



1. What is your primary interest in the K&A? Please tick the one that most applies to you.

		Response Percent	Response Count
Boating		93.8%	407
Cycling		0.0%	0
Walking		1.2%	5
Fishing		1.2%	5
Wildlife		1.2%	5
Other		2.8%	12
	(please specify)		56
		answered question	434
		skipped question	4



2. Do you own a boat licensed with the Canal & River Trust?

		Response Percent	Response Count
Yes		94.4%	407
No		5.6%	24
		answered question	431
		skipped question	7


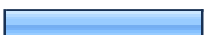



3. Is your boat your primary residence?

		Response Percent	Response Count
Yes		45.0%	179
No		55.0%	219
		answered question	398
		skipped question	40

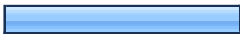




4. Which type of license do you have?

		Response Percent	Response Count
Home mooring		58.1%	230
Continuous Cruising		41.9%	166
		answered question	396
		skipped question	42






5. Boaters agree to move to a new place every 14 days, unless it is reasonable in the circumstances to stay longer.

		Response Percent	Response Count
Strongly agree		60.6%	248
Agree		31.8%	130
Neither agree nor disagree		2.7%	11
Disagree		4.2%	17
Strongly disagree		0.7%	3
		answered question	409
		skipped question	29






6. Where appropriate, cases of concern which the Trust staff feel are not clearly 'reasonable in the circumstances' will be referred to a partnership sub group for review and may be subject to challenge.

		Response Percent	Response Count
Strongly agree		37.6%	152
Agree		39.9%	161
Neither agree nor disagree		10.9%	44
Disagree		7.2%	29
Strongly disagree		4.5%	18
		answered question	404
		skipped question	34






7. Boaters agree to vary the places they select to moor, and each time they move they agree not to move back to the place they have just come from (unless they are reversing the direction of travel or momentarily accessing essential services).

		Response Percent	Response Count
Strongly agree		47.4%	192
Agree		40.0%	162
Neither agree nor disagree		5.7%	23
Disagree		4.4%	18
Strongly disagree		2.5%	10
		answered question	405
		skipped question	33






8. Boaters agree not to 'Bridge Hop' (the term used to describe when a boat moves from one place to another adjacent to it and then back to the same place).

		Response Percent	Response Count
Strongly agree		58.6%	238
Agree		30.5%	124
Neither agree nor disagree		6.2%	25
Disagree		3.7%	15
Strongly disagree		1.0%	4
answered question			406
skipped question			32






9. A map of local Places will be published that reflects the local geography and the places determined in a consistent fashion. The places will reflect the advice provided by Canal & River Trust in the local guidance. A map of places has been produced by the working group. It is proposed that these are used during the 12 month pilot and then reviewed. The Towpath Mooring Plan will reflect the map of places.

		Response Percent	Response Count
Strongly agree		34.9%	141
Agree		36.1%	146
Neither agree nor disagree		11.6%	47
Disagree		7.7%	31
Strongly disagree		9.7%	39
answered question			404
skipped question			34






10. Boaters would agree that over the period spanning a boat's annual licence to achieve a range of movement that exceeds 20 km.

		Response Percent	Response Count
Strongly agree		36.0%	145
Agree		32.8%	132
Neither agree nor disagree		13.9%	56
Disagree		10.4%	42
Strongly disagree		6.9%	28
answered question			403
skipped question			35






11. Undertake regular, consistent and fair enforcement of the 14 day mooring rule, applied firmly and fairly to all boats, whether they are lived-on or empty.

		Response Percent	Response Count
Strongly agree		58.3%	235
Agree		32.8%	132
Neutral		4.7%	19
Disagree		3.5%	14
Strongly disagree		0.7%	3
answered question			403
skipped question			35






12. Take enforcement action against boats that have been shown to have persistently disregarded Local Guidelines.

		Response Percent	Response Count
Strongly agree		57.3%	231
Agree		22.6%	91
Neutral		9.2%	37
Disagree		4.7%	19
Strongly disagree		6.2%	25
answered question			403
skipped question			35






13. Updated signage, boundary markers (existing structures would be used wherever possible) and a towpath mooring map and information leaflets would be published to explain the local guidance.

		Response Percent	Response Count
Strongly agree		40.6%	163
Agree		31.7%	127
Neither agree nor disagree		14.7%	59
Disagree		6.5%	26
Strongly disagree		6.5%	26
answered question			401
skipped question			37






14. Boaters would be encouraged to self-declare their intentions with notices posted on their boats; for example an anticipated next move date (“next move before....”).

		Response Percent	Response Count
Strongly agree		20.7%	83
Agree		18.2%	73
Neither agree nor disagree		18.0%	72
Disagree		19.2%	77
Strongly disagree		23.9%	96
answered question			401
skipped question			37






15. A summary of anonymous cruising records would be publicly available to show how boats are moving on the Kennet & Avon Canal in line with the guidance.

		Response Percent	Response Count
Strongly agree		21.2%	85
Agree		29.2%	117
Neither agree nor disagree		21.9%	88
Disagree		11.0%	44
Strongly disagree		16.7%	67
answered question			401
skipped question			37






16. Individual boaters would be able to access their own navigation records held by the Canal & River Trust

		Response Percent	Response Count
Strongly agree		44.1%	177
Agree		36.9%	148
Neither agree nor disagree		13.2%	53
Disagree		2.0%	8
Strongly disagree		3.7%	15
answered question			401
skipped question			37

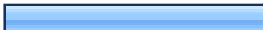
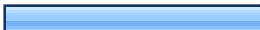



17. To effectively evaluate the 12 month pilot, and to determine whether it is appropriate to consider revision of the guidelines, the Canal & River Trust will work with the K&A Waterways Partnership to agree key measures that will be reported regularly to the partnership.

		Response Percent	Response Count
Strongly agree		37.0%	147
Agree		40.8%	162
Neither agree nor disagree		15.1%	60
Disagree		3.3%	13
Strongly disagree		3.8%	15
answered question			397
skipped question			41


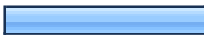



18. Community Moorings should be rejected as an option on the Kennet & Avon Canal.

		Response Percent	Response Count
Strongly agree		57.4%	229
Agree		21.1%	84
Neither agree nor disagree		12.0%	48
Disagree		5.3%	21
Strongly disagree		4.3%	17
answered question			399
skipped question			39




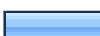

19. The Canal & River Trust should continue to assess the merits of exceptional situations of need, on a case by case basis.

		Response Percent	Response Count
Strongly agree		41.7%	166
Agree		41.0%	163
Neither agree nor disagree		10.3%	41
Disagree		3.0%	12
Strongly disagree		4.0%	16
answered question			398
skipped question			40






20. Visitor moorings should remain free for the first 48 hours, but there should be an Extended Stay Charge for any K&A visitor mooring for more than 2 days at a time (the purpose of this would be to encourage more use by tourists visiting by boat).

		Response Percent	Response Count
Strongly agree		35.8%	142
Agree		32.2%	128
Neither agree nor disagree		6.5%	26
Disagree		9.8%	39
Strongly disagree		15.6%	62
answered question			397
skipped question			41






21. All boats (except those registered for hire) should be limited to spending no more than four days in any calendar month at a particular visitor mooring.

		Response Percent	Response Count
Strongly agree		25.9%	103
Agree		26.6%	106
Neither agree nor disagree		12.3%	49
Disagree		15.3%	61
Strongly disagree		19.8%	79
answered question			398
skipped question			40






22. Debts accruing through extended stay charges should be collected via Canal & River Trust's normal consumer debt collection process.

		Response Percent	Response Count
Strongly agree		25.6%	101
Agree		35.4%	140
Neither agree nor disagree		22.0%	87
Disagree		7.8%	31
Strongly disagree		9.1%	36
answered question			395
skipped question			43






23. During the 12 month trial the renewal of a boat licence would not be subject to settlement of overstay debts.

		Response Percent	Response Count
Strongly agree		27.6%	109
Agree		32.4%	128
Neither agree nor disagree		11.1%	44
Disagree		11.1%	44
Strongly disagree		17.7%	70
answered question			395
skipped question			43






24. No special provision is proposed for roving traders who must comply with the terms and conditions of their specific licences.

		Response Percent	Response Count
Strongly agree		27.0%	107
Agree		37.8%	150
Neither agree nor disagree		24.4%	97
Disagree		6.8%	27
Strongly disagree		4.0%	16
answered question			397
skipped question			41






25. To assist boat checking all hire/hotel boats under hire will be requested to display an “under-hire” notice or symbol.

		Response Percent	Response Count
Strongly agree		34.2%	136
Agree		39.2%	156
Neither agree nor disagree		20.1%	80
Disagree		3.3%	13
Strongly disagree		3.3%	13
answered question			398
skipped question			40

26. It would be a good idea for the location and lengths of all visitor mooring sites on the canal to be reviewed and updated to meet changing demand. Boating communities and other interested parties would be invited to contribute to this review which would take place during 2014.

		Response Percent	Response Count
Strongly agree		34.3%	136
Agree		43.1%	171
Neither agree nor disagree		10.6%	42
Disagree		4.3%	17
Strongly disagree		7.8%	31
answered question			397
skipped question			41

27. The need for pegging space (including for matches) for anglers should be included in any local guidance.

		Response Percent	Response Count
Strongly agree		12.8%	51
Agree		38.7%	154
Neither agree nor disagree		24.4%	97
Disagree		14.8%	59
Strongly disagree		9.3%	37
answered question			398
skipped question			40






28. The need for boaters to leave space (e.g. 3-5 metres) between boats to accommodate anglers is included in local guidance (as well as for reasons of fire safety).

		Response Percent	Response Count
Strongly agree		12.3%	49
Agree		24.9%	99
Neither agree nor disagree		16.9%	67
Disagree		25.2%	100
Strongly disagree		20.7%	82
answered question			397
skipped question			41






29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

	Response Count
	239
answered question	239
skipped question	199






30. Pre-payment options, for extended stay on visitor moorings, including pay and display or phone payment systems, should be introduced as a priority.

		Response Percent	Response Count
Strongly agree		14.0%	54
Agree		23.4%	90
Neither agree nor disagree		17.1%	66
Disagree		16.1%	62
Strongly disagree		29.4%	113
answered question			385
skipped question			53






31. When reviewed and updated, national Canal & River Trust enforcement documentation and published guidance should be amended to accommodate the existence of local guidance.

		Response Percent	Response Count
Strongly agree		18.2%	70
Agree		45.1%	173
Neither agree nor disagree		19.3%	74
Disagree		3.9%	15
Strongly disagree		13.5%	52
answered question			384
skipped question			54

32. When reviewed and updated, Canal & River Trust licence renewal forms should be amended to incorporate a tick box that records the boater’s commitment to read and understand any local guidance that may apply to them over the forthcoming licence period.

		Response Percent	Response Count
Strongly agree		27.3%	105
Agree		37.7%	145
Neither agree nor disagree		13.0%	50
Disagree		7.5%	29
Strongly disagree		14.5%	56
answered question			385
skipped question			53

33. When reviewed and updated, Canal & River Trust licence renewal forms should be amended to incorporate an additional tick box that enables the boater to confirm that “I understand that it is quite possible that my boat movements may attract enforcement action if I do not adhere to any local guidelines”.

		Response Percent	Response Count
Strongly agree		31.3%	121
Agree		31.8%	123
Neither agree nor disagree		11.4%	44
Disagree		8.8%	34
Strongly disagree		16.8%	65
answered question			387
skipped question			51

34. The UK Driving license points system is a widely accepted and understood concept. A points system based on this concept should be introduced to provide certainty for boaters of when enforcement action might be taken against them and could enable boaters to recover from an occasional lapse and assist the Canal & River Trust to firmly and fairly enforce rules.

		Response Percent	Response Count
Strongly agree		19.7%	76
Agree		31.6%	122
Neither agree nor disagree		16.8%	65
Disagree		9.8%	38
Strongly disagree		22.0%	85
answered question			386
skipped question			52





35. Do you have any comments on these other recommendations, that are not part of the Towpath Mooring Plan pilot? Please write in below.

	Response Count
	116
answered question	116
skipped question	322

36. We will treat all comments made as anonymous unless you tell us otherwise. If you do not wish to remain anonymous please enter your name below.

	Response Count
	57
answered question	57
skipped question	381

37. If you would like to be kept informed directly please provide you name and preferred contact details below. The contact details you enter here will not be related to any of the responses you have given.

		Response Percent	Response Count
Name		93.0%	211
Email		93.4%	212
Postal address (if no email available)		12.3%	28
Mobile phone (if you prefer to be updated by text message)		10.1%	23
		answered question	227
		skipped question	211

Page 1, Q1. What is your primary interest in the K&A? Please tick the one that most applies to you.

1	Narrowboat owner with offline (marina) mooring	Jan 15, 2014 3:41 PM
2	I moor my 60ft narrowboat on a CRT leisure mooring on the K & A.	Jan 15, 2014 3:39 PM
3	As Cabinet Member for Neighbourhoods (BANES)	Dec 17, 2013 11:11 AM
4	Local resident	Dec 16, 2013 1:13 PM
5	licenced narrow boat	Nov 28, 2013 8:15 PM
6	Canalside residents so walking, cycling and nature observation	Nov 27, 2013 6:43 PM
7	Travelled from Reading to Bristol and back in summer 2012. Some years before we hired a boat on this stretch of the K and A.	Nov 27, 2013 12:51 PM
8	Marine Surveyor [Trade]	Nov 25, 2013 10:14 PM
9	We are a National Association which represents approximately 3000 active boaters, many of whom either are based on the K&A or visit it.	Nov 25, 2013 11:40 AM
10	boat owner	Nov 23, 2013 1:55 PM
11	I am a boat owner	Nov 21, 2013 7:48 PM
12	Narrowboat moored at Caen Hill Marina	Nov 21, 2013 5:17 PM
13	Live aboard	Nov 21, 2013 12:13 PM
14	Living	Nov 14, 2013 4:33 PM
15	Life	Nov 14, 2013 4:10 PM
16	the preservation & use of canal	Nov 14, 2013 3:47 PM
17	Canal-side resident with various interests	Nov 13, 2013 1:17 PM
18	Liveaboard	Nov 11, 2013 10:26 AM
19	Sustainable Eco system of Human Community including community arts etc [Trade]	Nov 8, 2013 12:31 PM
20	I live aboard a narrowboat.	Oct 24, 2013 11:26 AM
21	I am a boat owner	Oct 24, 2013 10:45 AM
22	live aboard boater	Oct 8, 2013 9:53 AM
23	and walking	Oct 7, 2013 11:16 AM
24	Sally Narrowboats Limited Narrowboat Hire [Trade]	Sep 30, 2013 2:25 PM
25	Also traditional canal painter [Trade]	Sep 27, 2013 9:14 PM
26	Narrowboat owner based on the K&A	Sep 20, 2013 10:03 PM
27	I am a boater but also live next to the K&A towpath at Avoncliff.	Sep 19, 2013 5:30 PM
28	boating AND wildlife. Permanent live aboard with private home mooring.	Sep 13, 2013 6:48 PM

Page 1, Q1. What is your primary interest in the K&A? Please tick the one that most applies to you.

	mostly (very courteous) continuous cruising in well presented widebeam narrowboat.	
29	We cruise in our narrowboat.	Sep 13, 2013 6:20 PM
30	Narrow boating and kayaking	Sep 13, 2013 9:59 AM
31	canal boat owner	Sep 13, 2013 8:27 AM
32	Private Narrowboat	Sep 12, 2013 7:59 PM
33	I have a boat on the K&A, but am also a keen cyclist and walker along the towpaths and surrounding areas	Sep 12, 2013 1:29 PM
34	boat owner	Sep 12, 2013 10:47 AM
35	We have a small cruiser moored at the Bradford on Avon marina	Sep 11, 2013 1:50 PM
36	Boat owner	Sep 11, 2013 6:28 AM
37	Boat owner. Narrowboat moored on an 'end of garden' mooring in Devizes for which I pay rent to the owner of the house and for 'permission to moor' from the CRT.	Sep 10, 2013 2:56 PM
38	Angling	Sep 10, 2013 12:44 PM
39	Tourism [Trade]	Sep 9, 2013 9:31 AM
40	I am a continuous cruiser, I live with my fiance on my boat and we hope to start a family soon. I work in Trowbridge for the council as a special needs teaching assistant.	Sep 8, 2013 2:13 PM
41	Live-a-board	Sep 8, 2013 11:29 AM
42	We have cruised the length of the canal as part of a wider UK trip. We were put off returning as, despite being liveaboards, we found the canal too congested with livaboards who hogged visitor moorings - many did not abide by the simple rules and stayed beyond prescribed mooring times.	Sep 6, 2013 8:06 PM
43	Hotel Boat [Trade]	Sep 6, 2013 4:28 PM
44	boating	Sep 6, 2013 12:08 PM
45	Hire boat company [Trade]	Sep 6, 2013 11:58 AM
46	narrow boat	Sep 6, 2013 11:09 AM
47	Canal boat hire [Trade]	Sep 6, 2013 8:54 AM
48	Liveaboard Boater	Sep 6, 2013 8:12 AM
49	I live on a narrowboat in Saltford marina although I certainly do enjoy and regularly use the cycling/walking aspect as well	Sep 6, 2013 7:44 AM
50	Boat owner	Sep 6, 2013 7:33 AM
51	Passing through on canal boat	Sep 5, 2013 8:09 PM

Page 1, Q1. What is your primary interest in the K&A? Please tick the one that most applies to you.

52	We are continuous cruisers and roving traders and spend every winter on the K&A	Sep 5, 2013 6:18 PM
53	Live aboard	Sep 5, 2013 6:02 PM
54	small hire business 2 boats [Trade]	Sep 5, 2013 4:49 PM
55	we own a widebeam canal boat which we live on all the year round	Sep 5, 2013 4:36 PM
56	Live aboard boater	Sep 5, 2013 1:12 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

1	Long term illness makes it impossible to comply with so many aspects of these proposals that it will be unworkable. The waterways act 1995 is quite sufficient to manage a boat movement and mooring. No further rules are needed. Just enforce these fairly and consistently	Jan 15, 2014 4:24 PM
2	My only thoughts are the issues of parking cars in inaccessible areas....whilst I see it is not responsibility of CRT there are certain issues that working people face when living on board and having to move every two weeks. I work in Salisbury and have to consider the extra mileage and availability of parking adjacent to the canal and with regard for the local community. This sometimes can be why boaters stay in one area of canal for more than the allotted time. Security is also an issue these days as again if you work you leave your "home" (boat) sometimes from 06:00-18:00 in remote areas and in winter ...darkness. The subject of winter moorings must be resolved. Why when all the holiday boaters and weekenders have given up due to inclement weather can the two weeks rule not be relaxed....or sensible charge for the 5 months.....£20 per week would be sufficient but it must reflect that no services are given nor expected...At present I see CRT winter mooring charges look like more than in some cases Marina moorings this cannot be right. I am happy to discuss any points not articulated well by contacting me on....	Jan 15, 2014 4:20 PM
3	The plan would appear to rely on best intentions rather than enforceable rules. As pressures increase good intentions do not work. Boaters who have a need to stay in a given area should be able to do so with enforceable set of rules. There are rules at the moment, but they are not enforceable. Having just cruised the K&A it's clear that there are a large number of people who need to stay in a given area for work or other reasons. Visitors moorings were at a real premium. Getting boaters to move every 14 days does little or nothing to address the needs of people who need to stay in one area. From the K&A we travelled to London and the Paddington arm. The pressures on mooring here from people who need to stay in one area are extreme to the extent that boaters are reluctant to move at all. By and large the boaters are a good natured lot and do not make a mess of the tow path, but in a couple of places there is evidence of sewage in the canal. Until there is an enforceable set of rules there will be no way that use of the canals can be managed. I applaud the attempts of the group to make a change, but without rules it will be a thankless task. It will take some while to sort out legal aspects of the rules, but it's essential.	Jan 15, 2014 4:17 PM
4	My impression when cruising the K&A this summer was that 20% of the boats between Bradford and Bath are unlicensed. These boats have to be removed if licensed boaters are not to be resentful of these proposed regulations	Jan 15, 2014 4:14 PM
5	I think the proposed plan is completely unworkable. It is going to cause a huge amount of resentment amongst boaters. What you propose is a typical British way of dealing with a problem, you are trying to scout around the edges, you need to look at how to cure the problem from the other end. You need to create more, reasonably priced home moorings with good water, waste and electric facilities and absolutely, essentially, plenty of parking. I believe this has been advised by many court cases in the past. In the proposal you are asking boaters to move every 14 days to another place where they are unlikely to get a mooring, certainly there will be nowhere to park and you expect them to hold down a job to pay you for this privilege, sorry but this is ridiculous. The majority of boaters are honest people who	Jan 15, 2014 4:11 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

pay their license fees and try to abide by your ridiculous rules while being harassed by your enforcement officers. May I suggest that you concentrate on those whose boats are barely floating, do not pay their license fees, blatantly flaunt every rule in the book and give boaters a bad name.

