

Petition

**House of Lords
Session 2017-19
Middle Level Bill**

Do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your bill petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation(s) submitting the petition.

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In the box below, give a description of the petitioners. For example, "we are the owners/tenants of the addresses above"; "my company has offices at the address above"; "our organisation represents the interests of..."; "we are the parish council of...".

The Petitioners are an association of Bargee Travellers, that is, residents on boats without permanent residential moorings on Britain's inland and coastal waterways, established in 2009 to: campaign on any issue that is relevant to Bargee Travellers; to provide an effective means for them to voice their concerns on any issue that is relevant to them and to provide advice and support for them on relevant issues including onward referral to specialist professional agencies. The National Bargee Travellers Association has over 700 members, four local groups, and represents the interests of the estimated 15,000 to 30,000 Bargee Travellers in the UK. A significant number of the members of the National Bargee Travellers Association either live permanently on the Middle Levels or use the waterways regularly. The Petitioners allege that the proposals contained in the Bill will directly and specially affect the homes and possessions of Bargee Travellers.

2. Objections to the Bill

In the box below, write your objections to the Bill and why your property or other interests are directly and specially affected. Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the Committee. You will not be entitled to be heard on new matters.

The Petitioners object to the Bill as a whole and in particular the Clauses listed below:

1. Clause 1, which claims that it is expedient that: provision should now be made for

the Middle Level Commissioners' powers to regulate navigation to be updated; further powers should be conferred on the Commissioners to regulate other activities affecting the use of the waterways for navigation; the Commissioners should be empowered to levy charges in respect of vessels using the waterways; and the Commissioners should be empowered to make provision requiring the registration of vessels using the waterways.

2. Clause 2, which interprets the terms 'the waterways' and 'polluting matter' and fails to include a definition of 'houseboat' or 'registration'.

3. Clause 3, which fails to require the Commissioners to adopt the recommendations of the proposed Navigation Advisory Committee.

4. Clause 4, which would empower the Commissioners to fix and recover charges for the use of any waterway by any vessel; to provide services and facilities in respect of the waterways and their banks; to compel registration of any vessel under navigation byelaws and to make the use of services and facilities subject to terms and conditions; and fails to provide a safeguard against the Commissioners misrepresenting the costs incurred in exercising their functions in respect of navigation or a limit on charges.

5. Clause 5, which would empower the Commissioners to carry out reciprocal enforcement activities with other navigation authorities against boat owners and to carry out reciprocal registration and charges for navigation with other navigation authorities.

6. Clauses 7 and 8, which would empower the Commissioners to close parts of the waterways and to close locks to navigation by vessels, and would create the criminal offence of using a lock when it is closed to navigation.

7. Clause 9, which would empower the Commissioners to immediately remove any vessel that is sunk, without notice to the owner; to remove any vessel that is stranded or abandoned with only 14 days' notice and any vessel that is allegedly moored without lawful authority with only 28 days' notice; to seize such boats within 6 weeks and to charge the owner for the cost of removal.

8. Clauses 10 and 11, which would empower the Commissioners to make certain byelaws including for controlling navigation; regulating the conduct and activities of persons using the waterways or banks; imposing safety standards on vessels; requiring insurance of vessels and requiring payment of charges for registration of vessels; making it a criminal offence not to register a vessel and empowering the Commissioners to refuse registration of a vessel with no clear definition of the reasons why registration may be refused.

9. Clause 12, which would empower the Commissioners to pass boat owners' personal information to third parties.

10. Clause 16, which would empower the Commissioners to subcontract enforcement of byelaws to third parties.

The Petitioners object to the Bill for the following additional reasons:

11. The Bill is unnecessary because the Commissioners already have the power to charge boats for the use of their waterways, except for pleasure boats. The Commissioners already have powers to make byelaws and powers to remove and

seize sunken boats and to recover the costs of this; see Article 17 of the Middle Level Navigation By-laws 1875 and *Middle Level Commissioners v Marner* [2006] EWCA Civ 931. There are ongoing disputes with land owners and owners of residential properties with moorings as to whether the land and moorings belong to the Commissioners or not. This could give the Commissioners authority to evict boats from moorings that have existed for decades.

12. The Bill would extinguish the ancient right to use boats not used for the carriage of goods without payment of toll or duty. We object to the erosion of our rights to freely access the Middle Level for non-commercial purposes. These rights were bequeathed to us, the people of Britain, hundreds of years ago and under no circumstances should they be extinguished. Because use of the Middle Level is currently free, they are home to a number of boat dwellers on low incomes, who cannot afford to live on waterways where registration or licence fees are levied, who would be forced out of their homes due to an inability to pay.

13. When the Fens were drained in the 17th century to provide agricultural land, it destroyed a way of life for local people who relied on boats as their traditional form of transportation between the hundreds of small islands. The Earl of Bedford, who was responsible for the drainage project, therefore gave rights of access to private citizens to use their boats on the new canals and drains as long as they did not transport goods or merchandise. Essentially pleasure boats were allowed free of charge. These rights were conferred by the Nene Navigation Act 1753. Pleasure boats have had free navigational access to the Old River Nene, which forms a large navigational section of the Middle Level, from before 1215 protected by Magna Carta and many subsequent statutes and Royal Commissions. There are even Roman transcripts describing navigation along the Old River Nene as early as the 4th Century during the Roman occupation. The Old River Nene is a natural river and a Public Right of Navigation has existed since Time Immemorial and was first codified in the Magna Carta of 1215.

14. The drains were and are still funded by land owners who collectively pay a total of over £3 million each year for drainage and irrigation. Without these drains their land would be swamp and their crops destroyed. This is some of the most productive farmland in the UK. The six locks are needed to prevent tidal seawater from flooding the land and to maintain the water level for drainage purposes. Dredging is necessary to maintain the drainage function. Land owners also extract water from the drains for irrigation. DEFRA also fund the area with taxpayers' money as part of the UK's flood strategy. No other waterway in the UK has this kind of funding, but equally the Middle Level is not a navigation in the sense that other waterways are; it is a network of navigable drains. There are only six locks to maintain, no boaters' facilities, no moorings and no towpaths for the Commissioners to fund, so apart from the locks and some dredging, the Commissioners' navigation role is very limited. The Bill does not require the Commissioners to provide any extra services, toilet and shower facilities, refuse and sewage disposal facilities, moorings, towpaths, guaranteed navigable depth of water or dredging in return for navigation charges, as are normally provided on waterways where fees are payable.

