood Locks

Appendix 6 – effect of proposed licence charges

	Currently pays	Standing charge (payable by all non-commercial powered craft)	Pay as you go			Annual fee	
			1 return trip to Woodham	1 return trip to Greywell	Total*	Annual Lockage charge	Total
6.5m (21ft) boat							
Moored in Hampshire or Mytchett pounds	£86.60	£156.00	£40.00	£0.00	£196.00	£100.00	£256.00
Moored on Brookwood Mile	£86.60	£7.80	£30.00	£10.00	£47.80	£100.00	£107.80
Moored on Hermitage pound	£86.60	£15.60	£20.00	£20.00	£55.60	£100.00	£115.60
Moored on Woking pound	£86.60	£31.20	£10.00	£30.00	£71.20	£100.00	£131.20
9.5m (31ft) boat							
Moored in Hampshire or Mytchett pounds	£103.00	£156.00	£40.00	£0.00	£196.00	£100.00	£256.00
Moored on Brookwood Mile	£103.00	£7.80	£30.00	£10.00	£47.80	£100.00	£107.80
Moored on Hermitage pound	£103.00	£15.60	£20.00	£20.00	£55.60	£100.00	£115.60
Moored on Woking pound	£103.00	£31.20	£10.00	£30.00	£71.20	£100.00	£131.20
16m (52ft) boat							
Moored in Hampshire or Mytchett pounds	£130.00	£156.00	£40.00	£0.00	£196.00	£100.00	£256.00
Moored on Brookwood Mile	£130.00	£7.80	£30.00	£10.00	£47.80	£100.00	£107.80
Moored on Hermitage pound	£130.00	£15.60	£20.00	£20.00	£55.60	£100.00	£115.60
Moored on Woking pound	£130.00	£31.20	£10.00	£30.00	£71.20	£100.00	£131.20
21m (70ft) boat							
Moored in Hampshire or Mytchett pounds	£172.00	£156.00	£40.00	£0.00	£196.00	£100.00	£256.00
Moored on Brookwood Mile	£172.00	£7.80	£30.00	£10.00	£47.80	£100.00	£107.80
Moored on Hermitage pound	£172.00	£15.60	£20.00	£20.00	£55.60	£100.00	£115.60
Moored on Woking pound	£172.00	£31.20	£10.00	£30.00	£71.20	£100.00	£131.20

Standing charge £0.65