6 Hello Just a couple of points: - Some of these questions are not questions in fact most of them are statements, if you are going to do something then why write a statement about it. - Despite reading the attached guidance I am still unclear about what community moorings would be. - You have also put about penalising people for not abiding by the guidelines. Either these are regulations/laws etc which are effectively non-optional or there are guidelines which are recommendable but optional. Please do not make guidelines non-optional. Change how you refer to them if you wish to make them non-optional. - Living in a marina side to side and end to end with other boats, fire regulations are obviously not a problem in regards to boats mooring near each other. So please do not use fire safety as an excuse to enforce boats to moor 3-5 meters away from each other. This increases the vulnerability of the occupants and decreases important socialisation between members of the boating community - Finally it would feel like a massive invasion of privacy to have to write when you are going to next move on. As a single female live aboard it would make me feel incredibly insecure and vulnerable. Yours sincerely

Jan 15, 2014 4:06 PM

7 Enforcing rules more stringently would improve the boating experience

Jan 15, 2014 4:04 PM

8 There were a few things that were unclear to me that have affected my answers to the multiple choice. Q7 I have put 'strongly disagree' because it has not been made clear how many 'places' must be visited before reversing the direction of travel. Q8 I do not understand the definition of bridge hopping or what it means to moor 'adjacent' to your previous spot. Q9 whilst I have no objection to 'places' being defined, I am unsure as to what affect these definitions will have on the boaters, of course if there coming into being has an affect that I consider negative I would object to their being defined. Q12 I do not fully understand what the guidelines are so I can neither agree nor disagree. Q20 I agree that this should be the case in summer, but considerations should be made for winter. Q24 I agree but think that allowances should be made for coal boats in the winter as they provide a very important service to boaters. It is good to see that a great deal of consideration has been given to the boaters way of life, though I fear that as with so many things in our society change is implicated slowly, small things that seem harmless come in one by one until eventually what was there originally is beyond recognition. After much travel on the network I have come to see that the community that exists West of Devizes is extremely unique and extremely beautiful for boaters and Bath residents alike. Just last month my Aunt retold a story of one of the most treasured memories of her life, it was the day she cycled from Honey Street to Bath and saw all the families living such a special life along the waterways with their little chimneys smoking, and I know that this is a feeling shared by many others who walk along the towpath. Do take care of this community, it would be sad to see it go. Yours sincerely

Jan 15, 2014 4:02 PM

9 The terms and conditions of the continuous cruiser licence already take into account most of what is being proposed. There is already signs on every Visitor moorings with the fine amounts for overstaying the allotted time, why not just implement these fines, far simpler. There is a definite need to distinguish between "liveaboard continuous cruiser's" who mostly abide by

Jan 15, 2014 3:57 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

the licence terms and conditions, and the "continuous moorer's" who only use their boats when they have been ticketed for outstaying the 14 day rule, only to move on to a neighbouring location, therefore not abiding by their licence terms and conditions. These owners should be made to obtain moorings in marina's as they are the people who are clogging up the canal network.

10	<p>~In no particular order, here are some thoughts on what I have read today and the content of the survey: With regard to anglers, in 24 years boating, I have never come across a situation where 'pegging' space would have been necessary, nor a fire break between boats. We are all grown up and capable of negotiating a few feet if necessary without additional petty proposals. All that does is remove the need (and eventually therefore, the ability) for adults to speak to one another in a mutually respectful way, which is one of the good things about the canal. I find some of these proposals patronising to boaters, it's already clear what the rules are. Even I understand them as they are and we can all read the existing signs. These proposals seem to be a back-door way of penalising those who chose to continuously cruise, and undermine article 25, 26, 27.1 for starters. Vagrancy laws dating back hundreds of years are sufficient to police the cruising of the canals - move parish every 14 days and don't go back to the parish you last left, ie 3 parishes minimum to spread your time between. This prohibits certain legal residential status in any given parish and keeps everyone moving quite far enough. These ridiculous attempts to make people move further assume everyone has a car to transport them everywhere, which is a blatant and misguided assumption to say the least. I lived on the cut for 13 years without a mooring and without a car. It would be impossible to comply with the conditions of these proposals without an integrated canal & public transport network. Keeping logs of cruising activity and expecting boaters to display their intentions in their windows is intrusive, insulting and downright disgraceful. As a respectable, middle-class, posh leisure boater, with a fancy mooring, I find it utterly disgusting that such a proposal has even been considered. My business is my business, and I reserve the right to keep my business to myself. Besides, I see no reason why I should be obliged to decide where and when to move in advance. I bought a boat to avoid such oppressive routine. Gobsnacked at this one. And if such a record were to be kept, and I were to find out that the information was being passed on or otherwise used, I would be seeking legal advice from my solicitor at once! I have spent many hours over the years listening to endless proposals on how to deal with 'problem boaters' at meetings and through correspondence, and I have yet to see BW, BWB, and now CaRT use their powers in a transparent and socially responsible way. I have no reason to suppose this lot will be any better than the last.</p>	Jan 15, 2014 3:49 PM
11	<p>Winter moorings should be enforced. How will you recoup fines from unlicensed boats.</p>	Jan 15, 2014 3:47 PM
12	<p>There must be plenty of moorings reserved for visitors so that a visit to the Kennet and Avon can last several months without contravening the guidelines.</p>	Jan 15, 2014 3:45 PM
13	<p>If you don't include a restriction of for example 20% of annual mooring time in any one zone this will do little to influence the availability as you will just have more localised boat movements and the same congestion.</p>	Jan 15, 2014 3:42 PM
14	<p>As I have not visited this area of the K & A yet It may be wrong for me to give my opinion. But in my opinion the real problem is the inflated cost of</p>	Jan 15, 2014 3:40 PM

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moorings. Most of the boats "Hogging" moorings are doing so because their occupants cannot afford to pay excessive mooring fees but are working in the local area in low paid employment. I feel the real answer is to provide cheap mooring sites for these boaters, preferably off line, freeing the main navigation for bone fide cruisers to bring in prosperity to the shops and businesses around the canals.

15 My mooring on the K&A is xxxxx The number of boats that pass unlicensed is numerous. I have to pay for a licence, insurance and boat safety certificate, plus mooring charges. Why should these people get away scott free. Their boats should be impounded and scrapped. Thank you Jan 15, 2014 3:06 PM

16 I think there should be a maximum stay of 48 hours everywhere. This would discourage people from wanting to use the canal as an alternative housing site of which it was not restored for. (I can't see the point of restoring other canals unless strict rules are applied to discourage it being a cheap form of living accommodation) Also it would be easier for us boaters who do have a home mooring to cruise out and actually be able to find somewhere to moor and enjoy on our travels and not be cursed continuously by a lot of 'rude continuous liveaboards' moored up (as they are not cruisers) as we pass slowly, too slowly, almost getting nowhere slowly. Navigation - the right to navigate means moving a boat through the areas, not squatting and colonizing the canal and towpath. I remember the Kennet and Avon between Bath and Devizes being a quiet and beautiful place. Now look at it...a misery to navigate through...-(Jan 15, 2014 2:39 PM

17 Only that this section of the K&A seemed to be operating with no issues when we were there in May. Busy but always space available. The only real black spot we found on the K&A was Pewsey where it was impossible to moor. Jan 15, 2014 2:37 PM

18 Note - in answering Q1, I am taking the word 'place' or 'places' to mean spot or position and not a designated stretch of towpath canalside in the TMP Comments on the availability of 14 day mooring spaces. The distance from Bath Top Lock to Lock 44 at Caen Hill is about 19.5 miles by canal. Of these, approximately 6 miles of towpath canal side are not available for 14 day moorings, because of locks and bridges etc, or residential or short term moorings. Of the remaining 13.5 miles 'available' for 14 day moorings, a further 6 miles of towpath canalside is unsuitable or simply too dangerous for use. (see notes below). this leaves only 7.5 miles of towpath canalside on which boaters with CC licences can safely stop for 14 days. The proposed division of the entire 19.5 mile section, into 14 areas does not recognise the fact that boaters are not permitted to moor in the Muirhill stretch because of risk of falling trees. This immediately brings the number of areas to 13. My concerns are these; 1. Any increase in 24/48 hr mooring places and/or the introduction of a minimum 3.5+ metre spacing between boats, will further limit availability of 14 day moorings and put the remaining 14 day moorings at greater risk of erosion through overuse. 2. The proposed plan splits the 19.5 mile stretch of canalside unreasonably and there should be closer to 28 x 14 day designated mooring stretches to allow boaters more choice of moorings. Alternatively, boaters could be allowed two stops per designated stretch. 3. The distance between approved, safe mooring points are too great for working people to safely accommodate throughout the year and in all weather. The majority of boaters have jobs, most of these work full time. In the short winter days, we have only two days a week in which to collect and chop wood, empty toilets, take on water, dispose of refuse and recycling, Dec 19, 2013 10:05 AM

attend to the continuous stream of boat maintenance problems, paint and improve our homes, fix engine problems, etc, etc, etc. the proposed plan does not give us reasonable time to do these tasks and get from one safe and approved mooring point to another. 4. The division of this section is poorly considered, with safe and suitable mooring points being scarce on many stretches and concentrated in others. 5. Alongside this recommendation should be a plan to improve the safety of existing mooring points so that erosion does not further limit availability of spaces. 6. People with children at school must be considered separately. Notes; 6 miles of canal side is unsuitable or simply too dangerous for use: 1. 1.5 miles is very shallow and in addition rocky or reedy and most boats cannot get close enough to moor. 2. 0.4 mile has suffered so much bank erosion that most boats cannot get close enough to moor. 3. 1.6 miles has a wide, submerged concrete ledge on the towpath side on which moored boats constantly scrape and are liable to become struck on from the movement of passing boats and the changing water levels. Boats have been known to tilt so much that they have sunk in exceptionally low water. 4. 0.5 mile has a steep bank next to shallow water which makes mooring possible but very difficult. Boaters need to be very agile and confident on walking a long gang plank in order to board and disembark. 5. 0.6 mile of canal side is so eroded that there is only the towpath left to secure to. Since this is not acceptable, boaters sink mooring pins into soft, disturbed earth and their boats are at constant risk of becoming adrift. 6. 1.3 miles of towpath canal side is unsafe for mooring because of risk of falling trees, narrowness of thoroughfare (often due to extensive reed growth), bends etc. Additional suggestions 2. You could offer a reduction in license fee for compliance, this would motivate boaters and is a carrot and not a stick approach. 2. There should be an appeal system in place, so that boaters who feel they have been mistakenly or unfairly penalised, have an opportunity to make their case.

19 This is supposed to be a voluntary agreement, so incorporating it into the license terms & conditions is not in line with the TMP. This looks like a move by CRT to bypass the local WP and put in place what the central dictatorship at CRT want to happen. Is there a power struggle going on in CRT? If so we don't want to be victims to it. Go with what the local partnership proposed. After all this was fully supported by the NAG. Please note that there is no such thing as a 'HM license' or a 'CC licence'. Please note that staying longer than 14 days when reasonable in the circumstances and when you experience an exceptional situation of need are rights that we can exercise without approval by any sub-group etc and without the need for CRT to assess their merits as an exercise of discretion. Also, boaters with disabilities or care for children or other protected characteristics have absolute rights under equalities act not to be subject to enforcement in a way that penalises them if their disability or child means that they can't comply in a way that a boater without a disability or children can comply with the law. CRT have no power to set a minimum distance of 20km as no distance is set out in law. Enforcement if you don't comply with local guidance is contrary to the ethos of being a voluntary agreement. Anyway it can't be legal to have different interpretations of the law in different waterways, so it can only be a voluntary agreement. Community moorings are extortion - paying to do what you are allowed to do by law anyway. This is targeted at continuous cruiser live aboards, why are they being singled out? It's unfair and not just. CRT has no power to charge for staying on visitor moorings, we have the right to stay up to 14 days, so any debts would be unlawful and not enforceable. It's illegal anyway to add a debt like that to the licence renewal. Anglers - it's unenforceable to make boats leave a gap, what if it's only deep enough to

Dec 19, 2013 9:27 AM

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moor? How would you tell which boat had not left the gap? Don't want CRT making any more changes to this plan or to visitor moorings. It's clear CRT don't like this plan from the WP and will do all they can to make it work like the dictatorship they want, get rid of all live aboard continuous cruisers and replace them with hire boats. We won't put up with that sort of abuse. We have lawful right to live on our boats and CRT cannot legally stop us or get rid of us or reduce our numbers. Anyway what would the local council think of lots of boaters register as homeless? They would hate you CRT! P.S the list of places is wrong.

20	7b space between boats should be 3m (not 5m)	Dec 19, 2013 8:59 AM
21	<p>1a Legally required anyway 1b What is reasonable is for court to decide if parties cannot agree. 1c Two questions so cannot answer properly 1d Depends on what is definition of "a place" 1e Court to adjudicate in dispute. CRT cannot define places. 2a Cannot agree in advance to any particular range or pattern of movement. Circumstances many change. 3a 'apply firmly' what does this mean? 3b Only entitled to take action if the law is broken. 4a Do not wish "usage & custom" to influence court decisions 4b I don't wish everyone to know my business. I don't wish to make myself/my boat vulnerable to risks. 4c Too easy for the astute and observant to identify boats – not enough boats to be truly anonymous. 4d We have the right under the data protection act. 4e What key measures? 6c Cannot answer this as there should not be an extended stay charge, should be solved by a patrol notice. 6e I do not know what their T&Cs are. 6f You can tell by looking, if a boat is under hire or not. 6g Depends on what the changing demand is perceived or demonstrated to be. 7a Why do we need local guidance? K&A CoCo includes consideration of anglers. 7b As a former angler I have never needed more than two metres, is there any research etc that has come to a conclusion about a need for fire breaks? If boaters need to leave space e.g. for match pegging, this should be consistent nationally and clubs should be advised to advertise match days and peg locations in advance so that boaters can moor accordingly, clubs should space pegs at distances that allow boats to moor reasonably without anglers and boaters getting in each others way. Although I appreciate the local Waterways partnership have tried to make a silk purse out of a pig's ear, I strongly disagree with the idea of a local guidance document/mooring plan. The problem with local guidance is that it will rapidly become local rules which are over and above what is required or indeed allowed by law. C&RT have not provided any evidence of any problem that cannot be resolved by fair & consistent application of the 1995 legislation coupled with a fair and consistent approach to boaters whose reasonable circumstances force them to remain in a place for longer than 14 days. Many of the statements incorporated in this document/consultation are unnecessary and would place an onerous burden on many boaters especially families, disabled boaters, boaters who are in employment, and ill or injured boaters.</p>	Dec 17, 2013 12:08 PM
22	<p>Q1. a. A definition of 'reasonable' is needed before I can make a judgement on this question. b. I have concerns about the panel approach. It raises questions about confidentiality and human rights issues (right to privacy) and personal safety. What is the governance structure for the panel and what powers will it have? Who will sit on it and what are the terms of reference? What criteria will it assess cases under? Is the panel national? If not, how will it apply regional conditions/regulations? c. The question does not give timescales on when boaters are able to return. Also, how will exceptional cases be managed (ie those people given leave to</p>	Dec 17, 2013 11:21 AM

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remain longer, perhaps due to disability or long term ill-health, accessing education or employment or other reason)? d. See c. e. The more 'rural' places are fairly long and are spread far apart; if these places were made shorter it could take some pressure off the urban places, still enabling people to travel/commute daily to the urban areas. Q2. How does this address the points I raise in respect of 1c and 1d? Q3. a. License terms are already in place. Also, any change to terms and conditions would need to be amended nationally. Given that this is a local pilot, this seems disproportionate. b. Enforcement action (presumably the removal and possible destruction of boats) is inappropriate during a pilot phase. If agreed as a long term approach, then I can see the logic, but to take such radical action when the approach is being tested out and may still be abandoned is not acceptable. I would support analysis of cases and a review of how many could have been subject to enforcement during and following the pilot phase. Q4 b. Again, right to privacy and personal safety concerns apply here. e. The K&A Waterways Partnership does not represent all the appropriate stakeholders. Q5 a. Again, I do not feel I have enough information to make a judgement. What is the definition of 'chosen lifestyle'? Does it mirror the legal definition of gypsies' nomadic lifestyles? b. Would the assessment of merits be carried out by CRT or the panel? How would exceptions to usual moorings regulations be managed? Are there draft or agreed criteria to refer to? How would consistency be assured? Q6. a. This proposal, in my view, does not encourage more use by tourists, but instead limits access by allowing tourists to remain longer and thereby block the mooring. c. Does this not contradict 3b? f. This has personal safety implications. I would recommend a sign similar to that used by buses - 'not in service' or similar. Q7. A general comment on this section – why is the survey restricted to boaters and anglers? Should the needs of walkers, cyclists and other towpath users not be reflected? Q8. 8b Ensuring any new information is made available in easy ready / alternate formats to ensure all people are able to understand any new guidance / policy and enforcement action. 8d I would question if 'guidelines' are enforceable.

23	This seems to be a waste of your time. enforcing guidelines must cost a large amount of time and money. This energy would be better spent focussing on the harmony and beauty of the towpath	Dec 17, 2013 8:40 AM
24	No debt collectors	Dec 17, 2013 8:34 AM
25	Regarding the questions: 3b In an ideal world i'd agree; however I do not trust the CRT to define and enforce "enforcement action" in an equitable, justified and transparent way as it benefits a charity. Please define "enforcement action" before asking my endorsement. 4b - This is really stupid, like along the lines of making swans wear florescent jackets to prevent people setting them on each other. Actually, there is an idea... This is also really unsafe. As a young woman I do not feel safe attracting attention to my home in this way (Stalking!) Look, generally I am in favor of the CRT and have many loved ones work for/with you. Please remember you are a charity not the American government.	Dec 16, 2013 4:56 PM
26	A 24 hr contact phone number should be available to report any difficulty that faces a boat owner that could potentially place him in breach of rules. the same number could be used to report boats in breach of regulartions.	Dec 16, 2013 4:48 PM
27	Some continuous cruisers move quickly through the system, stopping for a shorter period than a fortnight. They may be thought to be a staying in one	Dec 16, 2013 4:46 PM

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place when in face they have left and returned. As with all communities the boating community includes those who for various reasons are unable to fit in with recommendations, however reasonable. We would like to think there is room for some special situations to be accomodated. We would like the CRT to state clearly that this consultation is not leading to the requirement for everyone to have fixing mooring.

28	Over the last 6-7 years CRT has manufactured a situation where liveaboard CC'ers are blamed for all thats wrong with the waterways. This has been done by information about our legal position, such as by saying we are exploiting a loophole in the law. This is operators who have a pitiful hold on CRT and constantly pressure it to get rid of CC'ers and replace them with the leisure industry. The so-called problem that this consultation claims to try to solve is a manufactured problem. The real problem is that CRT never wanted boats to be able to use the waterways in that a mooring and this is thier revenge for being forced to give us rights - but providibng a 'situation' to a manufactured, non existantproblem such as this 'solution' will cost them dearly in the long run when it doesnt satisfy the hire and marina companies greed.	Dec 16, 2013 4:39 PM
29	With regard to the maximum 4 days per month on 48 hour visitor moorings; hire boats and hotel boats are to be exempt; what about shared ownership boats? Pre-payment of overstaying charges at 48 hour visitor moorings risks allowing people who can afford to pay to bypass the rules. Make 48 hours mean 48hours. The suggestions that boaters could put a sign in their boat stating when they intend to move is just plain ridiculous! The 20km annual requirement is such a small distance that is not worth insisting on; how do you intend to police it? Why is the annual distance requirement in KM, we use miles in the UK? Cruising guides state distances in miles also. The idea of leaving 3 to 5 meters between moored boats is a water of mooring space. The introduction of this policy could lead to inexperienced boaters, who perhaps hire once a year on different canals, thinking this is normal practice throughout the system. If there is a perceived fire safety issue then it should be implimented across the whole system! I jest of course; how many boats are destroyed by fire from a neighboring boat each year? and how do you justify this when boats are packed in to marina's, side by side, with less than a foot between them?(Some people live on boats in marina's) These proposals will result in yet more signs polluting the canal system This proposal could result in yet more live-abroud boaters being attracted to this area of the K & A as it will have been made easier for them to comply. It appears that years of non-compliance by some boaters and ineffective enforcement of the current rules will have paid off for some if these proposals are implemented!	Dec 16, 2013 4:00 PM
30	3b - This should be a voluntry agreement, which means if you follow these guidelines you will not fall foul of enforcement. The the invese which is, if you dont follow them, then actions will be taken. 4b - Terrible idea, if you are acting in accordance with the agreement why should you have to do this? 4c - The noises of boats on the K&A is small enough for someone to identify a boat based on such records. This said records would not be anonymous and raise safety issues especially for single women. 4e - The trail needs to be run long enough to make a fair evaluation of its effectiveness, before any changes are made. 24 months should be sufficient. 6b - Personal experiance has shown that the bigges users of visitor moorings are hire boats. Any restriction to my boat should also apply to each and every hireboat. 6g - More speicif visitor moorings are not needed, instead a better	Dec 16, 2013 3:41 PM

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	canal maintenance, dredging and towpath (non visitor) moorings would allow manor more people to moor along the K & A thus reducing pressure at the current visitor moorings 7b - Currently not enough mooring space for a 3-5 meter gap as above	
31	Better maintenance is needed for the canal banks, away from the 24 and 48 visitor mooring. I believe this would encourage some people to use the poor state of the banks as an excuse for over staying along with more water points and rubbish disposal.	Dec 16, 2013 3:31 PM
32	More water points, rubbish disposal points, improvements to banks and towpaths	Dec 16, 2013 2:00 PM
33	I think the whole scheme is bloody marvelous. The waste deposit units must cost a fortune but without it I just dont know what would happen. I am solely here as my wife was diagnosed with motor neuron disease, as we were sat in the sergons room. Been married 40 years. It was her idea to do the canal boat 'achievement' It is hard to work at the moment. Organising the day away as she no longer access the boat. I bring her along side in her wheel chair at Dundas and Bathampton and the bottom Lock in Bath, which we cant do anymore as its permanent holders only. I just want to travel to Bath to Semington. Organising the taxi's to them return home, tell her who i've met and who i've had a yarn too. It certainly keeps her in good humor. Before Xmas im hoping to creep from Bradford on Avon down to Bathampton. The times i've been there, they have enjoyed it, which I think lifts the boat knowledge to the people. We clean our windows & paint work as i like to see this in one of the clouses. The condition could be brought up/ Alot of the time I am sture the stuff on peoples roofs finish up on the canal. As my wifes condition is stable, there might be a day that comes where I shall have a good holiday and use some miles onm the boat. My engines only fone 740 hours. I do enjoy seeing the little vans around, I am part of it. There are some real genuine people on the canal, honestly is good its nice to be nice see you all one day	Dec 16, 2013 1:54 PM
34	Make sure all the signs are kept updated and legible and have a visible presence of CRT staff on the congested areas	Dec 16, 2013 1:45 PM
35	1. Towpath repairs - Dangerous ones given priority, trees rotten larger overhanging that could prove dangerous during storms. 2. Look in to improvements update locks, as many are in need of urgent attention especially east of devizes. 3. Dog walkers will be kept in check as most dont keep thier animals on leads and cause interference to property. CRT to challenge the public busy bodies who openly refuse to follow the rules on this subject. 4. Licence revenue spent on mooring managers would be better used on the many streams in the area that are badly blocked causing flooding.	Dec 16, 2013 1:43 PM
36	Anglers - Should not be able to stop boats from mooring on visitor moorings (which I have seen) Should not be able to use seats which brakes down the banks of the canals (which I have seen)	Dec 16, 2013 1:37 PM
37	I have lived in my boat on the K & A (west) for 4 years. I've complied to the law mooring every 14 days. I have not observed conjection I can always find a place to moor. I dont agree with the implementation of local guidelines as it is not the role of CRT to introduce rules that directly & most significantly affect the lives of boaters. If the 14 day rule was properly managed there is no need for further guidelines. further restrictions on mooring areas	Dec 16, 2013 1:32 PM

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suggests an attempt to remove the live abroad boating community to be replaced by more tourist boats thereby supporting avenues that harness the financial gains of the canal and marginalising a community of people who choose to live differently.

