



**Canal &
River Trust**

Making life better by water

London Mooring Strategy

Final Consultation Report Response

June 2018

Introduction

The London Mooring Strategy sets out how mooring space on the Canal & River Trust network in London can be managed to ensure that there is fair access to the waterways in a climate of recent, and predicted future, growth in boat numbers. After reviewing the consultation responses, this report sets out the final strategy to help balance the competing demands and needs of different groups and will involve some changes to existing mooring arrangements in busy areas, particularly in central London.

Consultation Review and Responses

The strategy was developed with stakeholders during 2017/18. The consultation on the draft London Mooring Strategy ran from 18 October – 18 December 2017. 1239 responses to the consultation were received.

The majority of those responding to the consultation believed the proposals would improve boating in London, moorings and facilities. Nearly 40% said that the proposals would improve fair sharing of the water space.

- 54% said the proposals would improve their experience of boating in London (24% said that they would make their experience of boating in London worse)
- 54% said that the proposals would improve mooring (24% said they would make mooring worse)
- 77% said that the proposals would improve facilities (6% said they would make facilities worse)
- 39% said they thought the proposals would help ensure water space in London is shared more fairly (22% said they would make fair sharing of the waterspace worse)

1. Development of new long-term moorings to be supported and prioritised in quieter/less busy areas of the London waterway (primarily outer London)

- 1800m (about 5900ft) of new long-term offside moorings have been identified for development. The majority of these are away from the busier central London waterways.
- Potential for additional offline long-term mooring as part of major development sites at Meridian Water (Enfield) and Old Oak Park Royal Development Corporation (OPDC) will be progressed through the emerging plans for these sites.
- General towpath mooring (14-day) will be improved (predominantly in outer London) with mooring rings and/or dredging (where identified in the national dredging plan) to increase overall capacity. Where possible we will work with volunteers/boaters to install mooring rings.

2. Encourage development of long-term moorings from a diverse range of providers

- Of the potential long-term offside moorings identified by the Trust, approximately one third of these will be delivered by the Trust through its Waterside Moorings division.
- The majority of the potential long-term offside moorings will be delivered by other private and independent providers.
- In response to feedback from the consultation, subject to planning permission, we anticipate that a majority of the new long-term offside moorings will be for residential use.

3. Improve provision, maintenance and management of short-stay moorings

- Changes to short-stay moorings will be made at locations where existing stay time is 14 days, returning part of each mooring to 14-day general towpath mooring and introducing a mix of 48-hour and 7-day stay on the remainder at busy moorings (Brentford, Kensal Green, Camden) and 7-day stay at less busy moorings (Springwell, Horse & Barge, Browns Meadow, Cowley North, Denham Lock). Camden visitor mooring and Victoria Park visitor mooring will become a mix of 7-day and 48-hour, Broadway Market visitor mooring will switch to 48-hour (these latter changes will be seasonal, with moorings reverting to 7 days in winter).
- New short-stay visitor moorings at Highpoint Village (Hayes), Slough Basin, Gray's Inn Road, Kings Cross Goods Way, Hertford Union, Br.56 Regents, Limehouse Cut, Bow Back River, Springfield Park, Enfield, Dobbs Weir, Roydon Mill, Hunsdon Mill, Sheering Mill Lock and Sawbridgeworth.
- From summer 2018, additional sightings will be introduced at central London visitor moorings (including Paddington Basin, Little Venice, Camden, Kings Cross and Islington). Daily overstay charges will be applied.
- From October 2018, winter stay times will be relaxed to 14 days at short-stay visitor mooring sites west of Kensal Green on the Grand Union, and north of the A12 on the Lee Navigation (with the exception of very short-stay visitor moorings in Ware, provided in partnership with the local authority).

4. Develop custom short-stay moorings to meet customer demand

- Additional pre-bookable chargeable visitor mooring sites will be introduced as follows¹:
 - King's Cross – offside site (three berths), in partnership with Argent

¹ The Trust will be undertaking a further stage of work looking at the issue of significant growth in demand from boats without a home mooring in key locations of the waterway network. This will include consideration of pre-bookable chargeable moorings.

- St Thomas's Creek on the Bow Back River (pp to two berths) – this is a new offside site that has become available as part of a development. This site will be available as a pre-bookable visitor mooring April – October and a winter mooring from November – March.
- Lee Navigation, adjacent to the Olympic Park (three berths)
- The proposed pre-bookable mooring beside Regent's Park and Limehouse Cut (adjacent Bartletts Park) will not be introduced until the others sites have been delivered, an assessment of customer demand has been completed, and the potential impact on boating in the immediate area has been considered.
- Two paid for part-time pre-bookable trade moorings will be introduced at King's Cross. When not in use as trade mooring the space will be available for free short-stay mooring.
- Two bookable mooring sites will be developed where boat maintenance can be carried out: on the Lee Navigation (managed independently of the Trust) and at Adelaide Yard, Southall on the Grand Union (managed by the Trust).
- Eco-mooring zone: we will work with Islington Council to implement a trial free pre-bookable mooring zone, incorporating measures to support low emissions from boats using the moorings.

5. Winter Moorings that recognise and balance the needs of all boaters using the waterways

- The London winter mooring offer will remain broadly the same as 2017/18, offering a range of sites in outer London with differing price bands subject to the location and amenities available at or near the sites.
- Limited additional winter mooring sites will be available at Yiewsley (Grand Union), Hertford (Lee Navigation) and Bow Back River².

