

# Defining waterway standards: Guidance for navigation authorities



Association of  
Inland  
Navigation  
Authorities

## Foreword

Following the endorsement by AINA members of British Waterways' updated waterway standards, a national workshop focused on their application by all navigation authorities was held in May 2002 at the British Waterways Heritage Training Centre at Hatton, near Warwick. This guidance document presents, for the first time, a truly national set of waterway standards which can be applied by all navigation authorities. I am pleased to acknowledge the indebtedness of the Association to British Waterways for their work on the core of these standards - in particular, the work of their Operations Director, Stewart Sim, after whom these standards are commonly referred to as 'Sim Standards'.

I commend these waterway standards to you.



**Dr D J Fletcher CBE**  
**Chairman**

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## Introduction

It is right that the country's inland waterways should be maintained to clear standards which navigation authorities and waterway users can readily understand. It is an important objective of *Steering a Fresh Course*, AINA's strategy for the inland waterways of the United Kingdom that a common and consistent set of waterway standards for all its members' waterways should be established.

British Waterways (BW) has pioneered the development and use of standards for its waterways. Following a workshop held in May 2002 at which training was given to representatives from many other navigation authorities, AINA formally endorsed the application of these standards to inland waterways managed by its other members. In doing so, AINA recognised that while the standards had been developed with BW's waterways in mind they were, in principle, equally applicable to other waterways.

Navigation authorities will now wish to integrate the standards set out in this document into their management practices. While it is appreciated that the nature of their waterways may mean that some standards are inapplicable, it is important that navigation authorities do not alter those standards which they adopt otherwise the aim of achieving a common and consistent set of standards will be frustrated.

AINA will keep the standards under review and will continue to offer guidance to its members on their application.

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## Introduction

### A Introduction

#### 1 Purpose

The purpose of waterway standards is to provide a clear framework of service levels offered to waterway users. They are a management tool to help deliver what our customers need to enjoy the waterway network.

#### 2 Structure

There are currently four main headings for waterway standards: **Navigation, Channel, Environs and Towpath**. Others may be added in future.

The first two, Navigation and Channel focus principally on the needs of boaters:

- **Navigation Standards** (1-7) define the type of waterway and the facilities available to boaters.
- **Channel Standards** (1-3) defines the channel condition in relation to published information on channel dimensions.

The Environs and Towpath standards define waterway attributes and maintenance standards relevant to both boaters and non boating users:

- **Environs Standards** (1-4) relate to maintenance of facilities, where provided, such as toilets lighting and information, and general maintenance of the waterway (litter clearance, graffiti)
- **Towpath Standards** (1-5) define the towpath status and surface, access controls, with a provision for highlighting designated cycling and wheelchair suitability.

#### 3 Standards Measurement

It is important that the levels of service represented by each waterway standard can be measured and re-measured objectively to demonstrate compliance with a target standard. Definitions of each level of standard have been set to enable this to happen wherever possible.

Three levels of measurement are envisaged:

##### 3.1 Key measures - "K".

Most standards are in this category. Compliance can be assessed on a "spot measurement" basis. Failure to comply with one of these measures will mean that the specified length of waterway is non compliant with the specified standard.

## Introduction

### 3.2 Standards measured by averaging - "A"

For some standards it is inappropriate to expect full compliance on a "spot measurement" basis and averaging is appropriate to demonstrate compliance over a designated length.

For example the relevant navigation standard for chemical toilet disposal facilities provides for cruising time intervals of 4, 6 or 8 hours between facilities, for navigation standards 3, 4 and 5 respectively. Individual facilities may not match these intervals exactly, some will be marginally less and some greater, because of constraints on site availability, road access and utility services. In measuring the compliance with this type of standard average compliance within the total length of the waterway designated to a particular standard is acceptable. **Standards requiring average compliance are coded "A" in the schedules.** Special guidance for measurement will be developed when necessary.

### 3.3 Guidance measures – G

Under the Environs Standards compliance with a number of measures may be outside the direct control of the navigation authority, or, total compliance in the short term may be impractical, for example during major engineering or dredging work. In the case of non compliance the local manager should have clear reasons available if challenged. **Guidance standards are coded "G" in the schedules.** Short term non compliance with a standard coded "G" will not cause a waterway to fail compliance with the standard.

