



ISLINGTON VISITOR MOORINGS MANAGEMENT ARRANGEMENTS: SUMMARY OF RESPONSES TO PROPOSALS 5 NOVEMBER 2013

INTRODUCTION

We issued the proposals appended as Appendix 2 on 20th September 2013. By the closing date of 4th October a total of 13 people had responded, of which 7 were boaters or waterways organisations, 4 were local residents or residents' representatives, and 2 were from Islington Council.

SUMMARY OF RESPONSES

A schedule of responses is attached as Appendix 1. The responses are summarised below and we have added our comments on each subject.

- Some acknowledgement of compromise between different positions
- Some support for sensible and pragmatic approach
- General support for Quiet Zone
- General support for Mooring Rangers and Caretaker Boaters (some concern about lack of reporting responsibilities for Caretaker)
- Some concern at potential loss of one mooring for use of Caretaker Boat
- Some concern that noise and smoke pollution issues not adequately addressed through reduction in boats throughout the year
- Some criticism that a 're-visit' time or 'no return within' time has not been introduced
- Suggestions of stay/return times (7 days in any one month; 5 days per three months; 3-5 days max. with no return in three months)
- Suggestions of use of Borough boundary for geographical movement requirement, or other clear advice
- Some suggestions for more strongly worded signage and banning running of engines and generators
- Some criticism of lack of meaningful policing/enforcement system

KEY ISSUES

a) Inadequate response to pollution issues

Concern:

Introducing single line mooring during the winter does not go far enough to address pollution throughout the year.

Comment:

The Islington VMs are a popular mooring location, which we and other canal interest groups want to make more accessible to visitors. Reducing mooring to single line all year would unacceptably reduce capacity for visitors. We are commencing discussions with canal interest groups about the role of visitor moorings in London as a whole, to establish how they can be managed to provide a range of mooring options for visitors. Simultaneously, we are reviewing the capacity of the canal network in London to identify areas where moorings can be increased, in order to encourage more movement across the network and reduce the reliance on popular moorings.

b) Shorter stay times and 'no return' times

Concern:

Lack of 'no return' times encourages 'bridge hopping' by some boaters, who return too soon; and shorter stay times would free up capacity and encourage movement, thus reducing the need to charge batteries when static.

Comment:

Changing stay times and introducing 'no return time' has an impact across the London network. We will be reviewing the approach to visitor moorings in London comprehensively, and aim to introduce a range of mooring options. Some of the suggestions for stay/no return times would actually enable longer stays at the site (e.g. 7 days in any one month would enable a 14 day stay spread over the end of one month and the beginning of the next month).

Introducing blanket 'no return' times impacts upon leisure cruisers, which are not subject to the same 'bona fide navigation' requirements of continuous cruisers (boats without a home mooring) that are set out in the British Waterways Act 1995. While continuous cruisers may only moor in one 'place' for 14 days, and then move on in a generally progressive direction, boats that have a home mooring and engaged in leisure cruises are not subject to this requirement. These boats are free to navigate as they wish, and often use visitor moorings on both their outward and return journeys. A three month no-return policy would exclude many of the visiting boats, whose journeys are often shorter.

We are commencing a review of the canal network to identify appropriate and meaningful geographical definitions of 'place' so that there is greater clarity about how far continuous cruisers need to move to comply with the 'bona fide navigation' requirements of the Act. We will be liaising with London Boaters and others to establish clear definitions of place that are meaningful to boaters. We will be increasing the level of education and information about these movement requirements, so that boats adhere to the rules and do not 'bridge hop' or visit popular mooring sites repeatedly in a short period of time.

The popularity of particular mooring sites is linked to the availability of boater facilities, e.g. water points, sewage pump outs, rubbish collection points etc. We are therefore reviewing the distribution of boating facilities, e.g. water points, sewage pump-outs etc. to ensure that gaps in geographical provision are addressed. We are also looking to work in partnership with local authorities to investigate the provision of rubbish and recycling facilities close to the canal, so that they may be used by boaters, thus discouraging dumping of rubbish and the inappropriate burning of waste materials.