15. There is no limit on the number of separate fees that may be charged for use of the waterways; for use of services and facilities; and for registration of vessels. No base charge or maximum fee is specified for any of the above fee headings.

16. The terms and conditions for the use of facilities are not specified or defined.

17. The reasons that registration of a vessel may be refused or revoked are

unspecified, vague, wide reaching and poorly defined.

18. There is no definition in the Bill of what must be provided in return for the fee to use the waterways; case law (see Brett v Beales and Ors [1830]) means that a 'quid pro quo' is essential prior to the Commissioners asking for powers to charge; the Commissioners must provide a 'quid pro quo' over and above what is already provided in return for making any additional charge and this must be defined in the legislation. A duty to provide the facilities for boaters promised by the Commissioners must be written into law.

19. There is too much discretion granted to the Commissioners in the Bill. There are too many instances in the Bill where the Commissioners "may" take action, and too few requirements that the Commissioners "shall" take action.

20. The Bill lacks an agreed method of recording and publicising the Undertakings made by the Commissioners during the passage of the Bill through Parliament.

21. The Bill contains no provisions for any moorings to have a minimum stay time of 14 days and no proposal for widespread provision of 14-day moorings.

22. Many Bargee Travellers regularly use the Middle Levels as a transit route between the East Anglian waterways such as the Rivers Cam, Great Ouse or Wissey and the rest of the inland waterways. There is no other inland waterway route and there would be no choice but for them to be bound by the proposed terms and conditions and to pay the proposed charges.

23. To introduce charges for the use of the Middle Level waterways would result in a vast reduction in consumer choice regarding the use of the UK's inland waterways, which are the home of Bargee Travellers 365 days a year. At present, Bargee Travellers who are unhappy with the way that other navigation authorities run their waterways and with their treatment of boat licence holders have the choice of travelling to the Middle Level, where they are not subject to either terms and conditions or to charges. This Bill will vastly reduce consumer choice and will have an adverse effect on all boaters, but the effect on those who live on their boats will be the most detrimental because there will be virtually nowhere else they can go. There is no valid reason why the statutory framework of the Middle Level must align with that of other navigation authorities' waterways.

24. Whilst the Petitioners welcome the protections for boat dwellers that have been added to the Bill by the House of Commons Select Committee, the Preamble to the Bill, in so far as it relates to the matters stated above, is untrue and incapable of proof.

The homes and possessions of the Petitioners are directly and specially affected by the Bill for the following reasons:

25. The Bill will have a significant adverse effect on Bargee Travellers. If they live or travel on the Middle Level waterways they will be subject to charges that they may not be able to afford and that could be increased arbitrarily; they will be subject to onerous and unlimited terms and conditions; they will be at risk of committing criminal offences if they carry out certain activities that are currently permitted; they will lose the ability to resort to a safe haven if they are unable to meet the steep charges and onerous terms and conditions of other navigation authorities and/or riparian local authorities; and their choice as a consumer regarding the use of the UK's inland waterways will be reduced.

26. Bargee Travellers will be at risk of their homes being barred from the waterways because they are not included in the definition of either 'vessel' or 'houseboat'. Whenever the Petitioners' homes are moored in a privately-owned marina, as they may be from time to time, they will be subject to the registration and charging requirements even if they do not navigate on the waterways under the jurisdiction of the Commissioners. They will be at risk of prosecution on an arbitrary basis if, for example, the rainwater bailed out of their boats is defined as 'polluting matter'.

27. Although Bargee Travellers may be eligible to join a proposed Navigation Advisory Committee, there is no guarantee that they will have any real power in the Committee or that the Committee will have any real power to influence the Commissioners' decisions.

28. Bargee Travellers will be at risk of having the registration of their homes revoked or refused for reasons that are not stated clearly and they will have no route of redress except the difficult and onerous route of challenging the refusal or revocation in the magistrates' court and subsequent appeals.

29. Bargee Travellers will be at risk of having their homes removed immediately if they are sunk; within 14 or 28 days if they are stranded or abandoned; and within 28 days if they are allegedly moored without lawful authority, 'lawful authority' being defined very widely. If their boats are not registered, in addition to facing a criminal prosecution, they will also be at risk of having their homes removed and being pursued for the costs of the removal.

30. Bargee Travellers will be faced with steep costs and tight time limits if their homes need work to bring them up to the construction standards that the Bill will introduce.

31. Bargee Travellers will be at risk of being pursued by enforcement action from other navigation authorities if they travel to the Middle Level because they are unable through no fault of their own to comply with the terms and conditions imposed by other navigation authorities.

32. Bargee Travellers will be required to pay for navigation even when the waterways or locks will be closed to navigation at certain times; they will be subject to prosecution if they need to navigate through a lock when it is closed to navigation.

33. Bargee Travellers will be required to pay charges for registration and use of the waterways, services and facilities, yet there will be no duty on the Commissioners to provide any short-stay moorings, 14-28 day moorings, services or facilities in return for their fees.

34. The imposition of navigation rules by way of bye-laws as opposed to primary legislation, such as prescribing which vessels can enter which waterways or limiting use to certain categories of vessel, provides little protection in the way of Parliamentary scrutiny for Bargee Travellers against arbitrary abuses of power or arbitrary exclusion from the waterways or parts of them.

35. The proposition to impose navigation rules by way of bye-laws includes an intention to set and enforce fixed mooring time limits. Fixed mooring time limits do not reflect the reality of navigating all year round. Circumstances such as flood; high winds; mechanical breakdown; illness; ongoing medical treatment; disability; pregnancy; family emergency and caring for vulnerable or elderly family members mean that Bargee Travellers may need to stay longer than a given time limit. They

need to be able to do so without being penalised for circumstances that are beyond their control and no fault of their own. To do otherwise would be fundamentally unjust and unreasonable. The definition and use of the term “emergency” is too narrow; in the case of boat dwellers, giving birth (for example) is not an emergency but is likely to require a longer stay at a mooring location. In many cases it is not possible to predict accurately the duration of the “emergency” or the circumstances requiring a longer stay. The proposed bye-laws would be repugnant to the general law as they would prevent vessels mooring for temporary periods in the course of navigation, “temporary” being dependent on factors such as the circumstances of the boat, river conditions and weather.

36. The Middle Level Commissioners will be able to pass Bargee Travellers' personal information on to any third party that the Commissioners see fit to give it to.