### 4 Presentation

Standards for each length of waterway can be described using a simple code, for example

Navigation	Channel	Environs	Towpath
N2	C1	E2	T3

Each kilometre of waterway will be assessed for each standard. However, on some lengths, significant changes may take place over distances of less than 1 km (eg major improvement schemes in urban areas). In these cases, shorter coded lengths would be more appropriate.

The standards should be recorded in schedule format as shown on page 6. The comments column can be used to highlight specific information and key issues to help explain what has been done, what will be achieved and any local detail.

The schedules will be updated annually to show:

- the minimum we would expect to achieve with basic government funding referred to as the contract standard (C),
- current standard,
- expected standard in 1 year.



## Introduction

### 5 Balance, Integration and Sustainability

Waterway Standards have a key role in shaping how a waterway is managed. However they must be delivered as part of an integrated management approach. Balance and judgement are required to ensure the reasonable needs of all waterway users are achieved:

- at reasonable cost and
- in balance with other business priorities
- consistent with AINA and navigation authority policies on environment, heritage, engineering, safety, customer care, etc
- as part of a long term sustainable vision for the waterway

On occasion demands and aspirations for improved waterway standards will be in competition for scarce resources and cause potential conflict with other specific components of policy and strategy. Finding a way forward is at the heart of the waterway management task. Local managers will need to balance these competing demands, drawing on their own experience, professional advice and support, and working with partners to find a way forward consistent with the standards framework, wider commitments to safety, social, economic and environmental aspects of sustainability.

### 6 Living Framework

Further versions of these waterway standards will appear in future years. Please pass any comments on how the Standards work or suggestions for their improvement to AINA. Navigation authority staff and waterway customers will be welcome.

## Summary

### Navigation standards

- |           |   |           |  |
|-----------|---|-----------|--|
| <b>N1</b> | <b>River, Canalised River or Canal</b><br>A busy major waterway serviced throughout the year with significant freight and leisure traffic.<br>eg. Aire & Calder                 | <b>N5</b> | <b>Canal Undeveloped</b><br>A waterway subject to occasional boat use<br>eg. Parts of Birmingham Canal Navigations, remainder section Leeds & Liverpool, navigable section of Montgomery |
| <b>N2</b> | <b>River, Canalised River or Canal</b><br>A major waterway predominantly used by leisure traffic but with some freight, seasonally available<br>eg. River Severn, River Trent   | <b>N6</b> | <b>Un-navigable Canal</b><br>A waterway not capable of navigation by narrow boat<br>eg. Un-navigable sections of Montgomery Canal, southern section of Montgomery & Brecon               |
| <b>N3</b> | <b>River, Canalised River or Canal</b><br>A busy waterway capable of sustaining 500+ boats per week<br>eg. Parts of Grand Union Main Line, River Soar, South Oxford, Llangollen | <b>N7</b> | <b>Dry track of a former canal</b><br>eg. Shrewsbury Canal, parts of St Helens   |
| <b>N4</b> | <b>Canal Standard</b><br>A waterway capable of sustaining 200+ boats per week<br>eg. whole of Worcester & Birmingham Canal, Trent & Mersey, Kennet Navigation                   |           |  |



## Summary

### Channel standards

- C1** Consistently exceeds the minimum laid down standard for the waterway in respect of channel depth by 15%. An absence of weed and obstructions to navigation. Appropriate air draft maintained to enable two way navigation where practical.
- C2** Generally meets the laid-down standard for waterway in respect of channel depth, and levels of weed and extraneous obstructions do not significantly impair navigation. Air draft will not significantly impair navigation.
- C3** Length falls below designated standard and/or subject to weed or extraneous obstructions that may impair navigation.