We are also reviewing the capacity of the London canal network to identify new mooring locations, thus providing new destinations for boaters so that the most popular locations can be freed up for other visitors. This strategic approach to increasing movement and freeing up capacity should help reduce the need to remain static in any one place, and the consequent pollution issues this can result in.

c) Effective and meaningful enforcement

Concern:

The Trust's enforcement regime is ineffective in controlling all types of nuisance perpetrated by a small minority of boaters who do not abide by the rules.

Comment:

Resolving fundamental conflicts between the interests of local residents, the majority of rule abiding boaters, and small, inconsiderate pockets within the boating community is not an easy task, and not one which can be addressed solely through enforcement. Our powers and resources are simply not adequate to rely on this route alone. Enforcement can never be more than a backstop. We do however recognise the importance of there being a credible deterrent to anti-social behaviour. The Trust's statutory framework was not designed for this particular purpose so its powers are not as strong as those held by local authorities and the police for this type of purpose.

We continue to refine and develop our processes to concentrate on monitoring and evidence gathering, so that we can escalate action appropriately through enforcement of our licence terms and conditions; in extreme cases legal action can be taken by the Trust or more appropriate other body. For example, we have no statutory powers to enforce noise and pollution abatement orders through the courts resulting in criminal convictions, whereas local authorities do.

We believe that a more effective route is to build an allegiance with the responsible boating community in London to bring peer pressure to play upon the minority of inconsiderate boaters. To this end, we have recruited two additional staff members as mooring rangers. Their job is to work with boaters to reduce the incidents of behaviour which cause disturbance to residents. We will continue to take complaints about breaches of licence conditions through our enforcement process. We have the powers, ultimately, to revoke boaters' licences, but this process takes a number of months to progress through the legal process. Hence, our approach to working with other authorities that have powers to take more appropriate, and immediate, action.

NEXT STEPS

The responses received will be used to review the published draft proposals prior to final publication and implementation.

APPENDIX 1:

FEEDBACK ON PROPOSALS PUBLISHED 20 September 2013

PROPOSAL	DESCRIPTION
Boater	<ul style="list-style-type: none"> • Looks really good • Great to see all our hard work may be coming to something
Boater	<ul style="list-style-type: none"> • Well-ordered and represent a good compromise between the different positions • Glad to see single mooring only in winter and double only in summer • Good idea for the Quiet Zone to be the whole length of the mooring • Signage text is clear, friendly and to the point • Can't expect the caretaker boat to be present every night between 8pm-8am – 'normally be present...' • Like suggestion that the person will not only be responding to events but also checking up on things • Hope this model might be introduced in other places if it works
Community boating club representative	<ul style="list-style-type: none"> • This all seems fine to me.
Inland Waterways Association, London Region	<ul style="list-style-type: none"> • Sensible and pragmatic approach to solving a difficult problem • Regret CRT have not taken the proposal one step further and included a re-visit time for this mooring
Boater	<ul style="list-style-type: none"> • This all looks good... • Might I suggest that CaRT take this chance to work with Islington to improve rubbish collection and general nuisance watch just below the lock - that is to the east of Islington Mooring. Having moored around there a bit this summer, it was on this end that there were more troublesome people...on and off the boats. • This might help to up the image of CaRT and boaters in general...
Cllr.Martin Klute, London Borough of Islington	<ul style="list-style-type: none"> • Proposals fail to set any time or geographic constraints on returning to the area after the '7 days free mooring' have expired • The number of days per month that any boat can remain at the moorings <u>within any one month</u> be limited to 7 days • Fail to address the abuse of moorings by boaters who 'move' on when asked, but only a few hundred yards up the canal, and then return to the same moorings shortly afterwards • A convenient parameter to adopt for geography would be Borough Boundaries in urban areas • CRT to develop a workable enforcement regime that is effective in dealing with all types of nuisance perpetrated by a small minority of boaters
Resident, Noel Road	<ul style="list-style-type: none"> • Is ranger responsible during daytime? • What is Project Kraken? • A blitz is needed to cut back overgrown weeds and branches for signs to be clearly visible