38 I believe that specific moorings for hire boats could be placed on the visitor mooring stretches without reducing the size of the longer 14 day mooring sites. There are visitor mooring sites that I think can be left open for 14 day moorings also. All of this needs to be discussed with boater, anglers, topath users and alike, not just a CRT board and any other closed groups who may try and steer the usage of the waterways to there own advantage. Dec 16, 2013 1:27 PM

39 1e. Why does there have to be a section/place and cant it just be a distance between moorings? I suggest a distance of 1 mile. 4a. Not neccessary until my 1 mile rule waste of funds 7b. Not sure this space accomodates fishing - anglers view needed on how both boats and anglers can use the canal Dec 16, 2013 1:16 PM

40 In the preamble to the report it is stated that the Partnership does "seek to establish fair and equitable sharing of the canal within the area and establish a process to enable all users to opt in to an agreement which will support this guiding principle" In addition paragraph 1 of the introduction sets out the first aim of the Mooring Plan as "To protect the amenity of the waterway for widest public benefit" The consultation document, however, is drawn up so that all the consultation questions are tailored to be answered by boaters without giving an opportunity for the non boating users (who are the vast majority of users) and local residents to express an opinion on how the large number of boats mooring on the K&A is affecting the amenity of the waterway. How will the requirement that the range of movement over the period of a boat's annual licence should exceed 20km be interpreted? Does it mean that a boat must travel 20 km in one direction before reversing its journey or will travelling 10km in one direction followed by returning for 10km be judged to comply? If it is the intention that all users of the canal should opt in to these proposals how can it be justified that the panel which will decide whether a boat can stay longer than 14 days in one place is to be made up of boaters only? The issue of residential boats staying at one place for long periods is the major concern of all non-boating users of the canal. How is a Parish Council supposed to complete this questionnaire? Nov 27, 2013 6:50 PM

41 Community Moorings definition could not be found. There should be separate places for angling and moorings.i.e. No Mooring Places & No Angling Places as well as places where both activities can mix subject to rules. Nov 27, 2013 3:30 PM

42 Sounds a good plan but I'm not sure it will make boaters move on properly. If they are ill or the boat is broken - what then? In the winter (say Nov - Feb) there is presumably less need for space for visitors. Do you operate a winter mooring licence so they can stay put? Worth a try but I can't see those who work or have schools in this area really moving on properly. Also if all these boats were to move it means more congestion for those trying to travel through the area. Further east on the K and A boats block the waterway and you can't get on to water points at places like Pewsey. There were no spaces at Visitor moorings - so this would help. Nov 27, 2013 1:36 PM

43 These proposals do not address the degradation of the amenity value of the canal caused by the ghetto of unsightly & insanitary craft which now infest the canal between Bath & Devizes. The canal was not restored to provide alternative housing & I would like to see the entire length of the towpath with Nov 25, 2013 10:31 PM

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a 48 hour mooring limit. Boats without a home mooring should have a 100% surcharge on their licence fee. The example of the rubbish tied to the towpath of the western K&A would be a serious disincentive to the restoration of the Cotswold Canals & the Wilts & Berks if a few objectors were to publish photos of some of the boats permitted on the western K & A. The concept of an annual minimum distance travelled being set at 20K to count as continuous cruising is a contradiction in terms. Cruising or navigating is moving a boat.

44 See comments at the end of this submission. Nov 25, 2013 11:43 AM

45 I found some of the questions hard to understand, as I was not sure who 'partnership' organisations were; who the 'waterways partnership' are. I think the stress should be upon maintaining the unique way of life and positive contribution that boaters make to the environment, and that trading boats should be encouraged as such small businesses encourage tourism, provide valuable facilities for boaters and add to the colour of the waterways. I really don't believe that fishermen need special allocated areas. The fishermen I know are quite capable of finding their own spots, and might indeed have favourite spots already. At bathhampton where I was moored on the weekend of 16-17 November 2013 there was an angling competition in which 50 fishermen competed in five teams of ten. None of them seemed to have any difficulty finding a place to fish in this popular mooring location. Generally I think there should be a precedent to protect people living on the canal, some of whom have families, some are elderly or disabled, and some have socio-economic problems. Whilst the majority of boaters are working adults who contribute to society as teachers, architects, tree surgeons, nurses etc, there is a minority who might struggle. And that's just how it is. They would struggle in any housed situation. I don't believe they should be criticised by those who perpetuate the negative stereotypes sometimes visible in 'towpath' for example. In all I am quite happy to move every 14 days, and love the lifestyle. I work in a school and don't fit into such negative stereotypes. I would strongly resist however attempts to commercialise the canal to be a commodity for the large hire boat businesses and would seek to celebrate its value as a unique way of life.

Nov 22, 2013 5:10 PM

46 Yes indeed, boater over 42 years...I own three boats 1 is home mooring and the other two are roving about the system with family members taking time out from extremely busy working lives. as life has become more dictatorial and expensive having a number of people who settle in an area with their young families and who use the local facilities like schools is an advantage rather than a disadvantage. i am sure there is room for all, to live under the fear of ever increasing fines is bonkers that's not what canalling should be about. I am sure you are all doing your very best to resolve the thorny issue of the sporadic boating community on the K and A. I don't mind paying my way at all and even extra to help those with less. We need as much freedom as possible not more regulation. You will never please all it must be really difficult. rather than spending a massive amount on attempting to resolve unresolvable conflicts between those with more and those with less. Of course if the Thames and Severn were restored room for all then!!! good heavens i just read the next bit, its not a car park its a canal system pay and display no thanks, give it a rest please.

Nov 22, 2013 3:03 PM

47 There has always been an historical bias towards hire boats. I feel whist they do bring some revenue to the area, boat owners are discriminated against with regard to visitor moorings and moorings near bridges roads etc. People

Nov 21, 2013 11:21 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

on hire boats do not need to be able to park near by as they are on a cruise whereas boat owners need the road access. After all it is the boat owners who pay their license / moorings fees that contribute most to the canal. As regard continuous cruising it is that much more difficult in this area as at some stage you reach a dead end at Bristol as only the fool hardy or very adventurous wish to navigate the Severn. The depth of the canal is problematic in places preventing mooring safely, we could do with more longer term moorings as not everyone is able to move every 2 weeks taking into account work / time commitments. The majority of boaters do not deliberately flout the rules but life often gets in the way.

48	I feel that the places on the map are not very thought out from a boating point of view, there seems to be places that a boat is not able to stop in, i.e Muirhill, which is going to have an impact on other places. I have in the past found myself on visitors moorings without knowing it due to signage missing, how will this type of problem be resolved? I have a worry that if more visitor moorings are made, the area left in some of the places on the map i.e Bathampton, Dundas, Claverton sells Green and Seend Cleeve will become very small for 14 day stayovers, this will have the effect of making boaters stay longer and feel squeezed in due to the lack of space further along there journey, also the time limits of being able to move further safely during the winter is also a worry. I would like to agree with points 27/8 but cannot, due to my comments above with regard squeezing boats in.	Nov 21, 2013 8:59 PM
49	The K & A was never intended to become in effect a linear floating housing estate. By legitimising the "continuous moorer" this problem will increase. There are related issues of parked vehicles near to the location of permanently moored boat, the disposal of sewage, demands on water supply and sewage disposal points along with rubbish disposal. The terms of the boat licence make it clear that you either have a permanent mooring or are genuinely continuously cruising. I would like to see this rigourously enforced. However there are still boats with no name, no number and no licence.	Nov 21, 2013 7:53 PM
50	The basic problems are that a) there are far too many hire boats b) there should be better enforcement of the current stay rules.	Nov 21, 2013 6:42 PM
51	No - apart from ensuring good communication - email seems the most effective, but not all participants/users may have the facility. Maybe a combination of methods, to ensure good coverage of all users, with as much feedback as possible built in.	Nov 21, 2013 5:28 PM
52	I do not think 'squatters' or continuous moorers should be able to avoid paying their fair share of canal fees. Chosen lifestyle must include paying that share. Those that break the rules should face the consequences- just like drivers, and house owners. Consistent, fair, and continuous monitoring is obviously needed to resolve the very divisive current situation, with real consequences for those that cheat.	Nov 21, 2013 3:30 PM
53	Stronger enforcement action on the 'nests or feral boaters' who think it is their god given right to moor just where they like, for as long as they like & litter the towpath with their junk.	Nov 21, 2013 12:27 PM
54	So far I have found the mooring plan and this survey quite complicated and in parts ambiguous. In some cases you are asking us to cast an opinion on proposals that aren't clearly stated in the plan. For example, how can I know if I agree to a sub group (5b) being a point of reference for review if I don't	Nov 19, 2013 7:51 PM

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know who the sub group are. Or, to agree to the publication and utilisation of a map of places without knowing what the map boundaries. I feel that canal users should have been consulted on a much wider and accessible scope prior to this point in the proceedings. Currently I don't see how the proposals meet the stated intention of reducing congestion, to my mind they appear to suggest the contrary would occur.

55 I cannot see this working whilst the term 'reasonable' is included at bullet one on page 5. This will be abused by people playing the system. What is a reasonable excuse? - Mechanical failure - how long will you allow for a problem to be fixed? - Illness - How will you require proof? Doctors note? - Stoppage on canal? Guidance needs to be issued as to what one 'reasonable' reason for over staying.

Nov 15, 2013 9:06 AM

56 Adding a voluntary code of conduct will probably make things worse as it is 'voluntary' The people who are turning the K & A into a floating slum have no interest in the allowed usage of the canals, and a big interest in not paying rent or council tax, CRT has to grow some balls and enforce the rules you have, I would happily pay double or triple my cruising licence to make it less of a loop hole for permanent moorers. Any idiot can comply with the rules you have, don't make it harder for yourself. More rules = more loopholes

Nov 15, 2013 9:00 AM

57 Although I have taken the time to complete this survey, I feel very strongly that this whole exercise has been a complete and utter waste of time and money. C&RT already have a perfectly satisfactory set of rules that, if policed effectively, are more than adequate. Stop faffing around and start being fair to the genuine continuous cruisers and boaters with a home mooring who pay exorbitant sums of money in licence and mooring fees, only to be forced into taking a back seat to the hire companies and towpath housing estates. There MUST be one set of rules for all; "local" guidance should be the same no matter which C&RT waterway you are on.

Nov 14, 2013 9:50 PM

58 My personal view is that anything that can be done to improve the current situation would be a good move. there are far more boats on the inland waterways than there are official mooring sites, we have a growing housing crisis in this country and more people are turning to alternative residences. This situation is only going to get worse as the government chomps down on housing benefit particularly to the young people of our country. Bath council currently have a waiting list of 7000 people for one bed flat

Nov 14, 2013 4:55 PM

59 1e. Disagree with 'places' set out in appendix 1 - there are numerous other stopping points which would still ensure boaters we're moving a reasonable distance without making it impossible for commuting to work/schools/ etc. I would agree its the definition of a move realistic list of 'places' whilst allowing for some minor flexibility. 4b This is intrusive and unrealistic 6a Agree with specified time limit but not overtaking damage 6c Disagree charges 6d Boat licence renewal should not be affected at any point trial or not 6g I would require further information about proposed changes prior to agreeing or disagreeing

Nov 14, 2013 4:49 PM

60 7.b - Difficult to sort a space in some areas if its really tight and get a mooring. Otherwise we respect that fishermen have paid to fish and give them room. Rules are in place at the moment. If these rules are enforced our canal system should work well. Please don't waste money bringing in new ideas. The people who ignore the rules and stay in the same place for long periods need to be forced to move. It isn't for that they get away with not

Nov 14, 2013 4:43 PM

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	buying a licence and not using the canal correctly.	
61	Holiday baters should be given adeqate instructions to ensure they can control a boat and be held accountable for distruption or damage. IF the existing rules (move every 14 days) were enforced there would be ne need for all this rubbish. there are many places where anglers can fish, but limited deep moornings for boats. 3.5m between every boat is unreasonable if this is to be reccomended the canal should be dredged	Nov 14, 2013 4:36 PM
62	No more, or less hire boats Slow down Less Beurocricy Dont change rules	Nov 14, 2013 4:12 PM
63	the existing law with regards to 14 day rule and overstaying should be strongly enforced. If this is done then there would be no need for any changes	Nov 14, 2013 4:07 PM
64	this is a complete waste of time and resources there is already law in place to deal with continous cruisers which is adequate if enforced	Nov 14, 2013 4:05 PM
65	there is already a law in place	Nov 14, 2013 3:58 PM
66	This appears an attempt to pander to the people who are in breach of the CRT requirements & more every 14 days and at the expense of those who conform. Those who have a home mooring within the region specified will be restricted by these guidelines and prevented from using thier own boats regularly at weekends. Mooring at similar points more refquently than 4 times in one month. If CRT are unable or unwilling to enforce the current requirements I fail to understand how these proposals will make them any more willing to act	Nov 14, 2013 3:55 PM
67	If its a voluntary agreement all of q8 is not needed! We are being tricked by cart	Nov 14, 2013 3:33 PM
68	1e. Clarity is good but I am very cautious due to the definitions of 'places' 2a. What about people with disabilities 4a. Could look ugly 4b. Could attract burglaries 6a. Could be exploited by rich people b. Too restrictive d. Unfair g. This should be 2 seperate questions 7b This is just not practual or realistic, especially since coats vary in length 8c. This is not a voluntary agreement 8e. Far too dictatorial - There is no system like this for home-owners who live in houses	Nov 14, 2013 3:28 PM
69	Have you ever hear the old saw: " if it aint bust dont fix it?" I havee lived happily along the K & A for 10 years and have got on with hire boaters, anglers, cyclists, walkers, bird watchers, runnings, enviromentalistis and many others with ver little hassle. In my humble opinion the money would be better spend on providing decent facilities and proper dredging. I trust you will act a a proper charity and not just a corporate money-making machiene Thankyou for your considarsation	Nov 14, 2013 3:22 PM
70	1e. what is definition of places 2a. what about boaters who are disabled 4a. could look ugly 5. open for burglury 6a. only good for rich people 6. too respective 7b. not practicle or realistic, all boats are different 8c That is not a voluntary agreement 8e. Sounds like a dictatorship *paperwork shows a swasticker*	Nov 14, 2013 3:17 PM
71	Being tracked moving assessable to public is enfringements of human rights. I think the current system works wel enough, and any serious changes to current running of the river/canal-should be fairly adhired by all involved. It	Nov 14, 2013 3:04 PM

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seems to be CRT are either trying to get more money off boaters or trying to force people off the canal

72 the 'notice to move' on my boat feels like an incision of privacy; as a single female boater seems unsafe. A right to appeal needs setting up to deal with refusals of right stay due to illness/circumstances beyond our control etc. Places does not take in to account suitability of mooring or reality of geography Signs on the canal should not interfere with its heritage status there is no mention of maintenance of canal to improve moorings i.. dredging and bank reinforcements. Without these encouraging more tourist boats that often damage the canal seems reckless at best

Nov 14, 2013 3:00 PM

73 3a- Not happy that this should be defined as this is not stated in the law. This seems reasonable if it was part of a voluntary agreement 3b-Only agree if the law has been broken 5a-This is badly worded to catch people out and is using reverse psychology 6a- Agreed as long as it is not a fine 6c- I can only agree to this if this has anything to do with my licence account 8d- Disagree because this would be tricking people in to signed something they don't want to 8E - How can I agree to this as there is not enough information.

Nov 14, 2013 2:48 PM

74 Why water down the rules of you live on a boat you are aware of the rules regarding licence and mooring when you buy one. More every 13 days, don't overstay on time restricted moorings Stop hire bases using visitor moorings as they have too many boats i.. Bath narrowboats always use moorings by Bothwell hill (you can tell they are not on hire as the bedding is not made up) Oxford cruisers double mooring so you can't moor opposite them why are they allowed so many boats!!

Nov 14, 2013 2:43 PM

75 Between Bath and Foxhangers a lot of boats moor on the winding holes and stay for long periods, I think this should be monitored more. 48-hour moorings between BDA marina and the winding hole heading for Trowbridge is continuously full up of so-called continuous cruisers. This Summer we have been told by many boaters visiting from other canals they won't come back again due to know mooring available and the attitude of people moored near Bath. They were happy with the canal.

Nov 14, 2013 1:59 PM

76 If you enforced the rules you have, there would not be this problem. Tickets with fines and an appeal process. Don't re-invent the wheel.

Nov 14, 2013 1:55 PM

77 I propose that all boaters comply to the terms and conditions of their licence there for alleviating the need for local guidance on how one should navigate the canals. Visitor moorings should be kept for visitors to the canal as visiting boats bring much needed business in to each community along the canal. They should not be used by hire bases as overflow mooring spaces, e.g. Bath narrowboats and Oxford cruisers. In waterways world fender boat Constance says "a large part of my work particularly from the overseas comes through my website and a very small amount through passing trade" so why for the past 7 years has it constantly been moored between Bath and Bradford on Avon is it not a roving trader?

Nov 14, 2013 1:45 PM

78 It's about time something was done about boats who refused to move. You can't have one rule for them and another rule for people who move

Nov 14, 2013 1:40 PM

79 E: Boaters already know where they can moor, unless this is being changed/limited. The review sentence suggests this might be limited for future which is not viable with the current number of boats. The one thing which would enable boaters to keep guidelines is more water points on the

Nov 14, 2013 1:38 PM

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canal

- | | | |
|----|---|-----------------------|
| 80 | Increased provision of water points would encourage movement over a wider range and with increased frequency. Increased pump out services would do likewise. Boaters make contravening movements and infringements due to geography of limited facilities. Re-instate water point at Whadden bridge. Provide water point between Dundas and Bradford lock. | Nov 14, 2013 1:35 PM |
| 81 | Overall I strongly support these proposals. My only concern is that the anonymous records mentioned in Section 4c are statistical only and do not simply describe the movements of each boat without names. I am also concerned that those able to pay to overstay at visitor moorings may increase the need for VMs and thereby reduce available 14-day space. I would also like it to be made clearer that this is a reciprocal agreement, with the Trust agreeing not to take enforcement action against those boats which do follow these guidelines. | Nov 14, 2013 1:30 PM |
| 82 | I think there should be more visitor mooring spaces. I don't believe they all have 48 hours. Some should be longer or shorter depending on their location. Where there are no designated visitor moorings I believe the Kennet & Avon should have better banking to allow 14-day mooring but no longer except in exceptional circumstances. Continuous Cruisers need to leave a boat occasionally. Such cruisers must never be confused with live-aboards or hippy boaters. | Nov 14, 2013 11:20 AM |
| 83 | The river Avon needs to be maintained better and kept open, this will help. Having Hanham lock shut for so long this year was very negative. New marinas are not the answer, there is space available at the existing marina but not used, the people/boats on the canal are there for economic / lifestyle reasons - whatever penalties have to be enforceable - The odds are financial may not be enough of a deterrent. | Nov 14, 2013 11:16 AM |
| 84 | This was a lost opportunity! The paper that came with the questions was dry, rambling, badly laid out and written in a way that few would be bothered to read the end. At the very least you should link the question to the paragraphs? That it would be easier. Some of the questions were drafted in a biased way e.g. 5a some of the questions are stupid! e.g. agree with the trust etc. No address on this form to post easily. | Nov 14, 2013 10:49 AM |
| 85 | 3-5 meters is not practical where there is pressure and shortage of mooring space & not practised in marinas and 'home moorings'. Ref Questions 6 - Why are 'hire' boats exempted? and can it be policed? Would availability of an extended stay charge only favour those able/prepared to pay and how practical to connect? | Nov 14, 2013 10:07 AM |
| 86 | Strong enforcement in the initial phase of this trial will be key to its success and to ensure the "buy in" of those obeying the rules. | Nov 13, 2013 10:50 AM |
| 87 | I find the plan extremely biased in favour of "continuous moorers". The multiple choice section of this survey is structured in a way that it is not possible to properly feedback on the proposals. The plan relegates boaters who pay both licence and mooring fees to 4th place behind "continuous moorers", hotel/hire boats, traders (where visitor moorings have already been given over to permanent traders e.g. Bradford on Avon). Four days per calendar month is extremely restrictive - for example, if we stayed at Bradford on Avon for 2 days on the way to Bath and 2 days on the way back, we would be unable to use these moorings for another month! The | Nov 12, 2013 4:10 PM |

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requirement to move 20km/year is a joke and as good a definition of a "continuous moorer" as you are likely to find! There is already significant congestion around popular locations, where if the visitor moorings are full, it could be a mile before there is any space to moor due to "lifestyle moorers". These proposals do nothing to alleviate this issue and legitimise the current practice, The proposals should not be implemented without a full and concurrent review of visitor moorings, with a view to increasing availability. This is a particular issue on the K&A as the towpaths outside VMs are often massively overgrown with weeds & not adequately maintained.