### Environs standards

- E1** High profile area attracting many visitors  
eg. Little Venice, Gas Street, Docklands, Sheffield Basin, Grand Union (Stoke Bruerne)
- E2** Well used lengths  
eg. Grand Union (Cassiobury Park), Trent & Mersey (Stone), Gloucester & Sharpness, Leeds & Liverpool
- E3** Lightly used lengths  
eg. Montgomery Canal South of Welshpool, Peak Forest Canal, Grantham Canal near Grantham
- E4** Rarely visited lengths,  
eg. Manchester Bolton & Bury Canal, St Helens Canal, Stourbridge Canal Fens Branch



## Summary

### Towpath standards

- |           |   |            |  |
|-----------|---|------------|--|
| <b>T1</b> | Heavily used towpath, typically in a densely populated area or at “honey pot” location. | <b>T4</b>  | No towpath or towpath badly eroded or not continuous   |
| <b>T2</b> | Frequently used towpath, typically in urban/rural fringe                                | <b>T5</b>  | Towpath not navigation authority’s responsibility (eg River Severn)                            |
| <b>T3</b> | Lightly used towpath, typically in rural locations                                      | <b>(W)</b> | Suffix used where towpath specifically suitable for wheelchair users                           |
|           |   | <b>(C)</b> | Suffix to denote towpath specifically designated for cycling both for formal and informal use. |



## Navigation standards

### 1 Water Supply

### 2 Locks and Bridges

General Arrangements  
Paddles  
Lock Gates  
Walkways  
Obstruction and Mechanical Failure

### 3 Stoppages

Routine Planned  
Stoppages  
Stoppages for Major  
Works  
Information and Stoppages

### 4 Operational Manning

Structure Manning  
Major Lock Flights and  
Key Locks

### 5 Facilities and Services

Facilities Buildings  
Chemical Toilet Disposal  
Pump Out  
Water Points  
Refuse Disposal  
Moorings  
Turning Points  
Landing Places

### 6 Advisory Information

Signs  
Directions and Warnings  
Tunnels

## Navigation standards

### Navigation standards

#### N1 River, Canalised River or Canal

A busy major waterway serviced throughout the year with significant freight and leisure traffic. eg. Aire & Calder

#### N2 River, Canalised River or Canal

A major waterway predominantly used by leisure traffic but with some freight, seasonally available eg. River Severn, River Trent

#### N3 River, Canalised River or Canal

A busy waterway capable of sustaining 500+ boats per week eg. Parts of Grand Union Main Line, River Soar, South Oxford, Llangollen

#### N4 Canal Standard

A waterway capable of sustaining 200+ boats per week eg. whole of Worcester & Birmingham Canal, Trent & Mersey, Kennet Navigation

#### N5 Canal Undeveloped

A waterway subject to occasional boat use eg. Parts of Birmingham Canal Navigations, remainder section Leeds & Liverpool, navigable section of Montgomery

#### N6 Un-navigable Canal

A waterway not capable of navigation by narrow boat eg. Un-navigable sections of Montgomery Canal, southern section of Montgomery & Brecon

#### N7 Dry track of a former canal

eg. Shrewsbury Canal, parts of St Helens

## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
K	1	<b>Water Supply</b>	Water available for dawn to dusk cruising with local variations published to deal with exceptional circumstances. Dawn is taken as 8.00 am or sun-rise whichever is the later.						
K	2	<b>Locks and Bridges</b>  <b>General Arrangements</b>	<p>Lock ladders installed at every lock; spacing dependent on lock size, eg single ladder at centre narrow lock, two ladders ideally at opposite third points for wide lock. Ladders should have a tread depth of 100 mm or more.</p> <p>Ladders, bollards and/or chains etc provided at all wide locks, river locks etc and at centres that enable typical craft to be held steady during lock operation.</p> <p>The chamber and gates should be free from protrusions that could cause a boat to get caught.</p> <p>The position of the cill should be clearly marked on the top and side of locks.</p> <p>Clear operating instructions provided on movable bridges and user operated automated locks. All bridges and locks clearly numbered/named to enable clear identification of location.</p> <p>Wide Lock defined as 4.42 m (14 ft 6 ins) or larger.</p>						



## Navigation standards

			N1	N2	N3	N4	N5	N6	N7	
K		<b>Paddles</b>	Automated	Automated	<p>Paddle spindles should be standard square or taper specification.</p> <p>Paddles should have an effective mechanism to prevent reverse spin and allow operation by the majority of users.</p> <p>There should be adequate standing area to operate and sufficient clearance when operating windlass to prevent damage to hands.</p> <p>If no ground paddles are provided then gate paddles should be properly baffled.</p>					
K		<b>Lock Gates</b>	Automated	Automated	<p>Lock gates should be easily operated by the majority of users. Adequate heel and hand grips should be provided for easy operation and the quadrant should be clear and level.</p>					
K		<b>Walkways</b>	Should have non slip surfaces and handrails and should be easy to access.							
K		<b>Obstruction and mechanical failure</b>	<p>Response on site within 3 hours of notification to navigation authority.</p> <p>Repair completed within a declared timescale.</p> <p>Failed equipment will be labelled to show the navigation authority is aware.</p>							

## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
K	3	<p><b>STOPPAGES</b></p> <p><b>Routine planned Stoppages</b></p>	<p>Stoppage period at any one point should be no longer than three weeks and restricted to November to mid-March (excluding Christmas/New Year period).                      Exceptions may apply to commercial waterways, and to river navigations to allow work to be carried out in low flows.</p>			<p>Stoppage period at any one point should be no longer than six weeks and restricted to November to mid-March (excluding Christmas/New Year period).</p> <p>Stoppages possible throughout the year where readily available alternative routes exist.</p> <p>(Exceptions may apply to riverine sections to allow work to be carried out in low flows.)</p>	<p>Stoppage period at any one point should be no longer than six weeks.</p> <p>Stoppages possible throughout the year where readily available alternative routes exist.</p> <p>(Exceptions may apply to riverine sections to allow work to be carried out in low flows).</p>		



## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
<b>G</b>		<b>Stoppages for Major Works</b>	Stoppage period should be kept to the absolute minimum that can be achieved by application of reasonable resources and confined to November to mid-March.			Stoppage period should ideally be confined to November to mid-March unless significant cost savings can be demonstrated.	Stoppage period and timing allowed that achieves minimum cost solution.		
<b>A</b>		<b>Information and Stoppages</b>	<p>Dewatered lengths should be kept to a minimum.</p> <p>Exceptions may apply to commercial waterways, and to river navigations and riverine sections to allow work to be carried out in low flows.</p> <p>Information boards at all key navigation authority premises and at selected sites normally at 4 hours cruising time intervals (usually sanitary stations) to display clear and accurate information on relevant stoppage and other short term information at all times.</p>			<p>Dewatered lengths should be kept to a minimum.</p> <p>Information boards at key navigation authority premises and at selected sites normally at 6 hours cruising time intervals (usually sanitary stations) to display clear and accurate information on relevant stoppage and other short term information at all times.</p>	<p>Dewatered lengths should be kept to a minimum.</p> <p>Information boards at some navigation authority premises to display clear and accurate information on relevant stoppage and other short term information at all times.</p>		

## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
K	4	<b>OPERATIONAL MANNING</b>							
K		<b>Structures</b>	All structures automated and available for user operation	Manned structures that can only be operated by navigation authority staff will have operating hours to suit local demand and any safety requirements. National and Regional variations will be required but there should be consistency throughout a navigation. Operating hours should be publicised clearly and/or displayed.					
K		<b>Major Lock Flights and key locks</b>	All locks automated and available for user operation	Navigation authority manning primarily for water control and safety purposes only as required also providing customer care as and when appropriate/required.					



## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
K	5	<b>FACILITIES AND SERVICES</b>							
K		<b>Facilities Buildings</b>	Chemical disposal, WC, hand basin, shower, with lighting and heating. Toilet rolls, hand towels/dryer, bin, soap and a mirror should be provided.	Chemical disposal, WC, hand basin and heating. Toilet rolls, hand towels/dryer and bin should be provided.		Chemical disposal and hand washing facilities only			N/A
		<b>Major Lock Flights and key locks</b>	Visitor moorings to be provided where appropriate adjacent to visitor facilities.  They should be clean, odourless and any mess cleaned within 4 working hours of navigation authority's awareness.	Visitor moorings to be provided where appropriate adjacent to visitor facilities.  They should be clean, odourless and any mess cleaned within 8 working hours of navigation authority's awareness.		Visitor moorings to be provided where appropriate adjacent to visitor facilities.  They should be clean, odourless and any mess cleaned within 12 working hours of navigation authority's awareness.			



## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
<b>A</b>		<b>Chemical Toilet Disposal</b>	Normal provision at about 4 hours cruising (rivers seasonal)			Normal provision at about every six hours cruising	Normal provision at about every eight hours cruising.		
<b>A</b>		<b>Pump Out</b>	Pumps outs at least every 8 hours			Pump outs at least every 12 hours	Pump outs at least every 24 hours		
		<b>(not necessarily managed by navigation authority)</b>	Coin/card operated pump out available 7 days a week	Where authorised, facility to discharge self operated pump out direct into sanitary station when main drainage or disposal facilities are adequate.					



## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
<b>A</b>		<b>Water Points</b>	Normal provision at about 4 hours cruising (rivers seasonal)			Normal provision at about every 6 hours cruising	Normal provision at about every 8 hours		
<b>K</b>			Should be to standard AINA size and specification (i.e. dual fitting comprising 3/4" BSP and 1/2" parallel sided hose tail spigot.)  Good drainage should be provided with metalled standing.  There should be sufficient numbers to ensure boats do not have to wait longer than half an hour.			Should be to standard AINA size and specification (i.e. dual fitting comprising 3/4" BSP and 1/2" parallel sided hose tail spigot.)  Good drainage should be provided with metalled standing.  There should be sufficient numbers to ensure boats do not have to wait longer than one hour.			
<b>K</b>			Any problems should be rectified within 12 hours of notification or navigation authority's awareness.			Any problems should be rectified within 12 hours of notification or navigation authority's awareness.			

## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
<b>A</b>		<b>Refuse Disposal</b>	Normal provision at about 4 hours cruising (rivers seasonal)			Normal provision at about every 6 hours cruising.	Normal provision at about every 8 hours		
<b>K</b>			The refuse disposal should be well screened in a manner that fits in with the local environment.			The refuse disposal should be well screened in a manner that fits in with the local environment.	Normal provision at about every 8 hours cruising. The refuse disposal should be well screened in a manner that fits in with the local environment.	The refuse disposal should be well screened in a manner that fits in with the local environment	
<b>G</b>			The area should be metalled with access gained via a surfaced path.			The area should be metalled.	The area should be metalled.		
<b>G</b>			Recycling where practical.			Recycling where practical.	Recycling where practical.		
			The refuse containers should never be more than 90% full at any one time		The refuse containers should never be more than 90% full at any one time		The refuse containers should never be more than 90% full at any one time		
		Any spillage to be cleared within 4 working hours.		Any spillage to be cleared within 8 working hours.		Any spillage to be cleared within 12 working hours.			



## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
<b>A</b>		<b>MOORINGS</b>  <b>Overnight Moorings</b>	Overnight moorings available within 2 hours cruising (river seasonal), and 1 hours cruising of major attractions and facilities.		Overnight moorings available at no more than 4 hours cruising and 1 hours cruising of major attractions and facilities.	Overnight moorings available at no more than 6 hours cruising, and 2 hours cruising of major attractions and facilities.	Overnight moorings available at no more than 8 hours cruising and 4 hours cruising of major attractions and facilities.		
<b>K</b>		<b>Visitor Moorings</b>	Should be clearly defined, normally available 365 days of the year and sited in such a way as to complement the waterway environment. This should not preclude part of the site being redesignated a permanent over winter mooring where there is a demand.  Some special visitor moorings may be available for designated periods of the year.  Clearly identifiable visually from an approaching craft. Level surface, hard edge. Mooring rings (bollards) at centres appropriate for craft using the navigation.			Visitor moorings to be provided where appropriate			
			Level surface, hard edge. Mooring rings (bollards) at centres appropriate for craft using the navigation.				Level area, no voids or holes. Level surface which may be vegetated and cut to a short sward.		

## Navigation standards

			N1	N2	N3	N4	N5	N6	N7	
K		<b>Landing Places</b>	Upstream and downstream of all locks and movable structures or other facilities where a crew may have to land. On continuous lock flights it may not be necessary to have landing stages at the upstream and downstream of every lock. In many cases a single landing area in the centre of a short lock pound is sufficient.							
K			Clearly identifiable visually from an approaching craft.  Level surface, hard edge.  Mooring bollards (or rings) at centres appropriate for craft using the navigation. Level area, no voids or holes. Level surface which may be vegetated and cut to a short sward.  Length of lock and movable bridge landing applicable to levels of use.  As a general objective bollards should be provided at all operational facilities eg landing places for locks, bridges, water points, etc. (Adoption of these guidelines will clearly differentiate operational short term requirements from longer stays without the need for signage.)				Level area, no voids or holes. Level surface which may be vegetated and cut to a short sward.			