	<ul style="list-style-type: none"> • Thin out copse and cut back trees at Colebrooke Row so that Canal is visible from Colebrooke Row
On behalf of residents, Noel Road	<ul style="list-style-type: none"> • Quiet Zone welcomed • Pollution issues have not been addressed, and are remain our main concern • Two ways to prevent pollution issues - reduce the number of boats and restrict operation of generators and fires • Proposals only suggest reduction in boat numbers for half a year when...pollution issues continue throughout the year • Example of 'No running of engines' rules at other visitor moorings (in Macclesfield) [this is incorrect – CRT] • Given high number of boats in London and reduction of berths at IVM, more equitable to reduce length of stay to 5 days per three months • Caretaker boat to have more responsibility – to report to appropriate authorities all infringements of noise, smoke and duration of stay by boaters and for residents to have access to these reports • The proposed signage should make instructions more of a commands than a request • As Danbury St. end is worst affected, mooring rings should be removed here and there should be ban on running of engines and use of fires here, if further restrictions on generators and fires not introduced • Mooring rangers and environmental apprentice are step in right direction • Tougher changes in the rules and effective enforcement of them needed • In light of CRT's inability to control the nuisance...perhaps this section of the canal should be free of moored boats • We do not have an adequate response to the scale of the problem or actions that will significantly noise and pollution
Resident, Noel Road	<ul style="list-style-type: none"> • I support this [Noel Road residents'] well reasoned response. • Concerns about the pollution caused by boats to both biodiversity and the residential environment have not been satisfactorily addressed.
Cruising club representative	<ul style="list-style-type: none"> • No objection as such (apart from the warden boat - see below) providing funding is not coming from the maintenance budget! • As there are limited spaces at Islington is a warden boat taking up one of them strictly necessary? • We note that the water tap has been moved from below the lock some signage for this would be helpful • The proposals do not address the core issue for us and many others of lack of space for boats visiting London this should have greater priority
Residential Boat Owners Association	<ul style="list-style-type: none"> • I am pleased to confirm that the Residential Boat Owners' Association (RBOA) is in full agreement with your proposals for the Islington Visitor

	<p>Moorings.</p> <ul style="list-style-type: none"> As for the proposed Moorings Rangers, they could perhaps carry a simple A4 hand out covering the conditions of use attached to the moorings they patrol - this could be useful to avoid or minimise confrontations with anyone who might deliberately or inadvertently be in breach of the rules.
<p>Resident, Noel Road</p>	<ul style="list-style-type: none"> Principle problems experienced by Noel Rd residents are: Diesel Fumes (Generators from static boats); Smoke: (wood fires...starting or used as fuel); Noise: (Generators, loud radios etc) It is not clear to me how much time and with what frequency a “visitor” may moor at the IVM Allowing for single or double mooring the maximum number of boats at any one time is 10 > 20 boats. With this in mind, if boats were allowed to stay for 7 days in every month we could end up with fewer than 80 different boats moored in 1 year. Result: Boats moored at IVM are no longer “Visitors” but, “Rotating Residents” Having boats moored for up to 7 days also adds to the pollution problem as this requires boat owners to run generators whilst static rather than charge their power systems by moving between moorings Reducing Stays to 3 > 5 days max with no return for a minimum of 3 months this would achieve: A lot more boaters having the opportunity to use the IVM; Boaters are visitors to, not quasi residents of IVM; A reduction in generator use in order to generate power CRT will need to stipulate prior or subsequent mooring at a reasonable distance from IVM Any issues of improper smoke generation, or general nuisance, would of course have to be managed by CRT [As residents or when travelling] we not only are expected to uphold or abide by its rules and regulations, but can expect sanctions if we do not. I can see that a majority of Boaters abide by the rules...both to the letter, and in spirit. However, policing of rules is not aimed at this type of person. Unless and until the CRT grasp this particular nettle and introduce a <u>meaningful</u> policing system then all the proposed rules and regulations will be meaningless I look forward to your revised proposals which will solve the problems outlined, thus support the rule abiding boaters, and create the opportunity for an increase in boaters to moor at IVM through shorter visits.
<p>London Borough of Islington - Environmental Health</p>	<ul style="list-style-type: none"> Warden boat welcomed but clarity on the role and good practice example Rangers welcomed No stand alone or emergency generators All engines to be covered or insulated Single line mooring all year No return for three months or maximum 7 days per month



APPENDIX 2: ISLINGTON VISITOR MOORINGS PROPOSED SIGNAGE AND MANAGEMENT ARRANGEMENTS

20 SEPTEMBER 2013

INTRODUCTION

The proposals in this paper follow discussions about effective management arrangements to address the conflicts arising at the Islington Visitor Moorings adjacent to Noel Road as a result of noise and smoke pollution.