88	Additional signage & unnecessary changes to a working system and draconian monitoring/enforcing process would require funding which would only be justified by penalties/fines which are not legal sound under current legislation. Consultations of all parties and consideration of human rights issues (i.e. peoples homes, equality etc) and enviromental welfare are key factors in Canal managment.	Nov 8, 2013 12:36 PM
89	Comments will be emailed seperately	Nov 6, 2013 12:48 PM
90	I think it would make mooring very difficult if space was left for a hypothetical angler between each boat!	Nov 6, 2013 12:22 PM
91	The plan appears to be handing the keys to the asylum to the lunatics. It hands carte blanche to the continuous moorers to continue as they always have. Why can we not enforce the current agreement which we all sign when we become continuous cruisers? We visited the K&A this summer and were disgusted by the number of boats permanently moored beyond Bradford on Avon. This is just an invitation to further boats to move in, knowing that they will be able to move in a restricted area with no chance of action being taken. As with several boaters we spoke to, we will not return to the K&A and the anti-social "boaters" who infest it.	Nov 3, 2013 12:15 PM
92	The canal is home to many people who use it as an opportunity to live independantly and inexpensively and this is laudable. With the housing crisis as bad as it is, I feel that these people should be treated sympathetically and that also some limited opportunities should be given for discrete trading of creative arts and crafts etc- maybe a canalside market area. I do agree that there should be no provision at the moment for community moorings which could become ghettos. The space allotted to fishing does seem to be a bit excessive.	Oct 31, 2013 2:48 PM
93	Item 21. Hire boats should be moved as per any other user. Hire boat companies should not use the K@A as long term mooring, ie greater than the norm for the particular mooring, for boats not on hire.	Oct 25, 2013 5:11 PM
94	I still believe that it fundamentally incompatible for people living on their boats to have permanent jobs and for their children to have permanent school places yet they have continuous cruising licences - it makes a mockery of the licencing system - and is a unfair to responsible boaters like myself who pay for a permanent off-line mooring yet don't even live on our boats. I think that the trust has given too much consideration to the vociferous few who live-aboard whilst ignoring the views of the many more who are occasional boaters like myself.	Oct 25, 2013 4:08 PM
95	I dont think it should be 14 days - I think it should be 1 calendar month	Oct 24, 2013 2:19 PM
96	I would suggest that there is an upper limit for the number of boats allowed	Oct 24, 2013 1:39 PM

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to remain permanently within any area on a yearly basis - new permanent arrivals need to be monitored to prevent over-population and thus discouraging visitor boats whether private or hire.

97	Fishermen who fish on lock sidings and get aggressive when asked to not fish there. If there was a sign saying no fishing then it would stop them, or take away their argument. I actually had a continuous moorer say to me that I was a mug paying for moorings and I ask myself why I bother as it would save me £2500 pa and if we all did it then where would cart be? Are we mugs? I am beginning to think so as I get nothing special for my money. There is no real security, I have to pay for any amenities. They just get more expensive every year, and are falsely priced for what they are. The biggest problem is the continuous moorer who stays on the best moorings for weeks on end, only moving on after being given a polite notice. All this time spent on a consultation has been a waste of time and money, why doesn't anyone just enforce the existing rules. The waterways are not meant to be part of the housing problem, that is the responsibility of the councils and as for the concept of the 'alternative lifestyle', What is alternative about being on benefits, or needing to have children go to school or needing to work? Surely these people who use these excuses are needing permanent housing not sub standard boats.	Oct 24, 2013 12:38 PM
98	To enforce the 8am-8pm running of engines/generators - Also to make it obvious on license renewal forms. To stop boaters littering on the towpath	Oct 24, 2013 12:14 PM
99	Side by side moorings should be disallowed.	Oct 24, 2013 11:03 AM
100	change the mind-set behind this plan from authorisation assumptions that a certain group of users are all anti-social. there are problems but you already have powers to deal with them. Tjhe main abusers I see are in your failures to appy the existing powers. After the reasonable long established I think this whole survey spiralled off in to this crazy authorisation od the sort you would need massive resources to enforce	Oct 24, 2013 10:53 AM
101	Have same rules as rest of canals. The canals are for boats to move not to set up floating no go areas which has happened in Bradford on Avon and Bath.We should be proud of the Kennent and Avon Canal not imbaressed of it.It has become an out of control no rules apply canal.If the rest of the canal networks can manage and control why can't the K&A as well.	Oct 24, 2013 10:49 AM
102	It is hoped that the new organization, running the canal network, will work more constructively with those who live and work on the canal. It would be more positive if all parties could eradicate the us and them attitude, which has prevailed in the past. A better understanding, by all parties, on the needs and requirements of those sharing the canal network would lead to a more dynamic and healthier climate, for people to live and work in. A possible first start in this process would be for C*RT to consider extending the 14days rule for continued cruising to 21 or 28 days. In return the continuous community would agree to a conforming more stringently, to these regulations.	Oct 24, 2013 10:36 AM
103	Better enforcement of existing rules and regulations would help. It is my understanding that the existing "patrol" officers have an inordinately large area to cover. I have a mooring at Newbury and constantly see the same boats disregarding the rules, overstaying by ridiculously excessive periods, apparently "getting away with it" and in the process, preventing other boaters from using the available mooring spaces.	Oct 24, 2013 10:35 AM

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104	I envisage that it will be expensive and almost impossible in cases where boaters live-aboard, to enforce penalties.	Oct 24, 2013 10:21 AM
105	Signage in regard to speed limits should be implemented, especially in areas inhabited by live aboard boaters, also weak areas of the towpath susceptible to water erosion on approaching a bridge; as it seems that in some cases people speed up to make sure of free passage	Oct 23, 2013 3:59 PM
106	The rules to control unacceptable mooring practices seem to me to be in place already. To the average boater like myself they appear to be not enforced at all and taken advantage of by a minority of antisocials. Consistent robust enforcement is the only way forward but no one seems willing to do it.	Oct 23, 2013 3:55 PM
107	I think moer should be done to check out of date water liecence, why should some people get away with not paying. They should also be displayed clearly	Oct 23, 2013 3:49 PM
108	If a solution to the issues referred was an easy one it would have been taken long ago. The small minority of live-aboards who totally ignore the two week rule on overstay on visitor moorings will not be concerned about points on a licence or even refusal to renew. Impounding of vessels is currently impractical given restricted craning and storage facilities. upon reflection, I have reluctantly amended my attitude toward community mooring in the proposal which might be introduced alongside more effective policing of other areas. You have a job on your hands, Good Luck	Oct 23, 2013 3:45 PM
109	there is no provision within these proposals for Shared Ownership Boats, run on similar usage patterns to a hire boat, but outside the scope of this document. 10 of 12 owners operating from a home boatyard mooring would fall foul of these proposals. I would propose they are in a 'Tourist Boat' category. Limiting VM mooring to 4 days p.c.m. would be very problematic for this type of boat.	Oct 23, 2013 3:40 PM
110	* 20km movement requirement does not reflect the term continues cruising, 100km would be more appropriate. * In principle all outstanding charges should be paid at licence renewal * No problems of this nature are presented by boats, there is no need for extra measures in their case * Fishermen should not fish at mooring sites it would be backward step for boats to leave 3-5 meters limited out of the mooring places available * Do not focus on local agreements - proper boaters travel through main locations each year - a National Code of Practice for boats would be better	Oct 23, 2013 3:22 PM
111	The granting of a permanent mooring for a trade boat at the visitor mooring below Bradford on Avon lock is an inappropriate use of visitor mooring at the busiest location on the western K&A. The business concerned has no intrinsic link with canals or their heritage but are simply using the canal as a piece of surrogate high street. It can't help your cause to promote fair and responsible use of moorings by cruising boaters when you grant such permanent moorings at "honeypot" sites in the face of overwhelming opposition, such as that expressed at the planning application in this case.	Oct 21, 2013 8:36 AM
112	This is a highly biased and non representative plan. The group is primarily made up of non contributory organisations with only one representative from the community most directly affected. This community is being constantly threatened by the totally unrepresentative trustees. It is my opinion that the canals primary purpose was and still is boats. this attempt to	Oct 19, 2013 12:37 PM

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gentrify the canal excludes too many people.

113	The list of places is not conclusive. All visitor moorings should be 48 hours with no option of charging for extra stay. Better provision has to be made for disabled boaters i.e. using visitor moorings. At times boaters have to use visitor moorings for more than 4 days i.e. installing new parts, preparing boat for safety cert etc.	Oct 18, 2013 8:47 AM
114	We have travelled up and down the K&A for 2013, at times it has been impossible to moor anywhere near any services over a six-week period we travelled from Devizes to Bristol and back. Many boats had not moved over that whole period, many unlicensed. What is the point of having rules? We have continuously cruised for seven years and never broken the rules, WHY SHOULD WE OBEY THE RULES, THIS I THINK WILL BE THE LAST VISIT TO THE K&A.	Oct 17, 2013 3:49 PM
115	1c. Minimum distance of move to be defined 2a. How is it monitored? Discharge of sewage into the K&A should occur a substantial fine.	Oct 17, 2013 3:43 PM
116	Recovering overstaying fines from the next licence payment gives good leverage against potential non-payers. Don't delay in using this tactic. Are you suggesting leaving 3-5 metres between boats at visitor moorings? Quite unacceptable unless you can extend them to achieve at least the same (already inadequate) number of boat lengths presently available. (Very much doubt this would be practicable). I imagine it's the live-aboard lobby who don't care for Community Moorings. It should be made clear to them that these will be imposed if their community won't play ball with the other measures suggested here.	Oct 10, 2013 5:15 PM
117	The second paragraph says, The proposals support the introduction of a pilot voluntary local agreement between the Trust and licence holders in the area between Bath and Devizes, it seems by this paragraph that those who don't pay for a licence are not bound by it, so is it only licence holders who have to abide by the rules. Point three says; To provide a means by which boaters without a home mooring currently resident between Bath and Devizes may continue with their chosen lifestyle without the need to move every 14 days. So what's the point in all these rules, if I decide my current lifestyle says I don't want to pay a licence, live as I wish, not abide by the rules, your not going do anything to me so the rules are obsolete already. Paragraph under Point 5. In coming up with this response, sub-group members (1) have worked hard to engage with a very wide range of interested parties (2) to ascertain their views and gain their support and commitment to adopting guidance that we believe will result in a significant and positive shift in navigation habits. This won't work and won't lead to a positive shift in navigation habits, because you've already said in point 3, that no action will be taken again those with a chosen lifestyle. Nobody should be able to get a new licence, until they have paid money owed, for transgression's of the rules, because this is condoning bad practise, just carry on flouting the rules. I love the 24km rule, but again, this rule is worthless if point three above means you won't do it, because your lifestyle says you don't have to. I'm sick and tired of sticking to the rules, when others seem to have your backing to do what they like, it's about time you stuck up for those of us who pay for the upkeep of the canals with our licence money, because if we all decided not to pay like the lifestyle choosers who you support, the canal will fall into disrepair, so leave us payers alone, and tackle the non payers, or I may just decide to join the non payers, as you haven't got the balls to make me pay.	Oct 10, 2013 2:01 PM

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118	There should always be sufficient 24 hour moorings on both sides of the Caen Flights to enable a smooth journey. Short stay moorings are essential for the use of local boaters and travelling holiday makers passing through. I'm concerned about the towpath as since cycling has been permitted on them some cyclists are using them as race tracks and are causing considerable damage to the surface. Cycling leisurely is one thing, but high speed cycling is quite frightening for walkers, children and boaters. Re Question 7: Anglers should be allowed to fish if there are no boats moored there. If a boat is moored there they must move. there should be areas with no mooring and can be used by anglers. Some anglers do not respect other peoples property ie boats. they get their fishing line tangled up with the boats and leave fish and bait indiscriminately and even use the boats as a fishing platform so a 3-5 metre gap is not sufficient for their needs. 7b: A 3-5 metre gap is excessive and would reduce many mooring spaces. I have many times been where I have had to double up which has always been done safely and respectfully towards other boaters so as not to impede their movement.	Oct 7, 2013 11:32 AM
119	Have more moorings places clearly marked 24 hour or 48 hour or 72 hour or 7 days and maintain enforcement for these periods	Oct 6, 2013 7:29 PM
120	With regard to 7b if this is a requirement then visitor moorings will need to be considerably extended to facilitate 3-5m gap especially if there are a number of 20+m boats requiring to use the moorings. I understand on the Thames they encourage 'nose to bow' 'nose to nose' mooring to maximise the space available.	Oct 6, 2013 7:24 PM
121	Having been boating on the K&A it is very sad indeed to have seen a massive decline in the ability to use it as a leisure boater. it is OFTEN just not possible to moor near any of the prime locations due to static live aboard boats. We have chatted to many K&A visitors over the past few years that say they will never return due to the mooring problems and the dreadful mess often left on the towpaths. 1a. What would be reasonable circumstances? The should not include place of work or schools. 2a. Not far enough, they will just keep swapping places. 5b. Should be NO EXCEPTIONS 7b. Not enough mooring space now, often have to breast up	Oct 6, 2013 7:17 PM
122	If the current rules and regulations were enforced there would be no need for this proposal, more enforcement against non licensed boats and over staying.	Oct 3, 2013 12:58 PM
123	Boaters that sign up to the scheme should be required to maintain a cruising log as evidence that they are complying. It should be their responsibility to prove to mooring managers (or similar) that they have moved their boat as required, not the other way round.	Oct 1, 2013 11:51 AM
124	The principles of the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes are sound but I am concerned that proposals will shift the problems it is seeking to resolve to the east of Devizes.	Sep 30, 2013 9:22 AM
125	I fully applaud any and all actions that will make it easier to moor for short periods (ie max 24hrs) at all locations of interest to ensure that visitors to the K&A can make full use and enjoy the experience/area to the full. I refer to locations such as Claverton, Avoncliffe, Dundas, Bradford, Bathampton etc etc where visitors want to visit for short periods but are all too often precluded from doing so by the lack of 'available' moorings.	Sep 28, 2013 12:18 PM

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126	<p>The mooring plan is at least an improvement on the original proposals that sought to benefit "long established live aboard boaters" by "legitimising their movement patterns". Long term mooring is spoiling a beautiful part of the British Canal system and has done for the last 5 -10 years. The mealy mouthed appealing attitude of the British Waterways management of this canal has caused this problem and blighted the canal. This problem needs to be addressed head on and not skirted around as has happened in the past. The proposals in this plan would to some degree begin to restore the balance in the favour of the rule abiding mooring fee paying boater, but they will only do that if the management of CRT have the will to enforce these rules. Sadly I think they have not. I hope I am wrong.</p>	Sep 27, 2013 9:31 PM
127	<p>I use my boat at weekends, and along with hire-boaters wish to stop at places like Bradford on Avon for a day or so. Make it easy for us to stop and we will do so and spend money. Lots of small lengths of 24 hour moorings dotted along from the Bradford marina to the Cross Guns would help. Even just 50metres. This would also serve to break up the long lengths of continuous moorers. Places like the Sainsburys bridge at Bradford could have say 4 boat length, limited to 3 hours. I do not see any problem with paying for the moorings using mobile phones, just like a car park. I would certainly pay £5 to moor near the cafe at Bradford. Also why not have mooring bays for disabled boaters. Many boats are carrying an elderly mum with mobility problems.</p>	Sep 24, 2013 7:01 PM
128	<p>I'm not convinced about the self declaration provisions. This and the overstay charging proposals require conscientious enforcement - something which is essential for these proposals to have any effect.</p>	Sep 23, 2013 7:23 AM
129	<p>See my separate paper on long term moorings on the Western K&A. I utterly disagree with your proposed rejection of Community Moorings - it's time for a pragmatic local solution to the problem. CART will only get bad press if it adopts a draconian approach that ignores the long standing practical reality of this stretch. There is nowhere to build a marina so there must be some limited offside long term moorings</p>	Sep 22, 2013 6:29 PM
130	<p>It would be extremely helpful if a map were produced showing location of visitor moorings and maximum permitted period of stay for each. Continuous cruisers should not use visitor moorings as these should be reserved for travelling boaters (there was an occasion at Crofton this summer when I was the only home mooring boat in the visitor moorings at the pumping station which was otherwise full with continuous cruisers). This is not an attack on continuous cruisers as we have met & befriended many lovely people during the course of our travels. The only problems we have experienced have been with a few continuous cruisers on visitor moorings, who seem to think that they are above the rules. I am a little concerned about the 4 days per month maximum at any visitor mooring. We use our boat predominantly for 3 months in the summer, generally going for 3/4 day trips staying for a maximum of 2 nights in one place, which limits the available range of moorings available, We could therefore potentially exceed this limit which would apply to us, but not hire boats. Finally, although not included in the proposal, can we not introduce barriers on the towing path at visitor moorings to slow down the increasing menace of speeding cyclists?</p>	Sep 21, 2013 2:35 PM
131	<p>I think the proposals are overly complex, poorly written and will be impossible to enforce. They are also unnecessary - all that is needed is to enforce the existing rules, with perhaps a clearer definition of "place". I therefore welcome the attempt to do this in the document and also think the</p>	Sep 19, 2013 5:56 PM

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idea of a panel to determine borderline or grey areas is a good one.
 Specific comments: 1. It is not clear if the document is aimed at all boaters or just those without a home mooring. 2. The recommendations for visitor moorings are unclear: what is meant by a visitor mooring, how would the "4-day" rule be policed, what about 24-hour moorings? 3. The section under "Defining place" is nonsensical and would be impossible to police. It is also poorly worded - "momentarily" would be better "temporarily"; 4. The suggestion under "Communications" of "self-declaration" is also nonsensical, and would be unworkable and impossible to police; 5. In the same section what is meant by boaters' own records? 6. In the same section, the suggested confirmation on the licence renewal is poorly worded.
 7. Conclusion: I disagree that these proposals are "simple". I am disappointed the guidelines do not address the most important issue for me as a canalside resident, which is disturbance from moored boats from engines, generators, drunks, loud music and barbecues. I would like to see all running of engines and generators banned from boats while moored, especially near to dwellings.

132	<p>Visitor moorings in prime locations should have two maximum stay limits 24 & 48 hours. To rebalance the fairness for pleasure boaters who have a home mooring licence CRT should reduce the cost of this licence, this may encourage continuous cruisers who wish to permanently moor on the cheap to pay for a home mooring. CRT should consider limiting the issuing of continuous cruising licences in future as they in the main are purchased by boaters who really want to remain in one location, but do not wish to pay for a permanent mooring. Charges for overstaying on visitor moorings should reflect mooring charges generally.</p>	Sep 19, 2013 10:01 AM
133	<p>this life style must be encouraged it is the greatest off grid frontier of our time lets make it easy for people to get on board selling off the banks for resident moorings is making the canal rather scruffy can't the trust buy some fields and make some marinas</p>	Sep 17, 2013 9:30 PM
134	<p>I feel there's a lot of good common sense in the document. Some of my only concerns are for those who need to get children to and from school, or who need to regularly access healthcare or are carers for others. Having to perhaps be 20 km's away will be too much for them. I also oppose cruising records being made available, albeit anonymously. This suggestion has a nasty big brotherish tinge. I'm sure I'm not alone in wishing to see the rules being applied fairly across the board and I very much welcome the tone of fairness and flexibility within this document.</p>	Sep 17, 2013 4:01 PM
135	<p>There should be a restriction on the total number of boats allowed on this section of waterway and this should include hire boats. Fishing must be kept to a minimum. Fishermen have the option of fishing in rivers and lakes, boats have to stay on the canal</p>	Sep 17, 2013 2:59 PM
136	<p>A major irritation for those boaters who are primarily interested in making long trips is the requirement to reduce speed to tickover when passing moored boats. This is exacerbated when designated moorings extend over long stretches or single boats are moored spaced out but close enough that speed is effectively reduced over long distances. It is not clear to what extent the Plan has addressed this. Clearly the speed restriction is requested to avoid boats surging back and forth potentially damaging contents and causing discomfort to occupants. However where mooring posts or rings are provided or banks are sheet piled there seems no reason why boats should not be securely moored including with springs to avoid fore and aft</p>	Sep 16, 2013 8:59 PM

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movement. Indeed secure mooring in this way is generally possible with stakes. As the number of boats moored on line increases the blanket requirement to reduce speed to tickover becomes more irritating and is leading to non observance and confrontation that is unpleasant. The Plan could usefully address this and perhaps propose some revision to the existing rule and guidance on more secure mooring methods.

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| 137 | I feel 20km is not enough for a boat that is supposed to be CCing. We have been doing up our boat this year and only been out 8 days.....we have done more than 30km! More enforcement and a number to report boats not moving. (2 boats have been moored outside the narrowboat pub in Newbury for 4 months now! Ok, not west of Devizes, but if there still there and are not moved....what chance for any other area? Major fine for dumping waste off towpath. | Sep 16, 2013 5:50 PM |
| 138 | Whatever is decided it is essential that enforcement is carried out sympathetically. Aggressive enforcement will only inflame the situation. However where safety is a consideration then there must be no relaxation of the regulations put into force. | Sep 16, 2013 11:17 AM |
| 139 | 1.If the length of the 48 hour visitor moorings was significantly increased and the 48 hour rule enforced correctly the problems would be solved. i.e the majority of the length from Bradford lock to the Cross Guns at Avoncliff could be patrolled 48 hour visitor moorings. 2.Boaters with debts from overstaying charges should not be allowed to renew their licences as it is very likely that boaters who already ignore visitor mooring restrictions would also just ignore their overstaying charges, 3.As visitor moorings are incredibly scarce already it is unrealistic to expect boats to moor a few yards from the next one wasting space even though the theoretical benefits for fire protection are clear. | Sep 16, 2013 11:07 AM |
| 140 | You've covered it all. As a visitor to the K&A this year (we spent two months going to Bristol and back to Reading) we struggled at all the best mooring spots to get a place, and subsequently weren't able to stop at places we really wanted to stop at. This included Bradford on Avon, Pewsey and Honey Street. There weren't enough mooring places for the amount of boats using the canal, and pushing into the unkempt bank side and using a plank (we have a nervous dog on board) was unpleasant and difficult, but the only option. The K&A is a stunning canal, my favourite and I've been cruising as a live aboard for 14 years now so have covered a lot of miles, but the major problem is mooring. Too many boats line the canal, too few spaces to safely tie up. | Sep 15, 2013 2:57 PM |
| 141 | 11. rigorous (and locally employed patrolling / rule making): Overcomplicated and highly bureaucratic and a possible legal Black Hole. Disproportionate input derived from local business / domestic interest governing risks the freedom of quiet enjoyment by licence paying canal users . (Locking boaters out of currently free mooring options due to adjacent non user interest being a likely result). System in place works fine if effectively carried out. A low cost user sms 'overstay reporting forum' (similar to Neighbourhood Watch / Paws on Patrol) in conjunction with current towpath patrolling would be effective in motivating focus on onward movement of boats - particularly busy sections. Irritation of daily users and canal side public speedily motivates reporting and identifies problem areas. 13. Increase signage: MORE signs? This is a national monument not a high street and there are signs enough already. Please perish that thought! (and do it with maps). Sign-age is already clear. 14. Display notice of intent movement: All sorts of | Sep 13, 2013 7:46 PM |

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risks (assisting the timing of burglary hardly being the least) No boater is ever going to agree to this! The whole point of the lifestyle is freedom of choice (to move whenever the fancy takes). Decision to move is governed by length of stay, mood of the moment, current weather, and need to maintain a water supply! 18. Community moorings: I don't agree with 'ghetto living' either. However the crux of the matter is insufficient off line mooring space (as well as few and far flung facilities to shop, take on water, and offload waste). Sooner or later it needs to be accepted that during winter, it can be dangerous or unsuitable for boating much of the time - and boaters are forced by necessity to moor near facilities in order to survive. Temporary winter amnesty in areas that do not traditionally attract complaint from other communities should be looked into (at least until appropriate off line moorings are set up). 20. Overstay penalties: difficult to legally enforce and hard to police. The current system works fine. A policy of issuing finite 'notice of over stay penalty' (giving fair time to present a mitigating reason), followed by the appropriate penalty actually being issued would seem simpler to operate and fair. 21. 20 km rule - could be disproportionately hard to achieve depending on the particular stretch of canal (and the age / health of the boater). It's easy on the long pound in winter - not so safe elsewhere! Unnecessary movement means unnecessary wear and tear (on boat and infrastructure) and unnecessary personal risk. 27. Angler comp. pegging out space: Surely a 3.5m gap between boats fair enough space?. It is not hard to walk a few extra yards - But it can take a whole day to turn a boat and return to seek another available mooring spot where you need to be for the night. Share the space (do not discriminate its).