37. Bargee Travellers will be at risk of enforcement action carried out by third party subcontractors who may be little more than hired thugs.

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections. You do not have to complete this box if you do not want to.

You can include this information in your response to section 2 ‘Objections to the Bill’ if you prefer. Please number each paragraph.

38. The Bill should not be allowed to pass into law because it is unnecessary. In the event that the House of Lords decides otherwise, the amendments that we propose below should be made.

39. Part 1

40. Clause 2 – insert:

“houseboat” means any vessel that is used as a residence, whether or not it is also used for navigation or as a means of transport;

“static houseboat” means any vessel or structure that is not used for navigation or as a means of transport, whether or not it is used as a residence;

41. Clause 2 – delete the definition of “use”.

42. Clause 2 - insert:

“use” in relation to any vessel on a waterway, includes launching the vessel onto the waterway, keeping or mooring it on the waterway, navigating it on the waterway; navigating it through locks and bridges, and letting it for hire on the waterway; for the avoidance of doubt a "use" is not a "service or facility".

43. Clause 2 (c) - delete (c) in its entirety.

44. Part 2

45. Clause 3 – add new Clause 3(7)

46. 3(7) the Committee must have regard to—

- (a) the interests of individuals who use vessels as their sole residence (including individuals who do not own or have access to a permanent mooring); and
- (b) the desirability of safeguarding and facilitating public rights of navigation.

47. Clause 3 – add new Clause 3(8)

48. 3(8) In taking into consideration any matter, recommendation or representation referred or made to them by the Committee, the Commissioners must have regard to—

- (a) the interests of individuals who use vessels as their sole residence (including individuals who do not own or have access to a permanent mooring); and
- (b) the desirability of safeguarding and facilitating public rights of navigation.

49. Clause 4 – delete Clauses 4(1)(a) and 4(1)(c)

50. Clause 4(1)(b) – delete “and”.

51. Clause 4(1)(b) – insert “apart from potable water, rubbish disposal, sewage disposal and temporary moorings”.

52. Clause 4(1)(c) – insert “registration of vessels is required but is free of charge”.

53. Clause 4(2) – delete Clause 4(2)

54. In the event that Clauses 4(1)(a) and 4(2) are not deleted from the Bill, we propose the following:

55. Clause 4(2) – delete “the Commissioners must aim to secure that, taking one financial year with another, the income from charges under that subsection does not exceed the annualised costs incurred by the Commissioners in exercising their functions in respect of navigation under the navigation Acts”

56. Clause 4(2) insert “charges for use of the waterways by vessels shall not exceed a base charge of £5.00 per metre per year increased annually by an amount that does not exceed the rate of inflation as defined by the Consumer Price Index”.

57. Clause 4(4) – delete:

58. “such Terms and Conditions as they may specify in writing”.

59. Clause 4(4) – insert

“...subject to the following Terms and Conditions which are to be specified in writing: the use of potable water, sewage disposal, rubbish disposal and any temporary mooring space set aside for the users of these facilities shall be limited to 2 hours per day by any vessel; the use of any temporary mooring provided by the Commissioners shall be limited to 14 days in any 28 days unless it is reasonable in the circumstances for the vessel to remain on that temporary mooring for longer than 14 days; and vessels shall not remain moored on any other part of the waterways for more than 14 days in any 28 days without the permission of the landowner unless it is reasonable in the circumstances for the vessel to remain on that part of the waterways for longer than 14 days.”

60. Clause 5 – delete Clauses 5(1) (a), 5(1) (b) and 5(2).

61. Clause 5 – insert:

- (a) the treatment of registration certificates issued by one of the parties to the arrangements as registration certificates issued by the other and a vessel registered by one of the parties to the arrangements as registered by the other;
- (b) the treatment of distinguishing marks or numbers assigned to a vessel registered by one party to the arrangements as having been assigned to that vessel by the other; and
- (c) the apportionment of any charges between the parties to the arrangements.

62. Clause 9 – delete Clause 9(1)(b)

63. Clause 9(1) – insert:

“(b) if the owner of the vessel or vehicle fails to comply with paragraph (a), the Commissioners may, after serving not less than 28 days notice on the owner of the vessel or vehicle, unless it is not practicable after reasonable inquiry to ascertain the name and address of the owner, raise and remove the vessel or vehicle, and any such obstructions”.

64. Clause 9(2) – delete “14 days” and insert “28 days”.

65. Clause 9(4) – delete “in the case of emergency” and insert:

66. “in the case of emergency if a vessel is to be moved to a safe location where the owner can retake possession of it. A vessel, houseboat or static houseboat that is used as a residence shall not be removed from the waterways without notice even in cases of emergency; where the Commissioners seek to remove a vessel, houseboat or static houseboat that is used as a residence, the vessel shall not be removed unless a claim is made in the County Court under CPR Part 7”.

67. Clause 9(6) - delete “If any vessel or vehicle to which subsection (1), (2) or (3) applies is not within six weeks of its removal by the Commissioners proved to the reasonable satisfaction of the Commissioners to belong to any claimant, the vessel or vehicle (together with any furniture, tackle, apparel, goods, chattels and effects) shall vest in the Commissioners.”

68. Clause 9 – insert

“9(6)(a) If any vessel or vehicle to which subsection (1), (2) or (3) applies is not within six months of its removal by the Commissioners proved to the reasonable satisfaction of the Commissioners to belong to any claimant, the vessel or vehicle shall vest in the Commissioners.

69. Clause 9 – insert 9(6)(b) The owner of a vessel that has been removed by the Commissioners may at any time recover from the vessel any furniture, tackle, apparel, goods, chattels and effects”.

70. Clause 9 (7) – insert new Clause 9(7)(c): “The Commissioners shall provide strict proof of any expenses they seek to recover in respect of the raising, removal or storage of a vessel or vehicle”.

71. Clause 9 (9) delete Clause 9(9) and insert:

72. "9(9)

(a) A vessel is not left or moored without lawful authority if it has remained in the same position for 56 days or less or if the owner has been unable, due to circumstances beyond his or her reasonable control, to move it from that position safely;

73. (b) A vessel that is not registered or in respect of which fees due have not been paid is not left or moored without lawful authority".