These proposals have taken account of a range of views and comments from local residents, Islington Council and London Boaters, shared through a joint working group. They incorporate new initiatives with partners, which have taken time to develop and will require further investment and review.

As these measures depend on close co-operation between boaters, local residents, Islington Council and Canal & River Trust, the proposals focus on measures that can be delivered, monitored and enforced effectively. The impact of these measures will be reviewed through the joint working group.

It is intended to implement these proposals as soon as possible, first rolling out the elements that can be delivered quickly, and introducing the other elements as they are finalised.

Comments and suggestions are invited on the proposals. Please send these to Sorwar Ahmed, boater liaison manager (sorwar.ahmed@canalrivertrust.org.uk) **by 4th October 2013**.

PURPOSE OF PROPOSALS

The primary purpose is:

To reduce incidences of noise and smoke pollution at the Islington Visitor Moorings.

The secondary purpose is:

To raise awareness of environmental pollution issues, provide support and information about better environmental performance, provide a welcoming environment to visiting boats, promote neighbourly behaviour and improve partnership working between boaters, residents, the Council and the Trust.

PROPOSALS

In summary, these are:

- Designation as a Quiet Zone, including limiting engine and generator noise to background level
- Introduction of single line mooring in winter, maximum double berthing in summer
- Reserved space for a Caretaker Boat to advise boaters and provide information
- New signage to reinforce Quiet Zone message and new mooring arrangements
- Investment in two part-time Mooring Rangers to provide regular towpath presence, including weekends, to provide information and raise awareness of boating protocols
- Investment in DEFRA funded project for an Environmental Health apprentice to provide boaters with environmental advice, training and assessments.

These are outlined in the table overleaf, and details attached as appendices.

ISLINGTON VISITOR MOORINGS PROPOSALS – September 2013

PROPOSAL	DESCRIPTION	IMPLEMENTATION
1: Designation as Quiet Zone	<p>Signage to designate the whole length of Visitor Mooring as a Quiet Zone, agreed in partnership between London Boaters, local residents, Islington Council and Canal & River Trust.</p> <p>This identifies the moorings as a sensitive location that exacerbates noise and smoke pollution, and provides guidance on considerate behaviour.</p> <p>The Quiet Zone would be implemented through:</p> <ul style="list-style-type: none"> • an information campaign through boating networks, London User Group, and the Better Relationships on the Waterways in London Group • information to new visitors to the mooring provided by the Caretaker Boat • liaison and advice from the new CRT Mooring Rangers posts • monitoring of noise and smoke by Islington Council • action through Islington Council pollution control and CRT enforcement where necessary 	<ul style="list-style-type: none"> • Install new specific signage • Prepare guidance documentation • Train staff
2: New mooring arrangements	<p>A change to mooring arrangements to limit the level of smoke and noise that is generated by moored boats:</p> <ul style="list-style-type: none"> • 1st October – 31st March – single line berthing only • 1st April to 30th September – double line berthing permitted (no triple berthing permitted) 	<ul style="list-style-type: none"> • Included on signage • Stoppage notices to be displayed with adequate notice
3: Caretaker Boat (formerly described as Warden Boat)	<p>In partnership with London Boaters, a team of Caretaker Boats to be recruited through CRT to provide a service at up to five designated visitor mooring locations. Boats would do 1 month rotations at each location, moving onto the next location to enable a new Caretaker to take up station.</p> <p>The Caretaker Boats would:</p> <ul style="list-style-type: none"> • Advise on length of stay • Encourage neighbourly behaviour, 	<ul style="list-style-type: none"> • Define specific voluntary job role • Advertise and recruit • Mark up towpath with reserved space • Provide guidance material and contact information