142	<p>whilst I agree with the majority of the statements, I believe it is necessary to improve the current visitor moorings in the area by increasing the current amount available, During high season when the canal is busy it is very difficult find an available visitor mooring, I do sympathise with the 'roving' boat world it must be very difficult to do the very basics in upkeep on their boats having to lean across the vast amount of reeds and unkempt towpath. Although I strongly disagree there should be community moorings, I do think an increase in 'good' moorings should keep everyone happy, and prevent clumps of 'communities' along the canal</p>	Sep 13, 2013 6:33 PM
143	<p>It should be possible when cruising to find suitable places for mooring. Moorings with rings are overcrowded and boats clearly do not move on. The K & A suffers from lack of dredging and poor depths of water at places that should be suitable for mooring, but are not. Boats that are in breach of licencing should be removed from the water, it is not unreasonable that if someone has bought a boat to live on that they should pay reasonable licence fees to enjoy the facilities they are using. If traveling west it should be possible to expect a reasonable chance of mooring without having to find a mooring before lunch and loose the benefit of cruising the rest of the day.</p>	Sep 13, 2013 5:44 PM
144	<p>Visitor moorings need to be improved and more VM prepared. Most locks need better (longer) landing stages</p>	Sep 13, 2013 4:06 PM
145	<p>No fishing from visitor or lock moorings. Cyclists should be reminded that towpaths are for the use of everyone and must not be used as a race track.</p>	Sep 13, 2013 3:45 PM
146	<p>14) A declaration to move by a certain date could be a good method of communication between boater & authority should a 14 day extension be expected. Clearly it needs to be a 'reasonable request'. 18) Community moorings could be fine if they were kept small (eg. a 5 boat community?). 22) Fines/Debts accrued should be collected by polite requests leading to</p>	Sep 13, 2013 2:01 PM

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Court action for failure to pay. 26). Constant review is fine but adjustments should be after an extended time (5 years?). Constant change leads only to confusion.

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| 147 | I do feel that this is a step in the right direction, however, I am intrigued as to how this will be policed, historically the 14 date rule has been blatantly abused and the towpaths are not patrolled on a regular basis. My main concern though is the policing of boats clearly not licensed, insured or holding a valid safety certificate. We do need to respect the fact that some for some boaters this is there primary residence and I feel that in conjunction with local councils provision should be made to moor these boats in areas that will not infringe on the right of access and navigation of other waterways users both on land and on the water. | Sep 13, 2013 10:17 AM |
| 148 | Enforcement is essential. The proposals should be extended to the whole of the canal. Thhe anglers guidelines used to say "no fishing within a stipulated lenght of a moored occupied boat" so leaving a break for fishing matches would be very difficult. | Sep 13, 2013 8:42 AM |
| 149 | if you implemented your rules that you have ie un licenced boats there would not be a problem in the first place | Sep 12, 2013 10:19 PM |
| 150 | I pay my full fee, fishermen pay very little to me., so they should not get priority. Also walkers joggers pay nothing, its my fee that pays for the up keep of the paths, as other boaters do. start clearing the weeds, and mend all the locks, thay are dreadful if you are a dissabled boater. Also boaters should get a big reduction if they are dissabled, and get the DLA from the government. We can't go scrambling up banks etc. so give us a reduction please. | Sep 12, 2013 9:09 PM |
| 151 | We do not need more rules and regulations, just the enforcement of existing ones and there should be no need for exceptions to be made for commercial boats. This is a busy stretch of canal and the Hire companies, trip and hotel boats, live-aboards, retail boats and those of us crowded into marinas are all equally to blame for congestion during peak periods. | Sep 12, 2013 8:43 PM |
| 152 | I would suggest that in many areas of the canal, weed growth at the sides of the channel and on the banks make it difficult to moor. Also in many areas, it is not possible to moor anywhere near the bank due to insufficient depth of water. These factors often preclude boaters from "spreading out" and thus bring greater demand for visitor moorings. Not everyone needs or wants to moor at a wharf or next to a pub but we all need to be somewhere near the bank and to be able to get on or off our boat without fighting our way through reeds, stinging nettles, brambles and wild rhubarb. If these issues of canal maintenance could be addressed a little more diligently, I think there would be more than enough space for all the boats that currently wish to use the canal. | Sep 12, 2013 8:37 PM |
| 153 | The plan is worth trying - as far as it goes. But it does nothing (and claims to do nothing) about the problem of excessive numbers of boats on the western K&A. This problem may become worse when this plan is implemented. | Sep 12, 2013 8:20 PM |
| 154 | The Plan is overdue. I have recently given notice on my offline mooring. I found that many desirable mooring locations were effectively closed to passing boats reducing cruising options and there appeared to be an established "jungle telegraph" to ensure that some of these were turned over only between groups of continuous cruisers. This said I recognize that there | Sep 12, 2013 6:21 PM |

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is a housing affordability and availability issue in the area and that people should be allowed to pursue their chosen lifestyle, provided that it does not prevent others from enjoying what they have paid for.

155	The key to the implementation of this mooring plan is the regular and active monitoring of boats. This will require daily inspection (including weekends) of the entire stretch from Bath to Foxhangers throughout the trial or boats will very quickly start overstaying. Enforcement during the winter months is critical if the situation is going to have stabilised and improved for summer visitors. Some other thoughts: - greater provision should be made for people who wish to "weekend" their boats into the area and so need places to leave their boats for 7 or 14 days - nothing should be enforced that indicates how long a boat is likely to be empty for. This will just cause boats to be broken into. - consideration should be given to reducing the numbers of permanent moorings on this stretch and the space that is released should be converted into 48hr or 14 days moorings - 48hr moorings should be converted to 2 night moorings and signs should encourage boats to leave by noon on the day after the second night.	Sep 12, 2013 3:47 PM
156	There should be more leniency in winter, as ice can prevent moving, and if you miss the chance to move one weekend and it is dark every evening from 4 it can be very dangerous and people may feel forced to try to move in the dark when it is unsafe. It is important to provide adequate numbers of temporary winter moorings for the amount of people who want them. The new proposals may lead to more demand.	Sep 12, 2013 3:19 PM
157	I fail to see why live-aboards who have been flouting the rules for many years should be permitted an easy way out yet those that abide by the rules are going to potentially lose some visitor moorings. The rules as they exist NOW should be implemented with vigour. In the question as to what sort of licence do I have - there is only ONE kind of boat licence.	Sep 12, 2013 2:47 PM
158	Some of the proposals are unclear ; 20km a year- is this move a linear distance of 20km or does moving back and forth within say 10km meet this. What is a reasonable circumstance to stay for more than 14 days, who decides what is reasonable, what is the process for this decision to be made. Who will check that a hire/hotel boat displaying an under hire sign is actually for hire? If an agreement is going to be in place it needs to be absolutely clear, otherwise we are back to the interpret it as you will and hope for the best situation that currently exists.	Sep 12, 2013 2:07 PM
159	I do not believe that hire boats should be exempt from some of the mooring rules that are otherwise applied	Sep 12, 2013 1:39 PM
160	You don't identify the penalty for exceeding 12 points on the licence! It is too simplistic to read across a car licence point's system to a boat. A car is a luxury which can be removed from the highway and impounded: a boat is a home for some which cannot be impounded! What powers do you have for boat owners who continually ignore penalties and are they enforceable / have they ever been successfully enforced?	Sep 12, 2013 1:36 PM
161	I think it is disgusting as a boater who pays for a home mooring that the so called bridge hoppers flaunt the regulations and are not penalised this canal is the worst I have ever boated on for so called bridge hoppers/continuous cruisers. There are very few moorings available at popular sites as they are full of scruffy hippy boats who have not moved for months they leave the towpath in a disgusting state their dogs run free messing the tow paths which	Sep 12, 2013 10:56 AM

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is not picked up by the boater owners they should be evicted off the canal and made to move on by the enforcement teams

162	Care must be taken that a trader licence is not used as a means of by passing the 14 day rule as i am sure a number of supposed traders are doing at the moment. Proof of a sustainable income and tax registration should be required as to ensure the applicant is not claiming benefit and staying in one place as a fictitious trader . I would like to see enforcement having a bit more in the way of teeth. Boats with no licence, boats that constantly overstay and brake the rules should be towed away at the owners expense and if needed disposed of to cover costs. Many of the rule brakers will just change the name on the licence to zero the points again which makes a fool of all, an enforcement has to take in the boat to some extent and proof of ownership change should be needed to allow zeroing of points on an order against a boat. Not easy to please all but persistant rule brakers must be weeded out	Sep 12, 2013 10:49 AM
163	I use my boat most weekends and for several weeks all year round. The restriction of 4 days/month is unfair on leisure boaters like myself. Enforcement of penalties is the issue as I see it and I hope the new arrangements address this. In addition there should be fines for hire boats not following the rules eg mooring on lock moorings, swing bridge moorings etc. Having just visited the area in question, the number of boats on this section is far too many and makes progress extremely slow (unless you're a hire boat of course). I cruise the eastern K&A more regularly and would welcome some of these proposals being implemented there as persistent overstaying is a problem on many VM's and little enforcement action appears to be taken. In addition I would suggest that before a thorough survey of boat licences, BSC's and Insurance be conducted and those boats unable to comply removed from the waterway. 20km/year is also not enough in my opinion to be considered compliant with Continuous Cruising. What will be done to prevent other boaters, perhaps even myself seeing these new arrangements as a far cheaper way of using the waterways and moving down to the western K&A.	Sep 12, 2013 10:34 AM
164	NONE	Sep 12, 2013 10:12 AM
165	When sorting out the signage, clarify that boats should not moor on the outside corner of the offside (beyond the permanent moorings) at the BoA end of Dundas Aqueduct. The space is needed for turning, poor driving by hire boaters, and passing space when the canal is busy.	Sep 12, 2013 10:09 AM
166	It appears to me that if I spend 14 days at Avoncliffe, carry out a day trip to Bath then reverse my direction I can then spend a further 14 days at Avoncliffe. Follow this with a weekend cruise to Devizes and reverse my direction to BOA and my 20km is covered for the year. I am then free to reverse my direction every month and remain in Avoncliffe and BOA. The difficulty is that there appears to be an assumption that boats will spend 14 days in each zone on an end to end cruise of the area. In fact there is no MINIMUM time enforceable and boaters need spend no more time in any zone than required to pass through and the pattern I describe is likely to be widespread leaving the situation worse than it is now and we may well return to seeing boat names painted on the canalside reserving a mooring for a boater spending a day putting in their yearly mileage. In my view the proposal as it stands will simply legitimise obstruction of the canal by static liveboards with congestion in the same popular areas as has historically been the case. I think there is also a strong likelihood that more boats will	Sep 12, 2013 10:00 AM

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flock to the area to take advantage of CaRT's abject surrender to the NCCCs.

167 I don't know what a community mooring is, so can't comment on that. The questions seem strongly skewed to suggest a particular plan of action, ie they seem to favour a rather strong-handed approach which will not be kind to boaters like myself, who move regularly and far, nor to those who move short distances and have a right to do so. I strongly disagree with the idea that we should display a sign saying when we expect to move. We might as well put signs in our windows saying I AM HERE FOR A WEEK AND AS YOU CAN SEE, I GO TO WORK EVERY DAY SO COME BACK AND BREAK IN TOMORROW.

Sep 12, 2013 9:57 AM

168 I have to abide by the terms and conditions of my licence and feel if you wish to continually cruise or stay in one place that the licence fee should reflect what is actually your life style choice. I travel with someone who is in a wheelchair and get fed up of trying to find a visitors mooring or even a tow path mooring where it is suitable for him to get off the boat due to people who moor up indefinitely. This should also apply to Canal & River Trust home moorings which are now turning into residential moorings where people live all year round on a leisure mooring.

Sep 12, 2013 9:47 AM

169 In cases of shared ownership boats how do the restrictions on moorings apply - seems invidious that a boat used by many people should not be able to have some of the flexibility of a hire boat. e.g. being barred from local moorings because of previous user taking up the time allocation. Not sure how that should be managed. In popular areas leaving 3-5m between boats just in case an angler wants to use the water seems ridiculous. There must be a better way. Likewise the use of pegs as an informal 'no mooring' sign.

Sep 12, 2013 9:35 AM

170 Implementation of these would need to include week ends if they do not define weeks from weekends in terms of compliance.

Sep 12, 2013 9:23 AM

171 I strongly disagree with the proposal that boats cannot use visitor moorings for more than 4 days a calendar month. I am 61 years old and my husband is 71 years old. We have a small cruiser moored at Bradford on Avon Marina. We are retired and often go out for 3 to 4 days at a time. Because of our age and strength we don't often navigate the flight of locks so we travel between Foxhangers and Bath on a regular basis. We have cooking facilities on board but as it is only a 23ft boat these are not great and we like to moor nearby places we can get a meal. On any trip we may well moor outside the Cross Guns at Avon cliff for 2 days or more, as it is halfway on our trip, apart from providing good food, and walks for the dog, What you are suggesting means that we can only use our boat twice a month. Given the amount we pay for a licence I find this unacceptable and not in accordance with the licence agreement. It appears that your proposals will penalise all boats moored in private marinas, of which there must be many. It also appears that you want to give priority to hire boats which I object to. They should have the same rights as locally moored boats. As far as the water gypsies are concerned, I appreciate you have a problem with the Human Rights Act but do not accept that your solution should be to penalise those who pay for mooring and licences and have boats that meet the safety standards. If you continue as you propose then the only way forward for us is to sell our boat, which would be sad as we have been on the canals for over 12 years. I also don't see how one part of the canal network can have different rules from the rest. Is this going to apply to all canals? If not how can you square this with the licence agreements? Presumably then visiting boats will not comply as they

Sep 11, 2013 2:29 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

wont understand the rules. I also think you will be penalising the local facilities situated along the canal side as boats will not be able to stop over so often. (Also another Human Rights Act consideration) They maybe quite happy in the summer but you will be denying them trade the rest of the year when there are no hire boats about. As you can see I am disappointed by your proposals and feel cheated by your licence agreement which I feel will be breached. Unless you change your licence agreement nationally I can't see how this proposal is legitimate. I would also be prepared to take the issue to court to test it out.

172	They mention car point system, but also fines are often included. Boaters should be fined for overstaying on visitor moorings and on 14 day moorings without good reason. This should be paid immediately or when the license is due with may be a penalty for late payment. No license would be issued unless the debt is paid even if the the boat has changed hands. So boat owners who not pay their charges would lose their boat. At the moment walkers can feel intimidated by lines of boats, often with dogs, often with rubbish and bikes strewn next to the towpath which is not a pretty sight. Also during the winter piles of ash from their fires. So really if boaters were to pay for a mooring maybe they may have some pride and look after it better. But also inspection and finding guilty parties would be easier.	Sep 11, 2013 2:04 PM
173	I hope that within these good ideas the need for more enforcement of non & out-of-date licences is included, as the area that is being looked at there are many licence defaulters.	Sep 10, 2013 6:53 PM
174	1. The intention to extend the range of the Mooring Plan eastwards from Devizes must be pursued. There is already evidence of some of these 'Continuous Moorers' having transferred eastwards, above 'the Flight' and 'settling' east of Devizes. 2.. Surely, many of the boaters affected by these proposals are, almost by definition, 'alternative life-style persons'. The LWP appears to want to appeal to their better natures and it should be congratulated for the display of optimism. However, I fear that recourse to law will, eventually be required and I think that the legal position regarding those who do not wish to play the game needs to be clarified before this is launched with great fanfare. 3. 20 km per year is nowhere near far enough, surely, to comply with the notion of 'continuous cruising'. I travel more than that to fill my tank with fuel! (Devizes to Honey Street and back.) 4. My definition of a 'Bridge Hopper' is someone who needs to moor near to a bridge, to have access to their motor car. The boat is moved from one bridge to the next, and the car follows. Access to the car is essential to allow transport to school, place of work etc. These people are not 'continuous cruisers'. They are not even 'boaters' in the true sense. They are people who live and work in the area who happen to live on the canal/waterway - normally for financial reasons. 5. Has the trust considered charging rent for those who believe that their licence allows them sole access to the patch of towpath adjacent to their boat and who proceed to colonise it? 6. Many of these squatters have the grace to moor in areas where no-one else would wish to do so. Apart from having to slow down for long stretches to pass them, they are no real problem to me, personally. The real problem, when visiting the western end of the K & A are those who over-stay on the few good Visitor Moorings. If this exercise deals with just that problem, it will have achieved a great deal.	Sep 10, 2013 3:24 PM
175	Must be kept under review	Sep 10, 2013 12:48 PM
176	Many boaters have weekly commitments at home eg full or part-time work.	Sep 10, 2013 12:25 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

There should be more free 6 day moorings to allow more people to enjoy weekend boating away from home.

177 It is not clear to me from the report whether CRT will actually tow away any boats left persistently and unlawfully moored in one place and if so when. It would seem only fair to be clear about what the end point is for those who flout the new arrangements. Sep 10, 2013 11:27 AM

178 your use in question 28 linking angling to a fire and safety issue is ridiculous!!!! The rules are there now ENFORCE them, stop using the easy target method. Get the unlicensed boats sorted, There are not enough patrol wardens. To change things because they are broken is a good thing to change them because you as company fail to enforce them is neglect on your own behalf. Sep 9, 2013 7:34 PM

179 Whilst wishing to back a plan for a fair use of the canal by everybody but at the same time I do not wish to see any groups/individuals excluded from it by over zealous legislation. My experience has been that, although there are lots of boat using the western end of the Kennet and Avon, I have always found somewhere to moor. I think that most of holiday hire companies are based here as well making this section of canal very popular and, as one visitor from Australia recently told me, " a magical place" Sep 9, 2013 7:10 PM

180 Prevent boat owners taking over the footpath: using it for cooking, storage, children's playground etc. Limit speed of cyclists. Sep 9, 2013 5:21 PM

181 The proposals in the section regarding anglers could increase friction between boaters & anglers & create more bureaucracy than is already proposed Sep 9, 2013 11:55 AM

182 1. The definition of 20km range should be interwoven with provable records that the entire 20km range has been achieved on at least 'x' occasions. Perhaps a minimum of 6 would be appropriate. 2. There are too many 'places' making a change to boating habits unlikely. 'Places' need to be reduced by 30% or so e.g. Claverton & Dundas become one 'place', Hilperton and Widbrook likewise etc 3. Hire craft should be clearly marked according to CRT Byelaws. Therefore the need for a further 'Under Hire' sign is irrelevant. Hirecraft are not allowed to be operated from, nor left on, visitor moorings, again negating the need for a sign. Sightings would validate this without the need for a sign. 4. Settlement of any debt to CRT should absolutely remain a condition of re-licencing. The cost of not doing so will quickly outweigh the benefit of the collected licence fee. 5. This survey fails to recognise the importance of tourism to the corridor through which the canal runs. Hire customers need to be consulted about their views before this consultation closes. Please remember that there are many thousands of hire customers whose views should and would prove invaluable to understanding better the perspective of such a document as the Towpath Mooring Plan 6. In allowing anglers space between boats this should not apply at visitor mooring sites. If it were to apply what proof is there that a fire break is necessary (as opposed to long term/ community mooring sites)? If the intention is to in fact make this rule apply to visitor mooring sites then they need to be immediately extended to take account of the gaps proposed. Sep 9, 2013 9:53 AM

183 Please do not ignore the impact that moorings have on fishing. It is very unfair that we, as anglers, pay the C&R trust rent every year and are restricted in the use of the water by moored boats. Remember angling is the UK's biggest participant sport. Sep 8, 2013 7:32 PM

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184	a penalty point system should not be exactly the same as for road usage and should be clearable in less than four years.	Sep 8, 2013 6:58 PM
185	Although our interest is not in this area we have commented as there is a likelihood, if successful, this scheme could be extended to other areas of the K&A canal.	Sep 8, 2013 4:55 PM
186	There is no need for gaps between boats as fishermen should not need to fish on fixed moorings. All the gaps do is reduce the number of boats that can moor on already tight visitor moorings. Long stay permits of any form are pointless as the moorers would not pay anyway. They already think the canal should be run for their benefit. Time limits should be enforced on visitor moorings. boat dumpers of which ever sort take no notice of time limits. Moorings that come to mind are 'Alington Rings(All Cannings) ,Devizes Wharf, Sells Green, Bradford-on Avon' to list just a few.	Sep 8, 2013 3:50 PM
187	I think that people who overstay on visitor moorings should be fined. There should be more moorings with easy road access available for heavily pregnant women. There should designated areas with platforms for anglers, there should also be a bin at these places as the anglers leave rubbish. There should be a recycling point at Bradford on Avon wharf. There should be water and toilet emptying at Semington. There should be a few places where it is permissible to stay for more than 14 days if a reasonable reason can be supplied.	Sep 8, 2013 2:35 PM
188	1.A number of locations have towpath side notices "no mooring" placed there by angling clubs. Between Thatham & Reading this is widespread. It should be made clear that this is a non authorised practice. 2. At visitor moorings fishing should be allowed for all boaters fishing from their boats.(subject to the holding of a valid licence) & assuming no electric cable problems etc.Clearly this will not hinder angling clubs since it is impossible to fish over a moored boat. This is custom & practice now but this new set of rules are an ideal opportunity to endorse current (but technically rogue) practice.	Sep 8, 2013 12:55 PM
189	I disagree with point 21. as vital services are often on or near visitor moorings. It might be necessary in some circumstances to return to these moorings to access facilities due to circumstances i.e working late we might need to stay on a visitor mooring overnight. We should have equal access to these moorings. I also disagree with point 26. I think that until the new enforcements are put in place for overstaying visitor moorings there should not be a review. I think once the enforcement for overstaying is put into place it will become apparent that there is already enough space. Some Live-a-boards are guilty of frequently overstaying visitor moorings which is unfair for tourists and other live-a-boards. I am also guilty of over staying in the past.	Sep 8, 2013 12:16 PM
190	there should be special emphasis on fair and consistent enforcement of the rules, otherwise I don't believe it's going to work. The 14 day rule is already in place, but is widely ignored due to lack of clarity and a lack of supervision. There will have to be local mooring wardens, who are respected by keeping in touch with the boaters, not just in a negative way. I know this will cost money, but I think it's the only way. If necessary, the extra expense should be covered by licence increase. There should also be an increase in facilities - elsan, pump out, water, chandlery, fuel - to meet the demand of the volume of boats. Hire boats are often crewed by irresponsible people who are sometimes drunk and driving their boats recklessly and crashing into other boats. They regularly disrespect rules by tying up on private moorings. This is often due to ignorance. Hire companies should have	Sep 8, 2013 9:21 AM

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responsibility in vetting and educating hire boat crews.