6. Better provision and management of boating facilities to meet customer need

- Over three years, the Trust will improve and enhance existing boater facilities. New facilities will be prioritised in areas where there are currently gaps in provision.
- In response to feedback from the consultation, customer service facilities improvements in 2018/19 will include:
- Water points:
 - New taps at Alperton, Harlesden, Sturt's Lock (Shoreditch), Bow Locks,
 - Improve water pressure at Paddington Basin
 - Relocate tap from Old Ford to Sweetwater (Olympic Park)
- Waste facilities:
 - New compounds at Harlesden, Feildes Weir (Hoddesdon), Stonebridge Lock
- Elsan (toilet disposal) facilities:
 - Undertake feasibility work to introduce additional Elsan facility on the Regent's Canal

Additional customer service facility improvements will be phased between 2019 – 2021

7. Improve communication between boaters and the Trust

- In response to feedback from the consultation the Trust will work with boaters to support a series of boating information and advice sessions primarily aimed at new boaters to help improve their skills and knowledge.

² Subject to demand and availability of appropriate locations, additional winter mooring site may be available.

- The Trust will make it easier to access existing information for boaters on mobile platforms, for example stoppage notices, location of facilities and mooring sites and other information useful for boaters.
- Through 2018/19 existing notice boards will be updated and enhanced.
- In response to feedback from the consultation the Trust will work with boaters, the police and local stakeholders to address concerns about personal safety on the towpaths. Working in partnership we will seek to support the establishment of a 'Canal Watch' scheme.

8. Increase business boating activity in key London waterway destinations

- New commercial moorings will be developed in key destinations. Initial focus will be on Little Venice / Paddington and the Olympic Park trade moorings at East Wick/Sweetwater.
- Further commercial mooring opportunities will be developed in Docklands
- Commercial mooring opportunities may form part of strategies being developed for Old Oak Park Royal Development Corporation (OPDC) area; Meridian Water, Enfield; and other areas where strategies are being developed with partners.

9. Support activities that ensure accessible and affordable access to the water for all

- Where navigational safety is compromised, mooring restrictions (including restrictions on double mooring) will be implemented and appropriate signage installed. These restrictions will be monitored and enforced where necessary
- Two new 'water sport zones' will be created on the Lee Navigation: at Broxbourne between Lock 8 (Aqueduct Lock) and Lock 7 (Carthage Lock); and between Lock 19 (Old Ford Lock) and Lock 17 (Tottenham Lock). The water sport zones will be signed at each entry with clear information and advice for boaters. Mooring restrictions will be introduced where necessary to ensure the safety of unpowered craft (e.g. restrictions on double mooring).

Amendments to the draft strategy

Following the consultation on the draft London Mooring Strategy and considering the feedback we have received, we are proposing a small number of revisions as follows.

Proposals to change stay times at short-stay visitor moorings will be prioritised at inner London locations. Changes at outer London short-stay visitor moorings will be phased over year 2 and 3. Variations to the following specific proposals have been made in response to feedback:

Draft proposal: 3.9: Create a new chargeable 7-day pre-bookable mooring close to Regent's Park between Bridge 9 (Macclesfield Bridge) and Bridge 10 (Primrose Hill)

Revised proposal: 3.9: Following implementation of pre-bookable moorings at King's Cross and Olympic Park review demand before making a final decision by 2020/21 on whether to introduce pre-bookable mooring close to Regent's Park.

Draft proposal: 3.10: Create a new free 48-hour short-stay visitor mooring site close to Regent's Park

Revised proposal: 3.10: Following implementation of changes to other short-stay visitor mooring sites review demand before making a final decision by 2020/21 on whether to introduce a new short-stay visitor mooring site close to Regent's Park.

Draft proposal: 4.6: Re-classify Camden short-stay visitor mooring as part 48-hour/part 7-day stay

Revised proposal: 4.6: Re-classify Camden short-stay visitor mooring as part 48-hour (seasonal April – October)/part 7-day stay

Draft proposal: 4.16: Re-classify current 7-day visitor mooring as 48-hour (Broadway Market)

Revised proposal: 4.16: Re-classify current 7-day visitor mooring as 48-hour (seasonal April – October) (Broadway Market)

Draft proposal: 6.5: Create a new 7-day pre-bookable mooring (chargeable) on Limehouse Cut near to Bartlett Park)

Revised proposal: Following implementation of pre-bookable moorings at King’s Cross and Olympic Park review demand before making a final decision by 2020/21 on whether to introduce pre-bookable mooring on Limehouse Cut near to Bartlett Park (subject to implementation of Bartlett Park masterplan by Tower Hamlets Council)

Draft proposal: 8.8: Re-classify Dobbs Weir short-stay visitor mooring as 24-hour

Revised proposal: 8.8: Re-classify Dobbs Weir short-stay visitor mooring as 48-hour (seasonal April – October)

Draft proposal: 3.23: After new facilities installed in other areas remove rubbish disposal and pump-out facility from Little Venice and re-locate water point. Site of existing facilities to be developed to enhance visitor destination.

Revised proposal: 3.23: After new facilities installed in other areas, and subject to review of facilities provision in London in 2020/21, consider removal of rubbish disposal and pump-out facility from Little Venice and re-location of water point, to enhance site as a visitor destination.