## Navigation standards

			N1	N2	N3	N4	N5	N6	N7
K	6	<b>ADVISORY INFORMATION SIGNS</b>  <b>General Arrangements</b>	At facilities clear and accurate signing of those available and advance signing of next facilities including distance, display of telephone number for assistance and reporting of defects to the relevant navigation office, emergency out of hours.			At site of facilities, clear signing of facilities available and advance signing of next facilities; display of telephone number for assistance and reporting of defects.	At site of facilities, clear signing of those available and telephone number for assistance and reporting of defects.		
K		<b>Directions and Warnings</b>	Clearly identifiable direction indicators at all junctions. Adequate advance warning of any hazards (eg weirs) and clear indication of directions to navigate.						
K		<b>Tunnels</b>	All tunnels will have signing in accordance with AINA's minimum safety standard for tunnel signs.						

## Channel standards

### Channel standards

- C1** Consistently exceeds the minimum laid down standard for the waterway in respect of channel depth by 15%. An absence of weed and obstructions to navigation. Appropriate air draft maintained to enable two way navigation where practical.
- C2** Generally meets the laid-down standard for waterway in respect of channel depth, and levels of weed and extraneous obstructions do not significantly impair navigation. Air draft will not significantly impair navigation.
- C3** Length falls below designated standard and/or subject to weed or extraneous obstructions that may impair navigation.

## Channel standards

	C1	C2	C3	C4
<b>K</b>	Channel Depth	Exceeds minimum published dimensions by up to 15%.	Meets published dimensions.	Non compliant with published dimensions.
<b>K</b>	Weed and Obstructions	Absence of weeds.	Weeds and obstructions do not significantly impair navigation.	Weed and obstructions may impair navigation.
<b>K</b>	Air Draft	Air draft for two way navigation.	Air draft will not significantly impair navigation.	Air draft may impair navigation.



## Environs standards

### 1 General Maintenance

Litter including dog faeces  
Water Aesthetics  
Graffiti on navigation authority Property  
Graffiti on non navigation authority  
Property  
Structural Aesthetics  
Operational Property/Plant  
Safety Signage  
Power Line Signage

### 2 Maintenance of Facilities

Toilets and Showers  
Waterside Furniture  
Car Park  
Information and  
Interpretative Signs  
Notice Boards  
Safety Lighting

## Environs standards

### Environs standards

- E1 High profile area attracting many visitors**  
eg. Little Venice, Gas Street, Docklands, Sheffield Basin, Grand Union (Stoke Bruerne)
- E2 Well used lengths**  
eg. Grand Union (Cassiobury Park), Trent & Mersey (Stone), Gloucester & Sharpness, Leeds & Liverpool
- E3 Lightly used lengths**  
eg. Montgomery Canal South of Welshpool, Peak Forest Canal, Grantham Canal near Grantham
- E4 Rarely visited lengths,**  
eg. Manchester Bolton & Bury Canal, St Helens Canal, Stourbridge Canal Fens Branch



## Towpath standards

**Surface**  
**Drainage**  
**Surface Width**  
**Barriers**  
**Overhead Power Line Warning Signs**  
**Tunnels** (with adjacent towpath)  
**Towpath Closures**  
(This standard only applies to routine maintenance)

## Towpath standards

### Towpath standards

- T1** Heavily used towpath, typically in a densely populated area or at “honey pot” location.
- T2** Frequently used towpath, typically in urban/rural fringe
- T3** Lightly used towpath, typically in rural locations
- T4** No towpath or towpath badly eroded or not continuous
- T5** Towpath not navigation authority's responsibility (eg River Severn)
- (W)** Suffix used where towpath specifically suitable for disabled users (guidance to be issued)
- (C)** Suffix to denote towpath specifically designated as cycleway for formal and informal use (guidance to be issued)