191 we are very restricted to where we can moor now without any more enforcements, due to the non dredging of this canal and the state of the banks which make it downright dangerous, when crt was born out of bw it stated that the canals would be made safer for narrowboats to use there has been no such alteration on this canal in fact it is getting worse!! we travel all over the system from april to october and we meet oyher boaters who say never again will they visit this canal it has a dreadful reputation for mooring so any more enforcements will cut visitor numbers even more which will affect all traders,village or otherwise.

Sep 7, 2013 9:12 PM

192 I'm pleased that you have given such consideration to the issue. I was put off ever returning because we had immense difficulty finding moorings. We would love to return to the area. We pay for a home mooring licence but love to take a few months off from our jobs or take a holiday and go cruising - knowing that you are tackling the issue of people who knowingly abuse the current system is heartening and makes me willing to come visit again - bringing with us our sense of individual responsibility and well as all the money we spend with local businesses.

Sep 6, 2013 8:14 PM

193 Strongly disagree with max 4 days per month on a visitor mooring. This would mean that those with a home mooring would be unable to visit a favourite pub and stay overnight on its local visitor morning more than twice a month. I pay promptly for my licence as well as my mooring fees and I expect to be able to use my boat recreationally to visit my favourite places as I wish-that is after all why I own the boat! Restricting me on the number of times I may moor near my favourite pub to twice a month is unacceptable and an infringement of my basic human rights. I never abuse mooring regulations and feel that this rule will severely restrict my ability to visit reasonably whereas it gives hire companies the scope to dominate popular visitor moorings.

Sep 6, 2013 8:01 PM

194 it is plainly obvious that there is little enforcement of mooring regulations on obvious overstayers who litter the towpath with their belongings, however it seems that patrol staff target the people who mainly conform to the rules solely to keep up the figures and appear to be enforcing the continuous cruising rules

Sep 6, 2013 6:38 PM

195 i would like to see the Bradford on Avon mooring zone to be divided into two, one being from Meadows bridge to Bradford lock, and the other from Bradford lock to Beehive bridge. I think this would help to reduce the risk of people overstaying in one area. Otherwise a fairly sensible approach to a mooring strategy, with the usual proviso that Enforcement is fair and applies to All boats equally.

Sep 6, 2013 6:16 PM

196 48 hours is too short before charging. If it was 72 hours I would strongly agree, I strongly disagree with 48 hours

Sep 6, 2013 5:26 PM

197 All such plans are fine PROVIDED clear, unambiguous enforcement of the regulations takes place. THe K&A is a busy waterway and too many self centered boaters occupy too many moorings for too long, preventing CC'ers and hire boats from fully enjoying the canal experience.

Sep 6, 2013 1:31 PM

198 We live aboard and regularly cruise between 800 - 1000 miles a year. We are true continuous cruisers and always try to abide by the rules. We over-winter on the K&A for a maximum period of 4-5 months each year, the

Sep 6, 2013 12:40 PM

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longest rest being up to 14 days where and when we're allowed. We have no problem doing this so why should anyone else? If they live and work in the area, why don't they put their boat into a marina or buy a mooring (which is what CRT is really all about)? CRT is aware of the boat owners who are giving them the problems and flouting regulations. Why not just sort them out and stop harassing ALL boat owners - it would save money and bad feeling as well. If you make problems for the ordinary boat owner you will only receive aggravation and contempt. Deal aggressively and publicly with the 5% and the other 95% will cause very few problems. CRT needs to show that they WILL and DO take action instead of threatening and doing nothing.

- | | | |
|-----|---|----------------------|
| 199 | <p>The terms of reference are extremely vague. Distance to be travelled over the course of a licence is described as a range of 20km, for example. Is this a total distance travelled or a furthest distances reached measurement ? How is this to be measured ? By canal or by a gps measurement as the crow flies ? You need to be more precise. Who is to do the measuring? For example, I know that CaRT have not recorded boat journeys I have made, simply because they were made over long weekends. The potential for conflict here is pretty large. I do not see the purpose in making anonymised cruising records available, except to say in a general way - look, boats are moving. It will cost money to do this, and I can't imagine it being justifiable in terms of being good value or in page views. Who is this intended to appease ? I question the relevance of this survey. As an act of consultation it is extremely poorly worded. One may agree or disagree with a statement but possible reasons for responses are not explored at all, which strike me as being far more interesting and useful to you. Who is this scheme intended to appease, and how much money do they put into the coffers? This year I'll be giving CaRT about £2k in licences and winter moorings. I expect boaters to be treated with a great deal more consideration than the vast numbers of non-contributors who use the towpaths, and the huge quantities of unlicensed anglers I see around. Let's face it anglers hardly pay anything do they. Cyclists and pedestrians pay nothing either. As a local born and bred I can honestly say that a light touch is required here.</p> | Sep 6, 2013 12:23 PM |
| 200 | <p>although I have entered that I have no licence is that at the moment I am in FRANCE , so I would like you to take into account as if I was a current licence holder. the previous licence has been as a continuous cruiser. I sincerely hope that you will take every ones views seriously and that this survey is not just a P.R. job.</p> | Sep 6, 2013 12:18 PM |
| 201 | <p>Stop live-aboards mooring full time on 24/48/72 hour mooring sites.</p> | Sep 6, 2013 12:05 PM |
| 202 | <p>Tourist sites and town centres clearly need to have a turnover of available and accessible moorings for visitors. However, more common sense leniency is needed for boaters mooring further along the towpath especially during late Autumn and Winter months. It does not make sense that people have to move every 14 days during the Autumn and Winter as the canal is much less busy with hire boats and casual cruisers at this time. It also wastes water by forcing people to go through the locks. Many people living on boats do so because they have little money and cannot afford to pay for moorings/marinas but making them move along every 14 days when the canals are quiet is just petty and serves no real purpose. The money spent on enforcement during this quiet period could be used for repairs, improving facilities and maintenance instead. The no return within 28 days rule does not make sense. For example; If you visit the 48 hour mooring in Devizes on a trip down to Bath, you may also need to visit the mooring again on the</p> | Sep 6, 2013 10:02 AM |

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return journey, which would probably be in a couple of weeks time at most. So called 'bridge hopping' seems a sensible practical solution from the point of view of people who live on boats and are trying to maintain jobs/schools in a particular location whilst trying to be law abiding. It also serves to prevent people setting up permanently on the tow path. It seems a good compromise in fact. Many rules are simply too inflexible for real life situations and some common sense needs to be applied so that the general aims of the rules work without making boaters feel they are being criminalised. Facilities for boaters are sparse. Eg; Toilet blocks and waste disposal points. However most boaters accept this and make few demands. They respect the waterways and deserve some respect in return.

203 make more water points toilet/shower , waste disposal and laundry facilities available . this would be a way of encourage more movement on the waterways also keep the towpath maintained so boaters can moor safely Sep 6, 2013 9:55 AM

204 I have been a boat owner for twelve years and in that time I have become aware that a then minority of continual cruising licence holders had no intention of complying with their terms and conditions by moving when required.I,ve even heard the some live-boards send their children to local schools whilst pre porting to be continual cruisers.Sadly the then minority of abusers has greatly increased as I believe a soft line of in-enforcement was taken advantage of.You can see evidence of this the entire length of the canal from Bradford-on-Avon bridge to Sidney Garden,s visitors moorings Bath. With regard to the point system if a continual offender to the rules tots up enough points to have their licence suspended for a year who or how does their boat get removed from the canal system and at who's cost.Surely the system of voluntary implementation of the rules is a soft option and is being ignored by an ever-increasing number of unsocial boaters. We seldom travel in the direction of Bath anymore as securing a visitors mooring is unlikely. Sep 6, 2013 9:32 AM

205 Please please please mention the limiting of Hire Boats. I agree and implement the 2 week move, I move regularly and move pretty far between Bristol, Bradford on Avon and London, but I have to think of work and therefore am slightly limited. I agree that a few people should move further and more regularly, they spoil it for the rest of us. But the Canal is being RUINED by the constant attack of stag parties and day cruisers who speed, swear, drink and make it hard to move the boat safely in the summer months. I have to do it early or late at night to avoid them. I have been shouted at, had sexualised comments, and abused when asking them to slow down. Most saying they didn't know there was a speed limit. There are SO many this summer that as your boat is being crashed against the bank, it makes for a stressful stay and not really like moving the boat and helping! The COMMUNITY along the Kennet and Avon is something that should be cherished and encouraged, it is a unique and creative thing in the modern world. Money making is happening everywhere. Please don't change that, or try and end it, it is a beautiful thing. We are part of the reason that people visit the area you know! We also police the bank and make it safe. But to the point in the survey: he "places" you mention seem logical and workable, rather than the previous ones I've seen. I don't like the idea of having signs everywhere for the mooring, it will feel more and more institutionalised and aggressive, but if you do put signs maybe more SLOW ones for the day hire boats!. I think the you need to look at the constant offenders, rather than the majority of us. PLEASE PLEASE PLEASE don't turn it in to somewhere only welcoming hire boats. We all need to enjoy the place. I may comment more Sep 6, 2013 9:15 AM

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	later!	
206	We feel that this is well overdue, there needs to be quite clear clarification and simplistic rules for everyone to understand and we feel this could be it! If boaters wish to remain in one place etc, then maybe they should remain in houses! I agree that it would be a good move to have records of boat movement etc we all need to be open and honest and some individuals do suffer from 'selective amnesia' when they have moved and how long they have over stayed etc!	Sep 6, 2013 8:41 AM
207	I believe that the proposals for fees for using visitor moorings need to be clarified before implementation. We have not seen the proposed charge. The definition of 'Place' causes me some concern and I believe that there should be more than the proposal has suggested. The issue with reviewing visitor moorings and their length is contentious. I would be uncomfortable with visitor moorings being extended to the detriment of continuous cruisers. There is no indication of how disabled or elderly boaters who need a hard mooring will be catered for. I believe that special arrangements need to be in place to accomodate them.	Sep 6, 2013 8:37 AM
208	Question 10 regarding all boats must agree to move a range of 20km - I appreciate that this could fall under "exceptional circumstances" but if a boat owner is away for large periods of the year or falls ill, this may not be possible. For example, I am currently on a job secondment in Italy with my work this year and my boat will not move anywhere close to 20km. My boat is at a private marina and therefore is not "cluttering up" the waterways but it would appear under the current wording that I still have to comply with this proposed rule. I understand that it is aimed at people who are continuous cruising to encourage a minimum distance of travel each year however the wording needs to be considered for boats stored in marinas as well so that it doesn't also penalise "static" boats. The next move date notice is a good idea in theory but as it is a voluntary act by each boat, I feel it is unlikely to be adhered to. In busy areas, it also advertises and informs other boaters when a particular space might become free therefore you could get boats queuing up for spaces before a boat leaves, much like in a busy multi-story carpark. In some areas of high demand, it could actually cause more problems with boats waiting for a particular space to become free. On the minimum mooring distance between boats, I would like to understand what the minimum distance recommended is for health and safety (fire). This is clearly important but it needs to be specified. 3-5 metres is quite vague and open to "interpretation" whereas a set minimum distance would be more helpful. Also, in busy areas, some marinas, regattas etc, you often get boats moored against one another side by side. This clearly breaches any minimum distance between boats but is also clearly needed at certain times when there is a high number of boats in one area. Just one to consider.	Sep 6, 2013 8:04 AM
209	Limited number of days in an area is illegal. The measures proposed are GUIDANCE and will not have the force of law. penalty charges for overstaying are also illegal, CRT has no power to fine. Will somebody read the Acts of Parliament please. What is required is consistent and regular enforcement.	Sep 6, 2013 7:47 AM
210	I am in total agreement with the implementation of clearly defined places for mooring and feel that at some stage in each of these defined places there should be facilities for water, waste and elsan disposal.	Sep 6, 2013 7:30 AM
211	Yes, I have a few comments: 1) Re: Extended Stay Fees (after 48hrs) -- I	Sep 5, 2013 10:14 PM

cannot give an opinion on this without know what the fee will be set at. For example, on other canals (GUC) and the Thames, as well as at marinas on the K&A, the fee for mooring for a night including 240v electric hookup is on average £10/night. An overnight mooring in the same locations without 240v hookup ranges from £4 to about £9. I would be happy to see extended stay fees after 48 hrs at this level, but I emphatically would NOT support fees over this. For this reason, the present £25/night (or similar) 'fees' cannot be (or understood to be) anything other than fines as they don't represent standard local offerings. 2) Re: Local Guidelines -- I do not feel that local guidelines are useful or helpful. They unnecessarily cannibalise the Inland Waterways system, over-complicate boating, and will pit 'one type of boater' against 'another type of boater' ... all of which run against the spirit of the Waterways. 3) Re: Updated Signage, boundary markers, mooring maps -- As with my comments about Local Guidelines above, these sort of measures over-complicate boating, increase friction and antagonism between types of boaters. I cannot but feel that these types changes have been introduced by well-intentioned people who have little understanding of boating or do very little boating themselves. I can see these initiative might be attractive to those who cruise a week or two, or three each year, moving every day or two in a similar fashion to hire boaters. But to most of those who continually cruise for extended periods or full-time, who are interested in visiting a variety of places in-depth, explore their history, enjoy their surrounding coutrysides, spend a day at their cafes perusing a book and so on (little of which can usually be accomplished in a strict 48 hours), the suggested signage, marker and map apparatus will appear petty, tiresome, officious, unhelpful and ... again ... counter to the spirit of the Waterways. 4) Re: Self-Declare Intentions Posted on Boats -- Frankly, I think this is ridiculous. Life -- especially on boats, and even more so continually cruising -- simply doesn't work this way. After someone has saved for and purchased a boat for their enjoyment, planned an adventure -- perhaps with their loved ones -- and made arrangements for cruising for an extended period, to expect/demand some type of posted itinerary of intentions can only be understood to be petty, officious, mean and unacceptable. Probably unworkable, given the mistrust it will generate between many boaters and C&RT. 5) Re: Special Case for Hotel Boats and Hire Boaters -- Special rules, or suspension of rules, for certain boaters of any sort are unfair. This is the same reason why it is so difficult for many people to accept the K&A Special Moorings initiatives. It can only increase tension and cause ill-will between different types of boaters.

212 Q10 is particularly badly worded. If one disagrees that boaters should agree (sic) to move 20kms, is it to be concluded that one is in favour of an agreed lower OR higher limit OR no limit OR that no Boater's agreement should be sought? 20km per annum could be expected to be covered in approximately 1/2000th of a year - that is to say 99.95% of the time, the boat could be tied-up. This distance could easily be achieved in a short afternoon, once per year and making it a specific requirement would doubtless be seen as officialdom sanctioning it as adequate; monitoring will be of little use in rebuking any claim to have made such a distance when-you-weren't-watching. Also, this cannot be considered to amount to bona-fide navigation throughout the period of a licence and CRT should play no part in legitimising (intended or otherwise) any such suggestion. This part of the K&A is subject to the same legislation as the remainder of the network and any such endorsement would be wildly counter-productive. CRT needs to be sensitive in dealing with those in breach of its license conditions - but a decision to deliberately and indefinitely under-enforce wholesale on this

Sep 5, 2013 10:08 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

section of the network would exceed its reasonable powers. *BW v Davies* held that cruising a 10 mile range on this canal with stops every mile or so (with the intention of avoiding a requirement for a home mooring) was not bona-fide navigation and is not therefore available to CRT to (weasel words or otherwise) now condone the same. As a minimum CRT could indicate that they will be concentrating its immediate enforcement programme on the worse offenders (measured as follows.....) BUT all license holders should be made very aware, that the basic premise is home mooring or bona-fide, bona-fide navigation.

213	We only have two options for a weekend trip from a home Marina - East or West, if East is the Cain Hill Flight. To restrict moorings 1 day away from the home marina to 4 times a month means (1 day out 1 day back) no more that 2 weekends a month on the canal. As soon as DIY is complete we do plan to move from K&A up to the North end of South Oxford to give ourselves more scope and variety for weekend cruises.	Sep 5, 2013 8:57 PM
214	Distance moved in one year should be much more than 20k	Sep 5, 2013 8:22 PM
215	More space would be created if some of the reed beds were cleared.	Sep 5, 2013 8:20 PM
216	There should be no debt collection other than through the licence fee payment, thus meaning no separate debt collection force, no duplicate communications and no debts uncollected (unlicensed boats forfeited to auction!). No space needs to be left for anglers as they normally fish only in areas where boaters cannot moor anyway. Anywhere deep enough for mooring should be fair game. Hire boats should not get preferred treatment.	Sep 5, 2013 8:15 PM
217	its safer to have visitor moorings clearly marked out like the disabled spaces on the river avon in Bath to encourage safer mooring for holiday boats , maybe a proportion of each visitor mooring spaces a hire boat only space.	Sep 5, 2013 7:32 PM
218	I'm most impressed with the proposed 'review process' to consider the merit of exceptional circumstance before legal action is launched. Exceptional circumstances occur all of the time in the lives of people, regardless of whether they live on a boat or not. With all goodwill in the world it is sometimes not possible to move your boat on the 14th day,or the second weekend, as you intended. Someone has stolen your petrol, a tree is down across the waterway, there's dangerous gale-force wind, the canal is frozen, your battery has gone flat, your daughter cuts her thumb off and you end up a casualty, you're sick yourself... So whilst the 14 days is a good standard timespan to aim for - there has to be a period of grace and/or a review process. It would be helpful if the local patrol officer's phone number was available on a business card for safe keeping and also their e-mail address. Communication is the key to goodwill all round.	Sep 5, 2013 7:30 PM
219	I don't actually visit the area in question but cruise between Bedwyn and Reading on the K&A and onto the Thames but imagine that this may provide a model for other areas.	Sep 5, 2013 7:24 PM
220	No	Sep 5, 2013 7:17 PM
221	Will not work if not enforced by CRT.	Sep 5, 2013 7:06 PM
222	20km is MUCH too short a distance for legitimate continuous cruising and may lead to a huge influx of residential boats that CaRT has no way of limiting. It may also result in many more leisure boats moving out of marinas	Sep 5, 2013 6:55 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

on to the towpath. This entire plan and survey is strongly biased in favour of bridge hoppers at the expense of leisure boaters and genuine continuous cruisers and so may lead to huge resentment toward the existing community. Visiting boats may be forced to pay the extended mooring charge due to all 14 day moorings getting occupied by the local community. Boundary posts and extended stay charges are totally contradictory to the relaxed and informal nature of canal life.