74. Clause 9 – insert new Clause 9(10)

"9(10) In the event that a vessel or vehicle owner or occupier and the Commissioners are not able to resolve any dispute as to whether proceedings under Clause 9(1), 9(2) or 9(3) could breach the owner's or occupier's rights, in particular under Articles 6, 8 or Article 1 Protocol 1 ECHR or the Equality Act 2010, the Commissioners must first obtain an order from the Court prior to any such proceedings."

75. Clause 10(1) – delete: "Bye-laws" and insert "Navigation rules".

76. Clause 10 – delete Clauses 10(2) to 10(9)

77. Clause 10 - insert new clauses 10(2) to 10(4):

78. "10(2)

(a) vessels may only enter waterways if their dimensions do not exceed the maximum dimensions of vessels permitted to enter any particular waterway. These dimensions are set out in Schedule 5.

79. (b) the maximum speed permitted by vessels is 4 mph going upstream or where there is no or minimal current and 6 mph going downstream with a current.

80. (c) the minimum age for persons to be in control of or navigating a power driven vessel without supervision by an adult is 14.

81. (d) notification must be given requiring notification to be given to the Commissioners of serious incidents involving vessels on a waterway, and—

(i) that any vessel involved in such an incident be made open for inspection by the Commissioners; and

(ii) where an incident involves a vessel slipping, parting from or losing any anchor, cable, propeller or other object, requiring the master to recover that anchor, cable, propeller or object, or providing for the Commissioners to do so, and to recover their expenses of so doing from the owner of the vessel as a civil debt.

82. (e) vessels navigating a waterway at night or in restricted visibility must show lights.

83. (f) vessels shall not be loaded or unloaded in a waterway in such a way as to obstruct navigation or cause a nuisance; loading and unloading that is carried out at the bankside does not amount to a nuisance if it lasts for 24 hours or less.

85. (g) vessels must not discharge poisonous or polluting material into the waterways.

85. (h) unauthorised entry onto water control structures is prohibited.

86. 10(3)

(a) The placing and maintenance of moorings in the waterways shall be regulated

according to the provisions in Schedule 5.

87. (b) the erection of structures or the installation of works, apparatus, plant or equipment in, on, over, through, under or across a waterway or its banks shall be regulated according to the provisions in Schedule 5.

88. (c) the cutting, pruning, lopping or topping of any tree, bush, shrub or other projection that obstructs navigation in a waterway shall be carried out when required by the Commissioners; the Commissioners may cut, prune, lop or top any such tree, bush, shrub or other projection and recover the costs of doing so from the owner of the tree, bush, shrub or projection concerned.

89. (d) Nothing in this section shall render unlawful the doing on private land outside a waterway or its banks of any act by, or with the lawful authority of, the owner or occupier of that land which does not obstruct the use of a waterway, or injure or endanger any person lawfully using a waterway or its banks or enjoying its amenities.

90. 10(4) It shall be an offence for any person to contravene, or fail to comply with, the provisions of this section, and such person shall be liable on summary conviction to a fine not exceeding level 3 on the standard scale.”

91. Clause 11 – delete Clauses 11(1) to 11(11) and insert:

92. “11(1) Vessels must be registered.

93. 11(2) The Commissioners shall register a vessel provided that:

(a) the vessel complies with the safety standards set out in the Boat Safety Scheme or an equivalent successor to that Scheme;

(b) no sanitary appliance that discharges black water into the waterway is in use at any time;

(c) an insurance policy is in force in respect of the vessel that fulfils the requirements set out in Schedule 2; and

(d) the particulars set out in Schedule 3 are provided.

94. 11(3) The Commissioners shall set up and maintain the register of vessels.

95. 11(4) The Commissioners may

(a) register vessels under different categories;

(b) make provision as to the display on registered vessels of registration plates, documents or numbers;

(c) provide for the exemption of prescribed vessels or categories of vessels from the requirement to register;

(d) prescribe the period for which any registration is to be effective;

(e) require any change in ownership of the vessel to be notified to the Commissioners;

(f) provide for the owner of the vessel to be deemed to remain the owner of the vessel for the purposes of enforcing any obligations that apply by virtue of the registration until that notification has been received; and

(g) require any registration certificate or plate issued by the Commissioners to be surrendered at the end of the registration period.

96. 11(5) The Commissioners must register a vessel unless they are not satisfied that it meets the requirements imposed by Section 10(2) of this Act.

97. 11(6) The Commissioners may revoke the registration of a vessel if:

- (a) the vessel does not comply with the safety standards set out in Section 10(2) or
- (b) the vessel does not comply with the sanitation standards set out in Section 10(2) or
- (c) no insurance policy is in force in respect of the vessel that meets the requirements set out in Schedule 2.

98. 11(7) It shall be an offence for any person to use or keep a vessel on the waterways without provision of the required particulars. Such a person shall be liable on summary conviction to a fine not exceeding Level 3 on the standard scale.

99. 11(8) In any proceedings for such an offence it shall be a defence for the person charged to prove—

- (a) that the person took all reasonable precautions and exercised all due diligence to avoid the commission of the offence; or
- (b) that the person had a reasonable excuse for the action or failure to act; or
- (c) that the person has since remedied the defect or has agreed a plan with the Commissioners for the remedy of the defect.

100. 11(9) The Commissioners must give at least 28 days notice to the owner, and, if different, the person who applied for registration, of a vessel of any refusal or revocation of registration in relation to it and in doing so must give their reasons.

101. 11(10) Before revoking the registration of a vessel under subsection 6, the Commissioners:

- (a) shall provide the owner of the vessel with at least 28 days in which to remedy the defect;
- (b) shall provide the owner of the vessel with an opportunity to make oral or written representations; and
- (c) may agree a timetable for the owner to remedy the defect having considered any such representations.

102. 11(11) An owner or another person with the owner's consent may complain to a magistrates' court under Part 2 of the Magistrates' Courts Act 1980 (civil jurisdiction and procedure) against the refusal or revocation of a registration under subsection (6) and, if the court decides that such refusal or revocation is unreasonable, the Commissioners must register the vessel without delay.

103. 11(12) The Commissioners shall not refuse or revoke the registration of a vessel under Section 10(6) until the second anniversary of the passing of this Act. For a period of up to 5 years following the second anniversary, the Commissioners may agree a timetable with the owner of any vessel for the completion of alterations to ensure that the vessel meets the standards set out in Section 10(6) during which period the vessel may continue to be registered.