	<p>advising on smokeless fuels and use of generators</p> <ul style="list-style-type: none"> • Arrange for simple site maintenance and litter clearance • Co-ordinate with local groups • Co-ordinate with event organisers • Liaise with and report crime and antisocial behaviour to Police • Be present on site between 8pm and 8am 	
4: New signage / information	<p>Five new signs:</p> <ul style="list-style-type: none"> • Replacement of existing large welcome sign at the centre of the visitor mooring • Two new Quiet Zone signs to be located at either end of the visitor mooring • The two existing 'totems' at either end of the visitor mooring to be have new signage tiles affixed <p>In addition, the information material in the 'Boater's Information' display board to be renewed. This will include further guidance, contacts for environmental advice and community safety, and boater information.</p>	<ul style="list-style-type: none"> • Agree locations for Quiet Zone signs to be affixed • Assess any heritage and planning constraints • Pursue any consent regimes required • Specify and order signs • Install
5: Mooring Rangers	<p>CRT is recruiting two part-time Mooring Rangers to provide a regular towpath presence and liaise with boaters, towpath users and local residents. They will:</p> <ul style="list-style-type: none"> • Encourage safe and fair sharing of the towpath • Patrol and monitor the towpath, deterring low-level anti-social behaviour and crime, reporting incidents to the appropriate authorities • Check boater facilities, information boards and signs and report defects and repairs • Provide advice and guidance to boaters about moorings and facilities • Mediate and resolve conflicts between boaters, other towpath users and local residents • Respond to complaints between boaters and neighbours • Liaise with Police (Safer Neighbourhood Teams, Marine Watch, Project Kraken) and Council community safety and anti-social behaviour teams • Provide a towpath presence at weekends and out of hours (where practical) 	<ul style="list-style-type: none"> • Complete recruitment process • Train and deploy

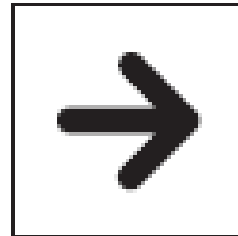
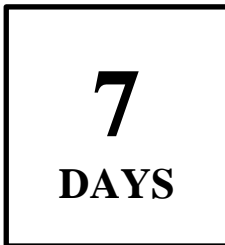
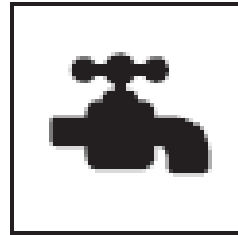
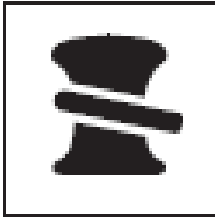
<p>6: Environmental Apprentice</p>	<p>In partnership between Islington Council and the Canal & River Trust, funding has been secured for a strategy to reduce particulate matter concentrations derived from wood burning and diesel engines along the canal in Islington.</p> <p>The strategy includes the following measures;</p> <ul style="list-style-type: none"> - New signage - Awareness raising events for boaters and residents - Communications (leaflets, letters, stickers) - Embedding of behaviour change - Change in conditions of stay <p>We are proposing to employ an apprentice in order to assist with this. They will be involved in:</p> <ul style="list-style-type: none"> • closer working with the boating community and residents to understand the requirements for boaters to live along our waterways without causing nuisance to other residents • education about how to protect boaters' own health from diesel and smoke emissions • identifying best practice measures for operating diesel engines • disseminating and sharing findings on best practice with boaters, local residents, and other local authorities. 	<ul style="list-style-type: none"> • Submit project plan to Defra • Recruit for Environmental Apprentice
-------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------



Canal &
River Trust

Keeping people, nature & history connected

Welcome To Islington Visitor Moorings



Maximum 7 day stay free of charge.

Extended stay charges of £25 per day apply after 7 days.

Standard cruising requirements apply.

Double berthing is not permitted here between 1st October and 31st March.

One berth is reserved for a Caretaker Boater, who can advise on stay times and liaise with the Canal & River Trust, the Police, Islington Council and local groups. Please do not moor at this berth.

This area has been designated a **Quiet Zone** in partnership with London Boaters, local residents, Islington Council and Canal & River Trust.