- | | | |
|-----|--|---------------------|
| 223 | The increasing number of hire boats on this stretch of the K&A is an obvious concern for all users of the canal, the holiday experience for the hirers has to be taken into account but not to the detriment of the boating community which makes the canal what so many visitors (walkers, cyclists and anglers alike) come to enjoy. Making mooring for the hire boats easier is one thing but policing their drunken behaviour, speed, lack of tuition and total disregard for our property, the environment and wildlife would in my view be a much higher priority. Dealing with these issues would make the whole canal a better place for everyone. | Sep 5, 2013 6:31 PM |
| 224 | Suggestion of 3 to 5 metre gap between moorings is makes know sense as afire precaution as it would not beivable on visitor moorings | Sep 5, 2013 5:37 PM |
| 225 | Mooring close to Dundas Aqueduct can be almost impossible with full time boaters mooring or leaving boats for longer than the stated times as well as mooring on water and disposal points. The stretch between the Cross Guns and Bradford on Avon was almost impassable this year due to so many boats being permanently moored with some being breasted up or wide beam. There is no mooring for visitors adjacent to the Cross Guns before crossing the viaduct. Although we are based on the K&A this was the first time for about 6 years that we have travelled from Newbury to Bath and we were amazed at the long stretches of boats on moorings. | Sep 5, 2013 5:28 PM |
| 226 | Anglers should be prohibited from using visitors moorings unless fishing from a boat. | Sep 5, 2013 5:06 PM |
| 227 | CaRT should have enforced the present regulations concerning continuous moorers more vigorously and have created this problem themselves. We counted 320 moored boats between Darlington Wharf and Dundas Aquaduct, the majority of which are continuous moorer liveaboards this summer. There were in total from Bath to Newbury about 1400 boats moored along the canal not counting the marinas, very many of them moored in no mooring spots (between the aquaducts and in winding holes etc) and very many of them in the same spot on our way back from Bath as they were on our way back, a journey that took us 8 weeks, including a boat at Great Bedwyn, on the 48 hr visitor mooring, claiming to have no working engine, that we had seen at All Cannings - we wondered how it had got to Bedwyn and was now facing the other way. At no point did we outstay our visitor mooring. We have seen boaters on the towpath tipping their elsans into the canal and sent photos of this to CaRT and the Environment Agency, and nothing was done. The section between Dundas and Bath is known as the Stinking Ditch as it can smell so badly of effluent when there is little flow. It is a health hazard created by the continuous moorers who do not bother to use the services. We have seen water points attacked and broken open, drugs being pedalled, rubbish facilities abused, toilets created in the undergrowth at the side of the canal, navigation hazards as "bridge hoppers" tend to moor in awkward spots where the canal is both narrow and shallow. There should be a system akin to traffic wardens where a CaRT inspector can ticket an offending boat every day until it moves, and this fine must be | Sep 5, 2013 5:05 PM |

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

paid, as in parking tickets, the amount should increase with non payment. Boat Safety Certification should be enforced - we gather the trick is to take the gas bottles off so they don't need testing. We saw many boats with no license displayed or even registration numbers. Some boats even displayed several different ones and a number were different colours each side, possibly to match different numbers. CaRT is toothless and ineffective and spineless. At Bradford on Avon we had no sooner moored and tied up our boat then along came a CaRT inspector and took our number. He did NOT go past us to the thickly moored continuous moorers/cruisers and verify any of their numbers. He implied they were being dealt with but I pointed out that they were in exactly the same positions as they had been a month ago and that I had photos to prove it. We were told that it is "their human right" not to be moved on from their mooring. One would not mind if they were respecting the canal, but many of them are not. The tops of these boats and backs and fronts too quite often, are covered in junk, the banks are often covered in junk (A34 bridge at this very moment at Newbury), there is dog faeces (and worse) everywhere (check the 14 day moorings at Bedwyn), and the boats are frequently in a deplorable state of repair. We think something should be done to ensure that boats have to be kept in a reasonable state of repair. Even if people do not have much money and cannot afford a new boat, they can buy paint and keep themselves clean. Walking along the towpath between Dundas and Avoncliff I was gassed by the amount of pot and patchouli coming out of the boats along there - so should I wonder why they have no motivation to be clean? We should not be making more room and more allowances for people who abuse the canal and are in effect living off someone else's back. This is not an isolated opinion - we have canvassed the opinions of many whom we have met - a large number of whom have said they would never return to the K and A at the western end. The attitude of the continuous moorers is that it is their canal, their way of life, and no-one is going to change it. You need to get out on the canal yourselves and see the conditions these boats are in and the state of the canal itself - overgrown with phragmites, trees overhanging the canal everywhere, locks falling to pieces from damage by boats and general old age, canal bed silted up and in places dangerously shallow, old swing bridge platforms overgrown with weeds to the extent that they are very hard to spot in time to avoid hitting them, and usually accompanied by a continuously moored widebeam, broken lock paddles that have not been repaired in years (Copse Lock near Kintbury). We feel that CaRT is trying to create a canal with visitor moorings only with the exception of the continuous moorers at Bath who are being turned into a special case. Make some marinas for them. Get them OFF the cut and into residential transit camps as has been done for travellers on roads. Would you want hordes of travellers stopping all along our roads in every layby and filling them with junk and faeces? I thought not. This is exactly what is happening on the cut. These transit camps could include some visitor moorings and would get these people off the canal banks and into a place where they can be policed and looked after.

228	We have been on K and A for > 10 years and some boats during that time have always stayed below Bradford Lock - there are communities and having returned last weekend (1/2 Sep) the same boats were in Avoncliff area that had been there 2 weeks earlier , including Dundas basin - something has to be done. Putting a CRT person near facilities you could also check licences as I counted 20 boats unlicensed from Bathampton to Avoncliff and some had no name visible .	Sep 5, 2013 4:15 PM
229	We don't need Trust Police handing out fines all over we have that in towns	Sep 5, 2013 4:07 PM

Page 12, Q29. Do you have any other comments on the proposed Towpath Mooring Plan for the Kennet & Avon Canal west of Devizes which could improve its implementation? Please write in below.

with traffic wardens & look what has happened to Towns in the UK? why not put more effort into tree removal from the river that would make things much better for all river users.... I have no problem with live aboard people they are the eyes & ears of the K&A get rid of them & watch the crime go up....we all pay to use the river in what ever way we want lets not try to do the English thing & fix a non broken thing until it's broken....

230 More disabled moorings/ suitable facilities. Perhaps a special disabled mooring permit, which I would be prepared to pay for, enabling disabled boaters longer stays on visitor moorings. Not enough provision is made for boaters with disabilities, despite the CRT Disability Equality Policy & EU Disability Laws Sep 5, 2013 4:00 PM

231 I do not agree with the proposals to require space between boats to accommodate anglers because: 1. The canals were built for boats, not for fishing, and so boaters' needs should come before anglers' needs. Lakes and rivers, which generally contain cleaner water, should be used for angling. 2. Creating angling space will, inevitably, reduce the number of available moorings. 3. There are plenty of stretches of canal where boaters do not generally moor and these should be used by anglers 4. Angling is, in essence, a blood sport as the fish which are caught are not eaten but hunted for fun. As such, angling should not be encouraged or supported. I think that it should be possible for canalside moorers to leave their boats in place for more than 14 days on occasion (eg once per calendar year) to enable holidays to be taken. To have to return from holiday just to move a boat seems an unreasonable expectation. Sep 5, 2013 3:59 PM

232 I owned a boat on the K&A for 10 years, my boat was moored at Hilperton. However, I sold the boat last October, one of the reasons being the increased congestion on the canal between Devizes and Bath. The final straw was the opening of the huge new marina a Foxhangers that would just attract even more boats. By the time I sold the boat the time taken to move about the canal had increased quite a lot due to having to move at reduced speed past a never ending line of moored boats in a number of places. Also, as dredging is not carried out very often it had become more difficult to moor out in the countryside as I couldn't always get the boat close enough to the bank. I used to use the boat alone so had to think of my personal safety in getting from boat to bank and vice versa. Sep 5, 2013 3:10 PM

233 I strongly feel that boaters with a home mooring pay an extortionate amount of money to obtain the right to stay in one place. When the live aboard's pay nothing and yet disregard all the rules and suffer no consequences. If they have no home mooring and yet live aboard then they should pay for that right as they use all the resources which the home mooring boats may not yet they get it for free. You only get what you pay for except it would seem on the K & A. The live aboards are treated with kid gloves and yet the people paying the most money get nothing. That's a fair system don't you think. The K & A should make all boaters pay for what they use and those with no home moorings use logically most of the resources and pay nothing. Sep 5, 2013 3:03 PM

234 Min space between boats - Please also consider a maximum space between boats to allow for efficient use of moorings. Max 4 days per month at VM's - please consider recreation boat owners that may use VM's on weekends where 4 days may be insufficient. Bradford to Bath top lock for example. Sep 5, 2013 3:00 PM

235 I am Marina based, but I could see that If I travelled out 3 times in a month I could potentially use a mooring site for more than 4 nights during the course Sep 5, 2013 2:26 PM

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of a month. We seem to stop at Semington on the way out and on the way back so that we may visit the local pub. I do not think that we are inconveniencing anyone by doing this for a single night at a time, but we may accrue more than 4 night there over a month.

236	Enforcement should be visible, firm and fair. At the risk of been perceived as seen as mercenary traffic wardens of the K&A, this activity could be contracted out to commercial organisations with the proviso that the revenue is shared with the K&A for the general upkeep. This enforcement should also extend to normal licensing in addition to considerate mooring and angling.	Sep 5, 2013 2:24 PM
237	Enforcement has always been a weak point. I wonder if enforcement had been well established whether there would be a need for these consultations. The appeal process needs to be quick accessible consistent and fair.	Sep 5, 2013 1:48 PM
238	Any actions that effectively eliminate continuous moorers is to be welcomed. We no longer cruise from Dundas to Bath because of the vile verbal abuse that we receive from the vermin. Encouraging people to leave space between boats only serves to reduce the amount of available mooring. Because of "wildlife" concerns long lengths of towpath are already shut off to boaters and now long stretches of cycle race tracks with their hard surfaces that make using mooring pins impossible are further making the boaters life less enjoyable. There should be more concern for paying boaters and less for non contributing users of the waterways.	Sep 5, 2013 1:42 PM
239	There is a marked difference between summer and winter mooring on the K&A , boats sould be allowed to spend longer than 14 days without further expense during the winter months .	Sep 5, 2013 1:41 PM

Page 14, Q35. Do you have any comments on these other recommendations, that are not part of the Towpath Mooring Plan pilot? Please write in below.

1	Security is increased as well as enforcement. I am sure if private contractor was employed the cost would be happily paid by all the licensed boaters	Jan 15, 2014 4:20 PM
2	It's not a simple problem or it would have been fixed long ago. The moorings at Oxford may provide a model, I'm not sure it's ideal but it would appear to work. As pressures increase through greater use boaters and other canal users are becoming more frustrated by inconsiderate use. As a keen cyclist I really feel that the use of tow paths in Sustrans routes is a big mistake, bikes moving at speed don't mix with strolling walkers. I highly value the Sustrans routes they allow me to cycle on rural back roads in areas where I have no local knowledge, but cycling on tow paths are an accident waiting to happen.	Jan 15, 2014 4:17 PM
3	I think the CRT should consider these following points: When it was BW an individual complaint would not be dealt with and there was no redress to it. Now you are a charitable trust you are accountable for your actions and decisions. You are increasing prices, harassing people, providing fewer facilities and not maintaining those few available. It is only going to end in one of two ways; a complete breakdown of people willing to pay these fees, or a mass evacuation of boats, leaving the charity penniless. You have to reduce the costs, improve facilities, you are losing far too many license fees from people leaving as there is only so much people will put up with and there is a point when they will not take any more. We have just completed a journey of the whole of the K&A, we were appalled at the lack of maintenance, condition of locks, lack of water and rubbish points and the sheer number of craft, barely floating, with licenses out of date, often by many years and blatantly flaunting mooring times. Frankly we never want to go onto the K&A again and would not recommend it to anybody. I think some of this can easily be summarised by our experience on the Gloucester & Sharpness Canal. To be put bluntly there are too many chiefs and not enough Indians, just to look in the Gloucester CRT car park says it all! The maintenance staff has been reduced to 2, this is severe mismanagement. Hundreds of boat owners are leaving the British waterways, usually to go to France. Why is this? Let me make these genuine observations gleaned from friends who have already left. Here the license fee is £1400, marina cost £7500, linear CRT mooring £2000+ (no facilities). French license £124, marina mooring £1300, bankside moorings and town moorings free of charge with free electric, town winter mooring with electric £150 per month. We are planning on going abroad next year as are 8 of our friends, do work out what CRT will lose from this. If this is a small indication of what is happening in our small area, duplicate the loss to CRT countrywide. I also believe if you continue with this proposal you are going to be inundated with hundreds if not thousands of court cases that you are acting against boaters' basic human rights. Can you really afford this?	Jan 15, 2014 4:13 PM
4	I strongly disagree with the 'parking meter' idea as it will simply allow those with more money to behave in exactly the way that these proposals are trying to tackle. It would legitimise overstaying for the rich. The way of life of the canal has much to do with freedom, it is this freedom that brings beauty and this freedom that must not be lost. Boaters should do all that they can to respect the waterways and move in compliance with their licence, but too many signs, too many boxes to tick, will destroy what is beautiful. It is a shame that it cannot be trusted to human decency, but as we have seen this year a small minority have caused problems for the majority and we are of course a nation of complainers.	Jan 15, 2014 4:02 PM

Page 14, Q35. Do you have any comments on these other recommendations, that are not part of the Towpath Mooring Plan pilot? Please write in below.

5	You are welcome to contact me via email for constructive feedback and suggestions from and experienced and intelligent boater. I would prefer that to randomly typing in a survey monkey box. I have almost 25 years of experience as a liveaboard and pleasure boater, with and without a mooring, over hundreds of miles of BW, BWB and now CaRT waters ,as well as Thames Conservancy, NRA and EA juristicition. So I've had plenty of time to think of sensible suggestions that don't victimise one sector of the boating community over another.	Jan 15, 2014 3:50 PM
6	What action will be taken against people who never pay any way? Can mooring guidance have a statement about how stuff boats can transfer to the towpath while the boat is moored up?	Jan 15, 2014 3:47 PM
7	Increase the annual movement requirements to at least 100 km. When we were touring the canals it was infuriating to go past miles of permanently moored boats that prevented us from stopping anywhere but short term visitor moorings.	Jan 15, 2014 3:45 PM
8	It seems that CRT are so mired in these issues that they have become bogged down with minutiae. Much of this survey consists of questions that are very hard to resolve into plain English or plain thinking. I sense a lack of dynamic leadership and a poor understanding of the political impact of proposals for such things as "pay & display" systems and signage - which will be resoundingly negative. Few sensible reasons have been given for some of these proposals. The main thrust of these proposals seems to concern issues surrounding live-aboard continuous cruisers on the western K&A - who will be utterly alienated by all this. That is not to say that there is not a problem that needs addressing, just that the approach does not seem to be well thought out, well expressed, or well managed.	Jan 15, 2014 3:44 PM
9	As per my last.	Jan 15, 2014 3:40 PM
10	see previous	Jan 15, 2014 2:37 PM
11	8a This is a crazy idea 8b Local guidance is not needed. Just enforce the law fairly and consistently. 8c Guidance is guidance and this creates the thin end of a wedge of making it contractual and making it subject to arbitrary change by CART. 8d See above, it's guidance, not a legal requirement. 8e UK points system is enshrined in law decided by the court.	Dec 17, 2013 12:09 PM
12	CRT needs to pursue boat owners who fail to display a current licence, an index number and boat name on both side of their boat to enable easier identification of all boats to aid enforcement	Nov 27, 2013 3:41 PM
13	This submission is made on behalf of NABO, the National Association of Boat Owners, and hence some initial information requested is impossible to respond to. • Although stated as a "consultation" this questionnaire appears to be simply a list of intentions. Also the associated letter states CRT's intention to implement the proposals as a pilot exercise in early 2014, which implies that the results of the "consultation" will be of little relevance to its plans. NABO believes that once the results of the consultation are known, CRT should hold one or more workshops to discuss the results with all stakeholders and mutually agree a way forward. Only then should any timescale for implementation be agreed, along with the production of a formal "Mooring Plan", scrutinised by CRT Head Office before promulgation, with definitions identified and inconsistencies removed. • It is recognised by all users that the K&A suffers from a serious shortage of residential and	Nov 25, 2013 11:45 AM

Page 14, Q35. Do you have any comments on these other recommendations, that are not part of the Towpath Mooring Plan pilot? Please write in below.

visitor moorings. In previous years much work was put into identifying new locations for residential moorings. This current proposal suggests this work is yet again delayed. For an area under severe mooring pressure, this seems to be a fundamental question that needs to be addressed in advance of any proposed changes.

- The proposal is to produce a “local mooring plan” to which licence holders on the K&A will be required to sign up to. Whilst the trialling of proposals may be of benefit, NABO believes that (given the interconnectivity of our waterways) all such agreements should be negotiated nationally through the national organisations. Any local arrangements which have broad local agreement should be authorised at a national level and a review date identified. Further NABO believes a “local mooring plan” should be a workable model that needs to be ‘fit for purpose’ and able to be introduced in other waterways.
- Further to the above, we are concerned that the repeated intimation that failure to adhere to the proposed “voluntary” guidelines will result in enforcement action, will be poorly received by many boaters. Indeed, if this is enshrined as a CRT document, it may cause CRT difficulties if taken to court.
- NABO supports the underlying principle, which it believes is fully compliant with the s17 of the 1995 British Waterway Act, that boats can only remain on any (non-residential) mooring for a maximum of 14 days.
- NABO believes the proposal that “all boats (except hire/hotel boats under hire) are limited to an accrued maximum stay at each visitor mooring section of 4 days per calendar month” is potentially unworkable, unenforceable and illegal, and is simply not a practical proposal for those who use their boat on a regular basis. NABO would propose that any 48-hour limits be strictly limited to the months of July and August only.
- NABO believes that CRT should work with local and national associations to identify additional visitor moorings - these do not have to be expensive areas with rings but with cut back vegetation on towpaths and suitably dredged. NABO notes that the hire fleets on the K & A are alone capable of overwhelming the currently available visitor moorings at hot spots such as Bath. NABO has also noted with alarm that several existing visitor moorings have been re-allocated for commercial use: This cannot be right.
- NABO agrees with the rejection by the working group of the introduction of Community Moorings (also called “Roving Mooring Permits”). NABO acknowledges that there is a serious overcrowding problem on sections of the K&A with a small number of boats which do not move in accordance with their continuous cruising licence requirements. However, NABO does not agree that the answer to this lies in a compromise solution such as Community Moorings/RMPs) but rather by clearer definition of the continuous cruising requirements and by improved monitoring and consistent enforcement.
- NABO has an expectation that CRT will implement the specific powers of s17 of the 1995 Act. This is as much to ensure access to navigation facilities for all classes of boaters as to protect the legal rights of those without a home mooring. NABO believes that it is not correct for CRT to take reward from boaters who as a consequence are permitted to circumvent the requirements of the 1995 Act and the guidance for those without a home mooring provided by CRT.
- NABO would like to be assured that all volunteer “boat checkers” are trained, identified, insured and made fully aware of their liabilities regarding any possible legal action resulting from their reports. Have all the risks associated with such use of volunteers been fully assessed?

14	a	Nov 24, 2013 1:34 PM
15	I think all such recommendations to standardise boating alongside the lines of driving licenses are unnecessary and a points system buys into the notion	Nov 22, 2013 5:13 PM

Page 14, Q35. Do you have any comments on these other recommendations, that are not part of the Towpath Mooring Plan pilot? Please write in below.

that everything must be standardised, ticketed, bureaucrasised and penalised. Attempts to get revenue through such actions, such as councils do through parking fines, must be avoided as underhand and discriminatory to live-aboards. The sentence "I understand that it is quite possible that my boat movements may attract enforcement action if I do not adhere to any local guidelines". is unnecessarily threatening.

16	As already said, its a canal system for enjoyment not to have traffic type rules and regulations thrust down our necks. i have never seen the K and A between Bathampton and Limpley Stoke with no spaces, why cant people live and let live??? do you think it would eventually be saturated with youngsters of no fixed abode in their run down grotty boats that in my view bring life interest and an alternative view to the job and also tend to protect those who leave their boats and go home in the week. Life is what is needed on the canal traffic wardens. With our cruising boats there have been a couple of times when we have had to leave them on the bank, we need a team to move them (trad pair) and sometimes that cant be done for several weeks at a time, even months, a simple monthly charge might be ok. why cant there be more BWB type moorings like at Claverton and how is the annual cost worked out?	Nov 22, 2013 3:10 PM
17	Point 30.Crazy idea, they would get destroyed and phone number info vandalised.	Nov 21, 2013 9:04 PM
18	The purpose of boating is pleasure. Any attempt at enforcement should have a very light touch. The colour of the canal will be destroyed if all we have are hire boats and the middle classes. Why not encourage live aboards and require in return so many days a year of work to maintain the canal. We certainly need it in places.	Nov 21, 2013 6:45 PM
19	The driver-licence points system seems fair and effective, but would it be costly to implement? Also, there will always be a group who shun any form of regimentation - and that is largely why they live on boats!	Nov 21, 2013 5:31 PM
20	Consistent enforcement to deal with chronic cheats will go a long way to making everyone happier, and providing fair access to the canal system for all.	Nov 21, 2013 3:34 PM
21	If a boater does not adhere to the mooring conditions and and refuses to abide by the rules CRT should refuse to renew the licence, the owner would the have a given period of time to remove the boat from the canal or have it impounded, sold or scrapped. The same system DVLA uses for untaxed cars.	Nov 21, 2013 12:35 PM
22	Who provides the local guidance and where are boaters supposed to access them. Also, presumable 'guidance' is in no way legally binding?! The driving licence scheme seems contrary to the proposals aims, giving boaters a buffer of offences rather than CRT enforcing the restrictions as stated. We don't want to be living on threats. In boaters cases we are talking about their homes and lifestyles, not the removal of a driving licence due to dangerous and life threatening disregard for the laws of the road!	Nov 19, 2013 8:02 PM
23	As previously stated, I do not believe in specific "local guidelines" - there MUST be one set of rules which can be fairly applied to the entire network. Some of the proposals are worth considering, i.e. tick boxes and signatures on licencing forms to say that you have read, understand and accept the rules and terms and conditions, and the driving licence points system.	Nov 14, 2013 10:03 PM

Page 14, Q35. Do you have any comments on these other recommendations, that are not part of the Towpath Mooring Plan pilot? Please write in below.

24	With regard to abuse of Visitors moorings, there are rules currently in operation which are frequently abused, so why do you think that that will change and suddenly obey the rules. As a rare breed of cont. cruiser without a car at the next bridge i get fed up with the lack of VMs and overstayers clogging them up. If the live aboards break the rules now, i cant see that changing!! Currently the patrol wardens have few powers to enforce the abuse, overstay fines are rare and virtually unenforceable so it would seem to me to be sense to add them to the licence charge rather than try to get "blood from a stone". There also appears to be a system where the "soft targets", ie the rule obeyers, are targeted rather that tackle the more militant "know their rights" live aboarders!!.	Nov 14, 2013 11:45 AM
25	34. As long as I dont have to do a training course as punishment.	Nov 14, 2013 11:21 AM
26	no	Nov 13, 2013 10:51 AM
27	Unnecessary expense to monitor.	Nov 12, 2013 4:12 PM
28	Comments will be emailed seperately	Nov 6, 2013 12:49 PM
29	Please spend some time on the tow path to see the abuse of the water ways from the hire boaters before discriminating against liveaboards. Limit their speed and the amount and discourage stag parties.	Nov 1, 2013 12:23 PM
30	10mph speed limit for cycles	Oct 25, 2013 5:13 PM
31	Boats should never occupy visitor moorings for extended periods.	Oct 25, 2013 4:10 PM
32	The same rules should apply to all the canals.We do not have different laws for different roads in Britain.	Oct 24, 2013 10:52 AM
33	The "points system" is a cop-out! It already clearly states in the regulatiions the potential consequences of flouting the rules (i.e. confiscation of boat). Boat owners have a responsibility to themselves and other waterway users and should be held accountable accordingly.	Oct 24, 2013 10:44 AM
34	total rubbish. doubtless written by control freaks.	Oct 19, 2013 12:39 PM
35	The simple enforcement of the current 14 day rule would be a much more sensible and cost effective solution!	Oct 18, 2013 8:49 AM
36	The points system sounds like a climb down from the immediate of financial penalties for non-compliance. Unless you're suggesting, as for traffic offences, that you get points on your licence and a fine too.(12 points - no licence !) Pre-paying to stay longer at a visitor mooring would be OK if we had lots of them but we don't. I forecast that many visitors, perhaps from the midlands canals, would cheerfully pay up to stay for a week in Bath (say) and clog up the moorings completely. Not a good scheme unless the charges were set at truly deterrent levels.	Oct 10, 2013 5:25 PM
37	The K&A canal has seen a huge rise in both so called continual cruisers and hire boats in the last 5 years so the Canal & River Trust really need to get tough with the so called CCs, if a so called CC is working in the Devizes to Bath area they can afford to pay for an offline mooring in a marina, if they aren't working then they should be made to moor well away from bridges and visitor moorings, I have a boat (used for holidays and weekends) it is kept in a marina, we have a community in our marina some live aboards and others	Oct 10, 2013 2:44 PM

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like myself but everyone I have spoken to agrees the amount of CC's between Bath & Devizes has become a real problem and if something isn't done soon it won't be worth leaving our marina as there will be nowhere apart from somewhere in the middle of nowhere for us to moor, incidently I am not rich (I earn below the local average wage) boating is my love, so it annoys me when so called CCs look at people like myself (boat owners) as if because we have houses we shouldn't even be on their canal, I don't wear the bankside vegetation away where I haven't moved my boat for ages and I don't have fires on the bank, leave rubbish outside my boat, make holes in the hedges and deposit my waste, I love the canal but don't take it for granted. I hope these proposals work but I think you will need to get tough with more than just a handful of CC's (they are not CC's really) before we see any real change.