104. Clause 12 – delete Clause 12(1)

105. Clause 12(1) – insert:

“This section applies to information which is held by or on behalf of the Commissioners for the purposes of this Act (save for information obtained by or on behalf of the Commissioners before the coming into force of this Act)”.

106. Clause 12(2) add:

“Information may only be supplied to a responsible authority and may only be

supplied in accordance with the Data Protection Act 1998 and the General Data Protection Regulation”.

107. Clause 12(3): delete Clause 12(3).

108. Clause 16 – delete Clause 16.

109. Amendments to Schedules:

110. Schedule 3 (8) – delete “under the bye-laws”

111. Schedule 3(8) – insert “under this Act”.

112. Schedule 3 (9) – delete “under the bye-laws” and insert “under this Act to comply with safety standards”.

113. Schedule 3(9) delete Schedule 3(9)(a) and 3(9)(b) and insert:

114. “(a) a certificate to confirm that the vessel complies with the specifications prescribed by the Boat Safety Scheme or an equivalent successor to that Scheme; and

(b) such information as the Commissioners may require concerning compliance with standards regarding sanitary appliances”.

115. Insert:

116. Proposed new Schedule 5: Navigation Rules

“Schedule 5: Navigation Rules

117. 1. Definitions:

118. "authorised officer" means any person employed by the Commissioners to carry out the functions of the Commissioners under the provisions of this Act.

119. "Commissioners" means the Middle Level Commissioners.

120. "consent of the Commissioners" means the prior written consent of the Commissioners signed by the Chief Executive for the time being of the Commissioners or other duly authorised person.

121. "flammable liquid" includes petroleum spirit, diesel oil, paraffin or liquefied petroleum gas or any other liquid fuel contained in a bottle or other receptacle.

122. "liquid fuel" includes any inflammable hydrocarbon (either alone or in admixture with any other liquid) which is capable of providing the necessary motive power for a vessel and also any other liquid capable as aforesaid which, when tested in the manner set forth in Part their of the Second Schedule to the Petroleum (Consolidation) Act 1928, gives off an inflammable vapour at a temperature of less than 201 degrees Fahrenheit (93.7 degrees Centigrade).

123. "local authority" includes any highway authority in which is vested any bridge over a Navigation Waterway.

124. "master" means the person taking or having (whether lawfully or not) for the time

being the command, charge or management of a vessel.

126. "navigate" means direct the course of movement of.

127. "Navigation Lights" shall mean in respect of any vessel:-

(i) a white light placed over the fore and aft centre line of the vessel, showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side and
(ii) on the starboard or right side, a green light showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on the starboard or right side and
(iii) on the port or left side, a red light showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on the port or left side and
(iv) on, or as nearly as practicable on, the stern, a white light showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel and every such light as specified in (i)-(iv) above shall have an intensity sufficient to be visible at a minimum range of one half of a nautical mile.

128. "Navigation Waterways" means the waterways in respect of which the Commissioners are the navigation authority and which are listed in Schedule 1 of this Act

129. "night" means the period between sunset and sunrise

130. "person" includes a body corporate.

131. "power driven vessel" means a vessel being propelled by machinery and excludes vessels powered by sail or by oar.

132. "restricted visibility" means any condition in which visibility is impaired by fog, mist, falling snow, heavy rainstorms, sandstorms, smoke or any other similar causes.

133. "sailing vessel" means a vessel under sail provided that propelling machinery, if fitted, is not being used.

134. "tow" includes any vessel being propelled by another and "towed" and "towing" shall be construed accordingly.

135. "underway" means not at anchor, moored, made fast to the shore or aground.

136. "unpowered vessel" means any vessel which is not a power driven vessel.

137. "vehicle" means anything on wheels, runners or articulated tracks.

138. "Water Control Structure" means any sluice, slacker, floodgate, lock, weir, dam, pump, pumping machinery, pipe, culvert or other structure or appliance for introducing water into or removing water from a Navigation Waterway or for controlling regulating or affecting the level of the water or the flow of water in into or out of a Navigation Waterway and any aqueduct.

139. 2. Table of maximum dimensions of vessels permitted to enter the waterways:

Waterway	Length (m)	Draught (m)	Air Draught (m)
Well Creek			
River Nene (old course) east			
River Nene (old course) west			
Kings Dyke			
Whittlesey Dyke			
Old Pophams Eau			
New Pophams Eau			
Sixteen Foot Drain			
Forty Foot Drain			
Ramsey High Lode			
Bevills Leam (east of pumping station)			
Bevills Leam (west of pumping station)			
Twenty Foot River			
Yaxley Lode and Black Ham			
New Dyke			
Monks Lode			
Great Raveley			
Main Drain			

140. [The table is intentionally left blank because the Commissioners possess a full set of data regarding waterway dimensions and are in the best position to provide the relevant information].

141. 3. Erection of Structures etc

(a) No person without the consent of the Commissioners shall, in any Navigation Waterway or on or through any bank of such Waterway, construct or provide any berth, landing stage, gangway, mooring post or any other erections or installations for any vessel provided that this rule shall not prevent the construction or provision of such structures in any boat yard or marina so long as the construction or provision of such works does not obstruct the navigation of a Navigation Waterway.

142. (b) Without prejudice to the provisions of paragraph (a) of this rule, no person shall, without the consent of the Commissioners, lay down, erect or maintain or knowingly cause to be laid down, erected or maintained any wire, rope, cable, chain, work or structure in, over, under or across a Navigation Waterway provided that this rule shall not restrict, prevent, interfere with or prejudice the exercise of any existing or future statutory rights or powers.

143. 4. Overloading

The owner or master of a vessel shall not permit the loading of that vessel to exceed the loading limits (whether expressed by weight or numbers of persons) for which that

vessel was designed or is constructed, taking into account any subsequent modification to that vessel, nor shall he permit that load to be distributed in or on the vessel in such a way as injuriously to affect the vessel's stability or manoeuvrability. Provided that not more than one of such owner or master shall be punished in respect of the same offence.

144. 5. Navigation

Except as is otherwise in these rules expressly provided no person shall use or attempt to use a vessel on a Navigation Waterway

(a) without due care and attention or without at all times keeping a proper look out.

(b) (without prejudice to the provisions of Section 9b of this Act) at such a speed or in such a manner so as to endanger the lives of or cause injury to persons or endanger the safety of or cause damage to other vessels, whether moored or underway, or any moorings or to the banks of a Navigation Waterway or to other property.