As this area traps smoke and amplifies noise, which is a nuisance and health hazard for nearby residents and visitors, please observe the Quiet Zone requirements. For more information and guidance, please see the information board nearby or contact us.

For general enquiries, please, email Enquiries.london@canrivertrust.org.uk, call 0303 040 4040 or visit canalrivertrust.org.uk/boating. Noise or pollution incidents can also be reported to pollution@islington.gov.uk. Thank you for your co-operation, and enjoy your stay.

Location: Rear of Noel Road, The Angel, Islington, London N1

Grid reference:

QUIET ZONE

This area has been designated a **Quiet Zone** in partnership with London Boaters, local residents, Islington Council and Canal & River Trust.

As this area traps smoke and amplifies noise, which can be a nuisance for nearby residents, please:

- Refrain from playing loud music
- Ensure that generator and engine noise is not audible above the background level
- Only run your engine or generator between 8am and 8pm
- Do not run your engine in gear, as it damages the canal bank
- Burn only smokeless fuels – no wood, rubbish or other materials
- Ensure that stored fuel is kept dry to avoid smoke
- Reduce smoke when starting your stove by building up your fire with a small amount of fuel at a time

Thank you for your co-operation.

For more information, or to report an incident, please contact:

enquiries.london@canalrivertrust.org.uk, pollution@islington.gov.uk

or telephone the Canal & River Trust on 0303-040 4040.



Canal &
River Trust

Keeping people, nature & history connected



Canal &
River Trust

Keeping people, nature & history connected



7 DAYS
FREE MOORING



EXTENDED STAY
£25 PER DAY

Ideas for Caretaker Boaters Proposal: London Boaters Group 2013

5 potential moorings: Stonebridge
Old Ford/Bow Back Rivers
Broadway Market (?)
Angel
Vicky Park/Mile End

6 Caretaker Boaters: Voluntary, 12 month contract, must be CCing liveaboard boater in London – post advertised to boaters by CaRT, 2 reserve posts might be helpful to fill in for time out for boat-work etc.

Monthly movement around a circuit of sites: between 2 moorings (Vicky Park and Stonebridge?) will be 4 weeks ‘holiday’, mooring-space could be signed: “if a Caretaker arrives and asks to moor here please let them” – shouldn’t be a problem as there should always be a ‘spare’ moving between sites, one boat leaves as the other arrives.

Solid complaints procedure: starting with ‘forum’ of Caretakers, then to CaRT.

Limited responsibilities: *advise* on length of stay, *encourage* neighbourly behaviour, co-ordinate with local groups (eg. SCENT, Friends of Regents Canal, Residents Associations...), co-ordinate with events organisers (IWA, rowers, fishermen...).

Some expectations: to be present during most 8pm to 8am periods, and on one whole day per week, to be resident on boat, to introduce self and role to new arrivals, to report crime and serious antisocial or unsafe behaviour and liaise with Project Kraken, *not* to report boaters to CaRT (eg. overstaying, return times, guidelines), *but* to advise when others might do so.

Some duties: to monitor: water quality and depth, air quality, noise, smoke, condition of bins/facilities; to advise on: smokeless fuels in air quality control areas, use of engines/gennies at antisocial hours; to carry out or seek out volunteers who might help carry out: maintenance/improvement of facilities, litter-picking, etc.

Some site-specific duties: gates at Angel, Waterside Centre at Stonebridge, co-ordinate with Tower Hamlets on safety and security at Vicky Park, discourage mooring on lock-landings and/or water points, etc.

Rewards: 4 week stay, guaranteed mooring and predictable timetable, 4 weeks off in 6 months, interaction with boaters and locals, almost always near transport links/facilities, a sticker in your window...

Benefits to London Boaters: a more ‘hands off’ approach from CaRT (this was proposed as alternative to more recording and oversight of movement and potentially two more enforcement officers on the Regents Canal), ‘Caretakers’ less likely than permanently moored ‘Warden Boats’ (suggested by some Local Councillors) to

create little kingdoms or fiefdoms on certain moorings, preserves and develops relationships with locals and local organisations, a reliable 'eye' on boats and facilities, a friendly welcome on the towpath, 'visiting boaters' made more welcome and less likely to complain...