Suffixes C & W may be used singly or together



## Environs standards

			E1	E2	E3	E4
<b>A</b>	<b>1</b>	<b>GENERAL MAINTENANCE</b>  <b>Litter including dog faeces</b>	No floating debris.	Small quantities of floating debris acceptable.	Litter cleared as part of routine grass cutting, except where Environmental Protection Act requires higher standard. This applies to tarmac or paved sections greater than 1 km in length.	
<b>A</b>		<b>Water Aesthetics</b>	Clear of litter at all times.	Mostly free of litter apart from a few small items.	Floating debris removed as required operationally.	Floating debris removed as required operationally.
<b>K</b>		<b>Graffiti on navigation authority property</b>	Offensive material removed within 72 hours of navigation authority's awareness  Other material removed within one month.	Offensive material removed within one week of navigation authority's awareness  Other material removed within two months.	Offensive material removed within one month of navigation authority's awareness.  Other material removed annually.	
<b>G</b>		<b>Graffiti on non navigation authority property.</b>	Progress to same standard as navigation authority property in collaboration with property owner where applicable.			
<b>K</b>		<b>Structural aesthetics</b>	General appearance of assets maintained to pristine condition.	General appearance of assets maintained to good condition.	Aesthetic aspects of asset maintenance phased with structural improvements.	
<b>K</b>		<b>Operational Property/ Plant</b>	All yards kept tidy. Materials should be stored in an orderly manner. Waste material and scrap should be screened or stored out of sight. Plant should be properly stored and their appearance should not detract from the waterway environment			

## Environs standards

			E1	E2	E3	E4
K		<b>Safety signage</b>  <b>Directions and Warnings</b>  <b>Tunnels</b>	Clearly identifiable direction indicators at all junctions.  Adequate advanced warning of any major hazards (eg weirs) and clear indication of directions to navigate.  All tunnels will have signing in accordance with AINA's minimum safety standard for tunnel signs.			
K		<b>Overhead Power Line Warning Signs</b>	Warning signs prohibiting fishing and warning of danger, erected and maintained in accordance with AINA's Guidance Note.			
K	2	<b>Facilities Maintenance Where Provided:</b>  <b>Toilets and showers</b>	They should be clean, odourless and mess cleaned within 4 working hours of navigation authority's awareness	They should be clean, odourless and mess cleaned within 8 working hours of navigation authority's awareness.	They should be clean, odourless and mess cleaned within 12 working hours of navigation authority's awareness.	They should be clean, odourless and mess cleaned within 12 working hours of navigation authority's awareness.
K		<b>Waterside furniture</b>	Safe condition			
K		<b>Car park</b>	Hard surface, well drained and free of pot holes	Surfaced and drained	Surfaced but may have wet areas	No special surface or drainage treatment. May be muddy in wet weather
K		<b>Information and interpretative signs</b>	Accord with Corporate Identity. Damage repaired or sign removed within 14 days and replacement initiated			
K		<b>Notice boards</b>	Clear, accurate, up-to-date information displayed at all times, and clearly visible			
K		<b>Safety lighting</b>	Failures repaired within 24 hours of the navigation authority becoming aware			



## Towpath standards

		T1	T2	T3	T4	T5
<b>K</b>	<b>Surface</b>	Hard surface (eg brick paving or tarmac) or Compacted firm surface (eg rolled hoggin, stone or ash)  Suitable for town shoes.	Compacted firm surface (eg rolled hoggin, stone or ash).  Suitable for country shoes.	Natural surface (eg grass or naturalised rolled surface).  Suitable for walking boots or wellingtons.	Walkable towpath maintained at lock flights on navigable canals.	
<b>G</b>	<b>Drainage</b>	Drains immediately.	Drains quickly with little ponding.	Poor or slow drainage.	N/A	N/A
<b>A</b>	<b>Surface Width</b>	Min 1.2m	Min 0.6m	N/A	N/A	N/A
<b>K</b>	<b>Barriers</b>	Access control measures may be installed where appropriate.			N/A	N/A
<b>K</b>	<b>Tunnels (with adjacent towpath)</b>	Water side of towpath to have appropriate safety rail/barrier.				
<b>G</b>	<b>Towpath Closures (This standard only applies to routine maintenance).</b>	Where practicable a signed diversion will be provided  Except in the case of emergencies we will notify affected users 14 days prior to closure.				
<b>G</b>		Where no convenient diversion is provided, a towpath closure will not normally exceed 48 hours.	Where no convenient diversion is provided, a towpath closure will not normally exceed 1 week	Where no convenient diversion is provided, a towpath closure will not normally exceed 3 weeks.		