(c) without reasonable consideration for other persons exercising their rights on the Navigation Waterway or its banks or enjoying the facilities thereof or so as to cause unreasonable disturbance to any person.

(d) contrary to any reasonable directions given by an authorised officer relating to the use of such vessel on a Navigation Waterway.

(e) in contravention of any restriction on or prohibition or regulation of the use of a Navigation Waterway imposed under or made pursuant to this Act.

(f) No person shall navigate or attempt to navigate or be in charge of a vessel in the course of navigation on a Navigation Waterway while under the influence of alcohol or drugs to such an extent that his ability to have proper control of such vessel may be impaired.

(g) The master of a vessel intending to navigate that vessel under or through any bridge, lock or similar structure shall take all necessary steps to ensure that his vessel can do so without damaging the bridge, lock or structure.

(h) The master of a vessel approaching or being near to a place where any works of maintenance or improvement or the construction of any new works is or are being carried out either by the Commissioners or by any other authority, body or person having power so to do, in, over, on, under or to a Navigation Waterway or its banks or any Water Control Structure shall ensure that his vessel is navigated at such speed and in such manner so as not to imperil the safety of any person or to cause any damage or injury to any plant or equipment employed in such works or to the works themselves.

(i) The master of a vessel shall ensure that proper and effective fenders are used whenever there is a risk of the vessel striking against any other vessel or against any Water Control Structure, wall or other thing.

(j) The master of a vessel shall ensure that any goods, apparatus or equipment on the vessel are stowed so that nothing except necessary fenders and spars projects over the sides of the vessel so as to be able to damage any other vessel or any Water Control Structure or any works, property or thing or to injure any person and are secured so that no part of them can be washed or can fall overboard. Provided that this sub section shall not apply to any vessel whilst engaged in any lawful works of maintenance or improvement or the lawful undertaking of new works in, on, over, under or to a Navigation Waterway, a structure in or over such Waterway or in or over its banks.

145. 6. Conduct of Vessels

(a) Where two vessels are proceeding towards one another the master of each vessel shall steer his vessel to its starboard (right) side in such a manner that the vessels pass freely with the port (left) side of each vessel nearest to the port side of the other vessel.

(b) In a narrow channel the master of the smaller of two vessels shall ensure that his

vessel shall not hamper the safe passage of another vessel which, by reason of its size and draught, is confined to the centre of the navigable channel.

(c) The master of a vessel overtaking any other vessel shall keep his vessel well clear of the vessel being overtaken.

146. 7. Navigation at Night or in Restricted Visibility

The master of a vessel which is underway at night or in restricted visibility shall ensure that it shows either Navigation Lights or a single white light when it is in the vicinity of another moving vessel.

147. 8. Lights not to Endanger Navigation

No person shall knowingly or recklessly place or use on or near a Navigation Waterway or on or near its banks any light which is likely to mislead persons navigating that Waterway or to endanger the safe navigation of vessels on that Waterway.

148. 9. Vessels and Apparatus affecting the safety of Navigation or Amenity

No person shall, on any Navigation Waterway, use

(a) any water skis, jet skis or any like equipment or apparatus or

(b) any vessel which in the reasonable opinion of the Commissioners injuriously affects the safety of navigation or the amenity of any Navigation Waterway.

149. 10. Mooring

(a) No person shall moor a vessel on a Navigation Waterway or to a bank of such a Waterway unless such vessel shall be properly and securely moored and shall be laid as close to and along the side or front of the mooring place as may be convenient.

(b) No person shall put out or affix any mooring or landing plank to, for or from any vessel from or to a bank of a Navigation Waterway in such a location, manner or position as to impede or interfere with the free passage of persons or vehicles over and along the bank.

(c) The master of a vessel shall not, without the consent of the Commissioners, moor it within 30 metres upstream or downstream of any Water Control Structure or in any lock pen provided that this paragraph of this Schedule shall not apply to any mooring properly carried out in the course of navigation if the vessel is about to be taken through a lock.

(d) No person without the consent of the Commissioners shall cause or knowingly permit any vessel to be beached or to lie aground upon the bank of a Navigation Waterway and to remain there unattended provided that this paragraph of this Schedule shall not apply to a vessel which is lawfully lying at a commercial, public or private wharf.

(e) The master of a power driven vessel moored at any wharf, jetty, landing stage or mooring place on a Navigation Waterway shall ensure that its engines are not worked so as to cause injury or damage to the wharf, jetty, landing stage or mooring place or to the bank of the Navigation Waterway or to any vessel or thing whatsoever.

(f) No person shall moor any vessel in such a location, manner or position so as unreasonably or unnecessarily to obstruct or unduly restrict the passage of other vessels in navigating a Navigation Waterway.

(g) The master of a vessel on a Navigation Waterway shall not leave such vessel unattended or adrift so as to cause or be reasonably likely to cause any obstruction to the free passage of vessels on a Navigation Waterway.

(h) No person shall without lawful excuse turn any vessel adrift in a Navigation Waterway

or shall without such excuse cut off, loosen or in any way whatsoever interfere with any mooring or rope or fastening of any vessel.

(i) Where any vessel, whether on a Navigation Waterway or the bank of such a

Waterway, is moored, situated or lying in such a position as is likely to interfere with the exercise of any statutory function of the Commissioners in respect of Navigation the owner of such vessel shall, within 21 days after receipt of notice to that effect from the Commissioners, remove the vessel for such time as the Commissioners may reasonably require for the completion of the exercise of such function and if the owner fails to do so then the Commissioners shall be entitled to remove the vessel as necessary.

150. 11. Interference with Vessels

Except in an emergency, no person shall:

- (a) operate or attempt to operate the engine or in any way meddle with the machinery of any vessel without the permission of the master of that vessel;
- (b) go aboard any vessel without the permission of the owner or master of that vessel except as shall be necessary to move or moor another vessel or gain access to another vessel.