38	I have no confidence in this plan, because of point 3, which gives people with a lifestyle choice, to opt out of these plans, if they do, and you don't remove these boats from the canal, or take meaningful action against them, I won't stick to the rules either, so enforce the rules for everyone or no one.	Oct 10, 2013 2:05 PM
39	safety and security for single women using dark towpaths has not been considered	Oct 2, 2013 12:46 PM
40	I agree with the driving license concept but there needs to be suitable sanctions. What happens when 12 points are accrued, with driving the license it is usually suspended, what would happen to a boater that accrued the equivalent?	Oct 1, 2013 11:53 AM
41	It must be remembered in all cases and in any recommendations/proposals/plans that the K&A is a broad canal and provisions for safe navigation by 'wide beam' craft must be maintained including through areas of moorings (eg present situation Dundas to Claverton)	Sep 28, 2013 12:22 PM
42	The driving licence idea is typical of the "sloping shoulders" attitude of BW management in the past. If people break the rules they should be punished, not given points that a wiped off after a period of time. If there are rules they should be enforced. If people refuse to pay fines they should not be issued with a new licence.	Sep 27, 2013 9:36 PM
43	Actually get round to enforcing existing criteria for mooring and shift boats that moor where they shouldn't. All these plans fail if boats cannot be shifted!! Those who play by the rules and pay - a lot - for moorings get fed up with permanent cruisers who actually don't seem to cruise. Look at the moorings at Great Bedwyn, for example.	Sep 23, 2013 3:12 PM
44	The idea of paying for visitor moorings is anathema. The mooring periods should be enforced equally for all. Your idea means those with money can buy preferential treatment. NOT FAIR.	Sep 22, 2013 6:32 PM
45	I understand the rationale behind the proposals. But I completely fail to see how you enforce the points system. Are you suggesting guilty boaters are not allowed on the system? Or that their boats should be removed from the water? What about if a boat is jointly owned is it the boat or the individual that accrues points? Some MP's have succeeded in transferring these responsibilities leading to prison sentences, could that be an outcome?	Sep 21, 2013 2:41 PM
46	Implementation of a points based system for potential enforcement action	Sep 19, 2013 3:25 PM

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would provide a measure of certainty regarding actions and be very welcome, preventing potential allegations of impropriety etc, as enforcement action would follow an acknowledged framework

47	Item 33 should say will attract enforcement action.	Sep 19, 2013 10:09 AM
48	when ever you make up rules its the person who doesn't do life very well who suffers and the cut has plenty of them lets not make it hard for people who find it hard i know the volunteers who work on the canals have every right to the loudest voice for their unselfish work they have brought life into the wild life but please remember we are the wildlife we live in this habitat alongside the otters kingfishers herons and eels we are a dream that city folk have be careful how you treat that dream give britain hope of freedom x	Sep 17, 2013 9:43 PM
49	If you are going to police boat movements why not enforce the regulations and save the cost and trouble of a charging system. A points system against a boater is a bit OTT is'nt it, and will be shown to be worthless and costly.	Sep 17, 2013 3:09 PM
50	One of the attractions of the boating life is the spirit of freedom it offers. It would be a pity to curtail this with too many rules and regulations. Sometime the inconvenience of not finding a mooring is preferable to too many restrictions.	Sep 17, 2013 9:47 AM
51	Increase charge for CCing to around £3000 a year. It will encourage home moorings (more marinas) and will stop it being used as cheap housing. Those who can genuinely CC will not be tied to local areas for jobs.	Sep 16, 2013 5:54 PM
52	Visitor moorings are just that and should only be used for that purpose. Extended stay should not be allowed other that outside the normal 'season'. Even then space needs to be available in those areas not affected by closures.	Sep 16, 2013 11:20 AM
53	As previously noted	Sep 15, 2013 2:59 PM
54	Implementation of a DVLA style 'licence point system' seems ill-conceived and divisive. A licence gives individual legal capacity to drive responsibly - while a boat without a licence becomes a home subject to removal from the cut (at prohibitive cost to the owner - who may not be responsible for the infringements outstanding). The licence is about the boat not about the operator and this seems lost in translation by this analogy. We do not need a second layer of bureaucracy overlaid on existing CRT regulation - adding admin cost and creating dependency on a revenue stream derived from a lack of appropriate moorings to go around. Live aboard boaters (who do respect guidelines) have little opportunity to moor close to food, fuel, transport, community and a potable water supply, all of which must be manhandled down the towpath onto the boat - negotiating supplies and kids past long lines of poles, nets, tackle boxes etc (as well as over staying boats) and cheerfully accepting the muddy challenge of avoiding dog turds, puddles and speeding cyclists along the way. 4 days in any given month for utility visits is a joke - given the fact that wherever they have to jourey from boats must re-visit (sparsely located) utility points weekly - and regularly return to them. On the whole boaters share towpath facilities (and the waterway) cheerfully and with respect..... It seems fishermen have become numerous, increasingly prone to grumble about carrying their tackle a few yards more past an 'inconveniently moored' boat, and vocally biased against a historic canal user! An organic forum of SMS public reporting problems and locating specific abuse of any regulation (sent in by a cross section of regular canal	Sep 13, 2013 9:07 PM

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side users - to direct diligent patrol activity to identified problem areas) would create boat movement by self regulation. But regulating over stayers out of one stretch will simply transfer the problem straight to another location (which may still enjoy rural tranquility and an abundant diesel free native habitat). Out of the way stretches that do not impact enough to attract reports or complaint would need lower patrol costs, and (given the chronically insufficient availability), some strategy making it possible to enjoy a temporary 'off season' overstay (without attracting a fine) would be very much appreciated! Pegging out a continuous stretch of bank for competition angling should accommodate some mooring space too. (It can take all day just to reach the next 'winding hole' and return to a safe mooring, 'Elsan' point, or convenience store!) Windy days and rapid currents - and a boat under way often has no choice but to stop where ever (and however) it safely can at the end of a day. Anglers could accept this and give us some grace - we will always offer a hot toddy or a tea and cake by way of an apology for a messy arrival! Quid pro quo - boaters should leave space between boats to facilitate fishing from the towpath and equal onus should be on all users to share the resource respectfully.

55	30.) There is a danger of Pre-Payment "Parking Meter" type options taking over the canal system. The principle is okay in certain areas but I would hate to see the system being predominant.	Sep 13, 2013 2:10 PM
56	sounds great but I cant see how?	Sep 13, 2013 10:20 AM
57	While it is appreciated that hire boats must contribute significantly to the financing of the canal system the large number of hire boats on this stretch of the K&A, produces more problems with congestion and mooring than those living aboard. The increase in the number of widebeams both as live-aboards and hire boats also causes problems. There is no problem during the bulk of the year and rarely have I been unable to moor within a reasonable distance of my destination. When I do find congestion around Bath, Bathampton and Bradford upon Avon it is primarily due to hire boats and those who spend most of the week in a marina. The turnover of boats is probably quite rapid but that is of little consolation to those arriving late who cannot get moored. With commercial boats taking up yet more mooring space and that has included empty CRT work boats it is not surprising that moorings are in short supply. What is required is the provision of sufficient and well maintained visitors moorings at key positions along the canal.	Sep 12, 2013 8:43 PM
58	Let's not build a huge set of bureaucratic rules that will require an army of compliance officers to enforce	Sep 12, 2013 8:23 PM
59	The only reservation I have is that there is scope for mistakes to be made in monitoring boat movements and the issuing of patrol notices.I have been a "victim" of this. Also people experiencing emergencies who have to leave their boats indefinitely might become victims of this Plan. Should there be a "hotline" to enable such circumstances to be advised? I note the "emerging" issue of whether a gap should be left between boats coincidental with an initiative by the EA to encourage boats on the Thames to voluntarily double up! This same obsession with fire risk has, albeit with slightly more justification, already made a night out in a camping field a solitary experience. Please retain a sense of proportion on this.	Sep 12, 2013 6:37 PM
60	they are generic and should be implemented, not piloted.	Sep 12, 2013 6:18 PM
61	The 'points' plan seems flawed in my view as points are accrued on one's	Sep 12, 2013 6:00 PM

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driving licence for motoring offences whereas one does not accrue points for parking offences. The mooring issue is effectively one of parking.

62	Every effort should be made to stop boats from overstaying on 48hr moorings so that they are available for use by other visitors and so the prepay facility should only be used very sparingly. Prices of overstaying should reflect the availability of 48hr and 14day moorings in the area and be priced to prevent overstaying.	Sep 12, 2013 3:55 PM
63	I do not feel that a prepayment option is needed, if its 48 hour, its 48 hour. Then it's someone else's turn. Why should those with money stay longer than those without? What would happen if the proposed tick boxes were not ticked? Would local guidance not apply to that boater? Would they not be given a licence? Guidance needs to apply to everyone or no one or the situation will be very confused. Why do we need a points system? We just need it to be clear when enforcement action will be taken and that it is taken consistently. Lets not add new things and make it more complicated.	Sep 12, 2013 2:13 PM
64	It appears the the CRT are becoming 'Anti-boat', I on't understand this at all. The canals are primarilly for boats and baters, letskeep it that way and allow other roups to use the facilities where there aren't any boats	Sep 12, 2013 1:43 PM
65	Why enforce the tick box option which prevents licensing over the phone and also for some owners who cannot read the purpose would be nugatory if taken to court.	Sep 12, 2013 1:40 PM
66	Points would need to have a rising scale, one day , warning, one week threepoints and a suspended fine, two weeks 6 points and a fine of the equivelent of the nearest 48 hour stopover extended stay cost for given period , a tote up of 12 points would mean a large fine to be paid or a refusal of a licence renewal and boat removed from waterways. As an increasing number of broadbeam boats are being used as residence boats the ffinnes should reflect the extra width etc to discourage the flaunting of rules	Sep 12, 2013 10:59 AM
67	enforce the rules	Sep 12, 2013 10:56 AM
68	Recover from the occasional lapse, you must be having a laugh. If the rules are not followed then enforcement action should be taken. I would personnaly link none payment of charges to renewal of licence. You are giving this group of boaters enough already, they should pay more for their licence to cover what is effect a 20km home mooring permit. Would also like to see in the guidance a code of conduct for hire boaters, having been hit three times on my recent visit by drunken speeding mobile stag parties.	Sep 12, 2013 10:43 AM
69	No	Sep 12, 2013 10:13 AM
70	It is no more acceptable for a visitor mooring to be hogged by a rich boater than by a selfish one. I am aware that mooring charges may not be punitive but would rather see overstaying boats towed than allow wealth to buy privilege. Currently boaters will I am sure tick the box to agree compliance but for reasons outlined above I do not feel that 100% compliance with the proposal as it stands would do anything to mitigate the problems arising from large numbers of towpath residents in certain areas.	Sep 12, 2013 10:06 AM
71	Just as your car licence can be read by machinery to check whether you are abiding by DVLA rules maybe the boat licence could be made more like your tax disk and this should be put in a place where a machine could scan it.	Sep 12, 2013 9:49 AM

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72	Not sure if appropriate but I have been hit on more than one occasion by cyclists without bells travelling at 15-20mph. To raise more funds I suggest that cyclists over 16 should pay a nominal amount per annum of say £10 (handlebar disc) to use the towpaths (unless already a boat licensee) and a 10 mph speed limit be set to safe guard our children and elderly	Sep 11, 2013 6:39 AM
73	If someone over-stays, without very good reason and having first sought the agreement of the local Waterways Office, for example because of breakdown, family crisis etc. then that person should accept the penalty. 48 hour mooring is for 48 hours. I do not wish to be denied the opportunity of visiting a locality, especially in a 'honey-pot' site, because some person has paid to stay for three or four days - or more. As is the situation now, some, not so sought after spots, could still be 72 hours or 7 day moorings.	Sep 10, 2013 3:31 PM
74	None	Sep 10, 2013 12:49 PM
75	I would be concerned that the driving licence points system would just complicate enforcement. The CRT should be capable of applying guidance sensibly and once they have reached the end of the softly softly process justice should not be held up any further.	Sep 10, 2013 11:30 AM
76	enforce the rules to ALL boaters not just easy targets	Sep 9, 2013 7:36 PM
77	Does this mean that we shall soon have consult a lawyer to renew our boat licence?	Sep 9, 2013 7:15 PM
78	Ensure licensing conditions include respecting other users. No construction of temporary buildings adjacent to the tow path.	Sep 9, 2013 5:25 PM
79	There are very few moorings outside of villages along the K&A (banks are generally shallow and reeded). If there were more "country" moorings, pressure on village visitor moorings would probably be relieved.	Sep 9, 2013 11:06 AM
80	Boaters should be made to pay for any damage they cause to the waterway. It must cost the C & R trust a small fortune repairing the damage caused by boats to the canal system. Why cant boats be insured like cars so that if they cause damage they could claim on their insurance. As customers of the C & R trust angling clubs are required to have £2 million of insurance against 3rd party risks and we do not break locks or damage bridges etc!!! I read the bulletins from Waterscape and am amazed at how often the canal is closed by the infrastructure being damaged by boats.	Sep 8, 2013 7:40 PM
81	Pre- payment of any sort is likely to be a waste of effort without enforcement. the people most likely to pay won't need to as they keep to the rules. Those that should pay will always have a reason as to why the charge does not apply to them and why should they have to move anyway.	Sep 8, 2013 3:59 PM
82	Yes I think the driving license points system is a really great idea.	Sep 8, 2013 2:38 PM
83	1.A number of locations have towpath side notices "no mooring" placed there by angling clubs. Between Thatham & Reading tiis is widespread. It should be made clear that this is a non authorised practice. 2. At visitor moorings fishing should be allowed for all boaters fishing from their boats.(subject to the holding of a valid licence) & assuming no electric cable problems etc.Clearly this will not hinder angling clubs since it is impossible to fish over a moored boat. This is custom & practice now but this new set of rules are an ideal oppoportunity to endorse current (but technically rogue) practice.	Sep 8, 2013 12:55 PM

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84	see comments above	Sep 8, 2013 9:22 AM
85	I fear that a "prepay" system for visitor moorings will create a sense of "entitlement" which will be difficult to manage. People will think "Well, I've paid for 3 weeks so I'll get my money's worth". They will not be encouraged to move.	Sep 6, 2013 8:17 PM
86	Strongly disagree with points system. This would quickly be perceived as a money making mechanism as the driving points are. Would we end up with scouts lurking in popular spots in the same way as mobile traffic cameras do now? Also, 12points on a car licence means an automatic ban. The boating equivalent for some people would be to lose their home if they reached 12 points. Draconian and unacceptable. If that is not the proposal then what are the sanctions proposed on reaching twelve points. A points system could never be acceptable without clear and standardised sanctions for breach of rules. These proposals contain no ideas for such sanctions and therefore the proposal is unacceptable.	Sep 6, 2013 8:09 PM
87	Tick boxes are pointless. Those wishing to make a point will not tick the box and if so, what action do CRT propose - just ignore it or say that that particular boater is exempt as he did not tick the box? There should be no "get out of jail free" in the system. Either they agree to abide by the rules, or they don't. If they don't, then they should accept the consequences.	Sep 6, 2013 1:34 PM
88	The penalty points idea plainly doesn't work on our highways because people with no obligations or respect for the law just ignore it. It follows that the same will happen on the canals. Quick, decisive and financially punitive action which is made public is the only way to ensure people are deterred. But surely, all the above is already covered under current licensing agreements?	Sep 6, 2013 12:46 PM
89	Bureaucratic nonsense! Leave well alone.	Sep 6, 2013 12:27 PM
90	I can't see how you are going to control some of these suggestions without using money from more vital services.	Sep 6, 2013 12:21 PM
91	pre payment for 48 hour mooring will all people they can afford to stat on visitors moorings as long as they wish wish	Sep 6, 2013 10:23 AM
92	As per previous comments .	Sep 6, 2013 9:34 AM
93	Most of them would be illegal and open to challenge in the courts.	Sep 6, 2013 7:49 AM
94	Following on from my previous comments in this survey, I don't believe local guidelines are acceptable. There should be one set of simple guidelines to cover the Inland Waterways system.	Sep 5, 2013 10:17 PM
95	Q31 is a no-brainer. If there is new guidance (whether or not one agrees with it), of course, license holder should be made aware. Q32 There is no reason for local guidance to be singled out from a host of other matters. Q34 Sensible concept – but it is the boat, not the boater, that is licensed.	Sep 5, 2013 10:14 PM
96	Driving licence points system is far too complex (rather like three strikes and your out). Without the force of law it would be a nonsense and unnecessarily bureaucratic.	Sep 5, 2013 8:17 PM
97	I've got a problem with the idea of paying to overstay. I think holiday-boaters	Sep 5, 2013 7:52 PM

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	will justify the extra expense and the visitor moorings near Bath will be blocked all summer by those who can afford to overstay.	
98	no need for pay and display system as will attract vandals and more abuse of the system , cost etc their are a lot of terms and conditions in the licence renewal , do we need to tick a box for every one ?? surley when its is signed we agree to them all ??	Sep 5, 2013 7:37 PM
99	No	Sep 5, 2013 7:19 PM
100	See previous comments. Although I am supportive of the "Western End community" this plan is very badly thought out and is putting the needs of this group of boaters way above the needs of all other canal users. A roving mooring permit would be a much better option.	Sep 5, 2013 7:00 PM
101	Seems like im wasting my money having a home mooring , see you out on the cut next year	Sep 5, 2013 5:39 PM
102	Most full time boaters seem to have the relevant licences for mooring and boating, However there are a reasonable percentage that seem to have either no licences or out of date licences. How this can be addressed I do not know as I have seen overstay notices in the canal or flung in hedges. It would appear that some will continue to flout any guidelines.	Sep 5, 2013 5:33 PM
103	There should be no requirement for boaters to read additional rules. The rules should be posted on signs where necessary.	Sep 5, 2013 5:09 PM
104	Any enforcement regulation is already in place and is generally self policed by responsible and law abiding boat owners and usually self regulation is sufficient. However when the rules are transgressed this is when the officers of CaRT should step in and enforce the local mooring regulations (which are usually clearly stated at the VM) which patently they don't as they have led to this crisis. You are trying to bung the onus of policing onto the responsible boat owner and hit us over the head with this new plan as opposed to dealing with the hippies in Bath who won't budge.	Sep 5, 2013 5:09 PM
105	The introduction of mooring charges is a bad concept and can only lead to the waterways becoming the exclusive playground of the rich.	Sep 5, 2013 4:56 PM
106	Simply just implement the existing terms and conditions.	Sep 5, 2013 4:23 PM
107	what a waste of Money that could be better spent.....	Sep 5, 2013 4:09 PM
108	The whole canal experience seems to be moving away from a relaxing hobby, when talk is of a points system for infringements the canal is somewhere I no longer wish to be. Perhaps the situation would be helped by limiting the amount of boats allowed to permanently moor on the K&A. It seems to me that there is no control over boat building, I suppose the Canal and River Trust is only interested in more and more boats because it generates more income from licenses.	Sep 5, 2013 3:15 PM
109	The rules regarding who has right of way on the towpath should be made public and Pedal cyclists should be made more aware of common courtesy's as they fail to give way, slow down or respect the presence of other user's. More obstacles should be provided to slow down pedal cyclists as they use it for time trials and races amongst themselves disregarding anyone or anything else using the towpath.	Sep 5, 2013 3:07 PM

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110	Introducing penalty points just appears to be weak to persistent offenders and just gives hem more rope!	Sep 5, 2013 2:34 PM
111	Too complex,just enforce the rules.	Sep 5, 2013 2:19 PM
112	A driving licence points style system will only encourage structured risk taking by those who already flaunt the rules by giving them four chances to comply. As long as overstaying fines are not draconian any boater who has an unintentional lapse will come to no great hardship. An additional system such as this will only increase admin, and implementation costs, and reduce efficiency.	Sep 5, 2013 2:09 PM
113	Regulate cyclists.	Sep 5, 2013 1:49 PM
114	Any points / fees etc sould be applied to the boater not the boat .	Sep 5, 2013 1:45 PM
115	Concentrate on the needs of fee paying boaters and not those of waterways users that do not make a direct financial contribution.	Sep 5, 2013 1:44 PM
116	Concern:- That distance travelled should take into account locks [i.e. was always known as 'lock miles' in the imperial days]. Could any agreements show dual measurements [metric/imperial] for us old 'uns? All well and good provided that enforcement takes place for all! I appreciate that this could be the fore-runner for system wide implication. Therefore visiting boats from other parts of the system need to be aware. Finally, If postcodes were put on bridges / locks then you could postcode areas.[Added bonus is that if emergency services ever needed anyone can talk them in!]	Sep 5, 2013 1:26 PM