151. 12. Locks

No person shall:

- (a) open or close or attempt to open or close the gate of any lock except by the means provided for that purpose or before the water is level on both sides of the gate.
- (b) draw or operate any sluice until the lock gates are closed.
- (c) operate or leave open any sluice so as to waste water.
- (d) operate or leave open any lock gate so as to risk causing any hazard or unreasonable hindrance to other users of a Navigation Waterway or its banks towpaths or footpaths.
- (e) operate any sluice otherwise than by means of the handle or other device normally used for that purpose.
- (f) No person shall, without having previously obtained the permission of an authorised officer or having been expressly requested by that officer to do so, use or meddle with the gear at any lock or weir or with any sluice belonging to the Commissioners.
- (g) Save that Section 12(f) of this Schedule shall not apply to persons directly involved in the navigation of a vessel properly operating lock gear only when passing such vessel through, by or over any lock belonging to or under the control of the Commissioners other than Salters Lode Lock and Stanground Lock.
- (h) No person shall wind or coil any rope, chain or other fastening from a vessel around or fix or fasten the same to any lock or lock gate or any other part of the lock mechanism except to the bollards or other equipment specifically provided for the purpose of bringing up and stopping vessels.
- (i) The master of a vessel passing or intending to pass through any lock upon a Navigation Waterway or any channel into or out of the same shall not cause such vessel to remain in the lock or channel any longer than is necessary for the convenient passage thereof or shall not attempt to enter any such lock unless he shall reasonably believe there to be sufficient water to float and carry such vessel through such lock.
- (j) The master of a vessel approaching, entering, passing through or leaving any lock shall cause that vessel to be navigated at such speed and controlled in such manner so as at all times to prevent that vessel from obstructing or running foul of the lock or any part thereof or any other vessel approaching, entering, passing through or by or leaving that lock.
- (k) No person shall fill with or empty of water any lock for the admission of any vessel to the lock when there is another vessel approaching the lock from the opposite direction and within two hundred metres thereof and the level of water in the lock is suitable for the approaching vessel to enter the lock.

(l) No person shall exclude from passage through any lock any vessel proceeding in the same direction as a vessel already in the lock prior to the operation of the lock providing such vessels can reasonably be accommodated at the same time within the lock.

(m) No person shall open or manipulate any liquid fuel container or tank on any vessel while such vessel is in or waiting to enter any lock on a Navigation Waterway.

(n) The master of a vessel shall ensure that no liquid fuel container or tank shall be opened or manipulated on a vessel while the same is in or waiting to enter any lock on a Navigation Waterway.

(o) No person on board any vessel in any lock on a Navigation Waterway shall knowingly cause to be ignited any match, artificial lighter or other means of producing a flame.

152. 13. Towing

(a) Except in an emergency or with the consent of the Commissioners, vessels towed on a Navigation Waterway shall be placed astern or ahead of the towing vessel and not more than one vessel shall be towed at the same time.

(b) Save as provided in paragraph (a) above the master of any vessel underway on a Navigation Waterway shall ensure that the vessel be navigated singly and separately.

153. 14. Swimming Diving and Washing in Navigation Waterways

Subject to paragraph (e) below no person shall, save in an emergency:

(a) dive or jump into a Navigation Waterway or onto any vessel on a Navigation Waterway from any Water Control Structure or from any bridge.

(b) jump on to any vessel on a Navigation Waterway from any place so as to cause obstruction, nuisance or annoyance or the risk of injury to persons or property.

(c) bathe in a Navigation Waterway.

(d) dive into or swim or engage in any diving operations in a Navigation Waterway without the previous consent of the Commissioners.

(e) Subsections (a) and (d) shall not apply to police officers acting in the course of their duties or anyone acting at the request of or assisting such officers.

154. 15. Removal of Weed Ropes etc

No person, without the consent of the Commissioners, shall interfere with, damage, destroy or remove any weed rope, boom or similar apparatus placed by or with the authority of the Commissioners in a Navigation Waterway provided that it shall not be an offence under this Section for a person to interfere with or remove such rope, boom or apparatus for the purpose of and to the extent that such interference or removal is necessary for the passage of a registered vessel thereby or thereover if the said rope, boom or apparatus is properly replaced or reinstated immediately after such passage.

155. 16. Damage to Water Control Structures and Notices etc

No person shall, without lawful authority, while using or while in, upon or about a Navigation Waterway or its banks or any property of the Commissioners interfere with, deface, damage, destroy, disturb or remove

(a) any notice, placard or notice board provided, erected or exhibited by the Commissioners or permitted by the Commissioners to be provided, erected or exhibited on a Navigation Waterway or its banks.

(b) any life saving equipment on a Navigation Waterway or its banks (whether provided by or belonging to the Commissioners or not)

(c) any water point, sanitary or refuse disposal station, litter receptacle or other facility relating to a Navigation Waterway (whether provided by or belonging to the Commissioners or not)

(d) any fence, wall, hedge or gateway on the bank of a Navigation Waterway (whether

belonging to the Commissioners or not)

(e) any flowering or other plant or any shrub, vegetation or tree.

(f) No person shall, without lawful authority, while using or while in, upon or about a Navigation Waterway or its banks or any property of the Commissioners take, destroy, search for or disturb the nest or egg of any bird or kill, injure, take, catch or trap or attempt to kill, injure, take, catch or trap any animal or bird or the young of any animal or bird.

156. 17. Affixing of Bills

No person without lawful authority shall affix any bill, placard or notice to or upon any Water Control Structure.

157. 18. Dangerous Litter

No person shall leave on the bank of a Navigation Waterway, otherwise than in a receptacle provided for litter, any glass, plastic material, metal, fishing line, fishing hook or other material likely to cause injury to any person, animal or bird.

158. 19. Detrimental substances not to be put into a Navigation Waterway

(a) No person shall deposit, throw, discharge or put or cause or permit to be deposited, thrown, discharged or put or negligently or wilfully cause or permit to fall into any Navigation Waterway, any object or matter of any kind which might in any way cause obstruction to the navigation of that Waterway.

(b) The master of a vessel shall not load or discharge any cargo, ballast, fuel, refuse or rubbish any part of which is liable to fall into a Navigation Waterway in the course of such loading or discharging without taking such precautions as shall effectively prevent the cargo, ballast, fuel, refuse or rubbish from falling into the Navigation Waterway and

(c) Any person who contrary to the provisions of this Section, deposits, throws, discharges or puts or causes or permits to be deposited, thrown, discharged or put or causes or permits to fall into or in a Navigation Waterway any such object or matter as is referred to in this Section shall upon being required by the Commissioners by notice so to do and so far as such removal is practicable, remove the same at his own expense within such reasonable time as may be specified in the notice; and in default thereof the Commissioners may do so and recover the expenses reasonably incurred in so doing from that person as a civil debt.

159. 20. Fishing

No person shall fish in a lock pen or within 30 metres upstream or downstream of any lock gate on a Navigation Waterway or at any other place where fishing is for the time being prohibited by the Commissioners and so indicated by notice publicly displayed.

160. 21. Lighting of Fires

No person shall while using or while in, upon or about a Navigation Waterway or its banks or any property of the Commissioners light, maintain, throw down, place or leave any fire or any combustible, flaming, smouldering or burning substance, matter or thing in any place where the same may cause danger or damage to property of any kind or annoyance to any reasonable person.

161. 22. Harassment

(a) No person shall do any act or thing so as to prevent for an unreasonable time any other person lawfully exercising his rights on a Navigation Waterway or its banks or enjoying the facilities thereof or so as to harass him.

(b) Without prejudice to the generality of paragraph (a) of this Section no person shall, while using or while in, upon or about a Navigation Waterway or its banks or any property of the Commissioners

- (i) throw or propel or cause to fall any stone, missile or any other thing that may strike or fall upon any person, vessel, animal or bird on a Navigation Waterway or on its banks or on any property of the Commissioners.
- (ii) shoot or discharge any gun, firearm or air weapon or let off any firework or similar device on, over or in the direction of a Navigation Waterway or its banks so as to endanger or harass persons exercising their lawful rights thereon.

162. 23. Excessive Noise etc

No person shall while using or while in, upon or about a Navigation Waterway or its banks or any property of the Commissioners cause or permit a generator or engine or other like equipment or machinery to be operated in connection with any vessel when the same is moored

(a) between the hours of 8 pm and 8 am or

(b) at any time in the case of the operation of the engine of a vessel without ensuring that the propeller of the vessel is effectively prevented from rotating.

(c) use or permit to be used any radio, record player, tape recorder, cassette player, compact disc player or other similar device, television receiver or musical instrument, horn, whistle or bell or any other device or thing whatsoever, resulting in the broadcasting or transmission of any noise so as to give reasonable cause for annoyance to other persons and no person aboard or getting on to or landing from any vessel shall without reasonable excuse make any noise so as to give such cause for annoyance.

163. 24. Authorised officers

(a) An authorised officer on production of evidence of his authority may require any person on a Navigation Waterway or on a bank of such a Waterway who is doing an act which without the consent of the Commissioners is prohibited by this Act to produce evidence of such consent and if the person is unable to do so then the officer may require him to furnish his name and address and it shall be an offence to fail to do so.

(b) An authorised officer on production of evidence of his authority may require any person on a Navigation Waterway or on a bank of such a Waterway who is doing an act which is prohibited by this Act to furnish his name and address and it shall be an offence to fail to do so.

164. 25. Consents

(a) Where by or under this Act any person is required to refrain from doing any act without the consent of the Commissioners such consent shall not be unreasonably withheld and if given may be either unconditional or subject to such reasonable conditions as the Commissioners may consider appropriate.

(b) Where the Commissioners give their consent under this Act for the doing of any act subject to any conditions a breach of the conditions shall be deemed as regards liability to a fine equivalent to the doing of the act without the required consent.

(c) Any application made under this Act for the consent of the Commissioners to the doing of any act or to any matter or thing shall be made in writing and the applicant shall furnish therewith all such plans, drawings and other relevant information in relation to such application as the Commissioners may reasonably require.

165. 26. Determination of Disputes

(a) Where by or under this Act any person is required by a notice given by the Commissioners to do any work to the satisfaction of the Commissioners or to comply with any directions of the Commissioners, he may within 21 days after the service of such notice on him give to the Commissioners a counter-notice in writing objecting to either the reasonableness of or the necessity for such requirement or directions, and in default of agreement between such person and the Commissioners the dispute

shall be referred to the arbitration of a single arbitrator to be appointed in default of agreement by the President of the Institution of Civil Engineers on the application of either party. Where such a counter-notice has been given to the Commissioners the operation of the notice shall be suspended until either agreement has been reached or the dispute has been determined by arbitration in accordance with the provisions of this Act.

(b) Any dispute as to whether the consent of the Commissioners under this Act to the doing of any act has been unreasonably withheld or as to whether any condition subject to which such consent is granted is unreasonable shall be referred to the arbitration of a single arbitrator to be appointed in default of agreement by the President of the Institution of Civil Engineers on the application of either party.

(c) Where by or under this Act any person is required by a notice given by the Commissioners to do any work to the satisfaction of the Commissioners or to comply with any directions of the Commissioners and any dispute subsequently arises as to whether such work has been executed or such directions have been complied with such dispute shall be referred to the arbitration of a single arbitrator to be appointed in default of agreement by the President of the Institution of Civil Engineers on the application of either party.

166. 27. Penalty

If any person contravenes or fails to comply with any provision of this Schedule such a person shall be liable on summary conviction to a fine not exceeding level 1 on the standard scale.

Next steps

Once you have completed your petition template, save it and either email it to hlprivatebills@parliament.uk, post to the Private Bill Office, House of Lords, London, SW1A 0AA, or call 020 7219 3231 to arrange a time to deliver it in person.

Petitioner's details

Organisation/group name (if relevant)

National Bargee Travellers Association

First name(s)

Pamela

Last name

Smith

Address line 1

30 Silver Street

Address line 2

Reading

Post code

RG1 2ST

Country

UK

Email

secretariat@bargee-traveller.org.uk **Please make all contact by email**

Phone

0118 321 4128

Who should be contacted about this petition?

Individual above X

Another contact (for example, Roll A Agent or other representative)

If another contact, complete the 'main contact's details' section.

Main contact's details

First name(s)

As above **BUT** please note that **all contact should be made by email** to the email address above

Last name

Address line 1

Address line 2

Post Code

Country

Email

Phone

Terms and conditions

Personal information

A copy of this petition and information provided in the online form will be:

- kept in the Private Bill Office and as a record in the Parliamentary Archives.

- sent to the Bill's Promoter after the petition has been received by the Private Bill Office.

We will publish your petition on UK Parliament's website. This will include your name and address. The personal information you have provided may be kept in a database by both Private Bill Offices.

Communications

Private Bill Office staff may call or email any of the people named in the petition to verify the information provided.

Communications may be stored in databases to keep track of information you have given or received. This information may be shared between the Private Bill Offices.

Consent and confirmation

The information you have provided in the petition and online form is accurate.

If you have completed the form on behalf of an individual, a group of individuals, an organisation, or a group of organisations, you have been authorised to do so.

Check this box if you agree to the terms and conditions