

## Managing moorings on London's busy waterways – Consultation Report

May 2022

### 1. Introduction

Between 7 December 2021 and 5 April 2022, the Canal & River Trust carried out a consultation on proposals to manage moorings on London's busy waterways. The proposal included,

- Increase the number of paid for pre-booked short-stay visitor moorings with income enabling better manage of these sites with increased towpath rangers
- Introduce variable price bands on the pre-booked short-stay visitor moorings to reflect their location and popularity, and in some locations seasonal demand.
- Better management all moorings in busier areas wit the introduction of daily sightings during the busier summer months, limiting the number of times a boat could stay on paid for pre-booked visitor moorings in London and increasing the daily overstay charge (currently set at £25 for each extra day) on paid for pre-booked visitor moorings and free to use short-stay visitor moorings.
- Extend the overstay charge to boats that moor for prolonged periods and/or overnight at lock landings or customer service facilities
- Ban Triple mooring and double moorings against wide beam boats on the Regents Canal, Hertford Union and Limehouse Cut
- The consultation also sought views on the 'in principle' idea of creating more permanent online moorings in quieter parts of outer London.

### 2. Consultation response

The consultation was carried out via an online survey. Responses were obtained by self-selecting respondents via a link promoted on the Trust's website, through boating communication, social media and via a press release.

There were 1014 responses to the consultation.

- 96% of responses were from boaters, 55% of whom said their boat was their permanent home.
- The largest response was from boaters with narrow boats (82.8%), followed by boaters with wide beam boats (10%) and finally those with motor cruisers (4.8%).
- 2.4% of boaters selected 'other' which included Dutch barges and sailing yachts.
- The majority of Liveaboard boaters were on narrow boats.

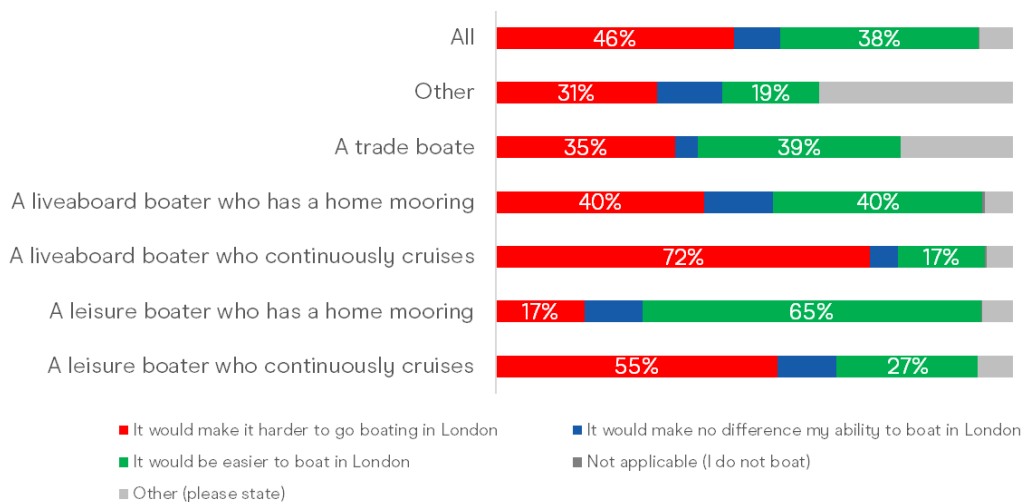
- Liveaboard boaters without a mooring (continuous cruisers), who were using their boats as permanent homes were much more likely to have owned their boat for a shorter length of time, with 52% having owned their boat for three or less years.

### 3. Consultation findings

We asked how the introduction of further paid for pre-bookable visitor moorings impact on your ability to boat in London.

Overall boaters are polarized on this question, however a majority (46%) said it would make it more difficult to boat in London, with 38% saying it would make it easier, 9% said it would make no difference. The responses were heavily split by different boater type. A large majority of liveaboard boaters who continuously cruise (72%) said the proposals would make it more difficult for them, whereas a large majority of leisure boaters who had a home mooring (65%) said it would make it easier. Those using their boats principally as a permanent home were those most likely to say the proposals would make their boating in London more difficult.

How would the introduction of further paid for pre-bookable visitor moorings Impact on your ability to boat In London?



There were many comments, both opposed and in favour of the proposals.

Examples of comments opposed to the proposals

*'I oppose these plans. It is essential to recognise that boats are homes for existing live aboard people. Secondly, boats offer lower cost housing solutions for a very expensive city.'*

*'Do not agree with having to pay (above the cost of administration) for pre bookable moorings.'*

*'The object of the exercise should be making moorings available for boats, already having paid a considerable licence fee'*

Examples of comments supportive of the proposals

*'Agree strongly with providing more bookable visitor moorings. Visiting London waterways, boats should not be penalised for wanting to visit London but are prevented from doing so because of the fear of arriving and being unable to find any moorings on arrival, because folk have turned London's waterways into a floating housing estate.'*

*'It is not a pleasant situation to arrive in London area in a late afternoon and not be able to find a safe mooring for the night.'*

The proposed increase in pre-bookable paid for short-stay moorings is intended to make it easier for boats visiting and navigating through London to guarantee finding a mooring space, without affecting the majority of mooring space. The proposals would still leave over 90% of mooring space in London available to moor on for free for up to 14 days. We believe that introducing more pre-bookable paid for mooring will help balance the needs of visiting boaters with those predominant based upon the London waterways. We will

phase the introduction of additional pre-bookable charged for short stay moorings in London as follows:

Location	What	When	Length of mooring / berths
Cowley North*	7-day / £Low	From June 2023 (Summer only)	50m
Kensal Green visitor mooring*	7-day / £Low	From June 2023 (summer only)	300m
Little Venice visitor mooring	7-day + 48hr / £High	From April 2023	120m
Rembrandt Garden pre-book	7-day / £High	From April 2023	50m
Paddington visitor mooring	7-day / £High	From April 2023	100m
Paddington pre-book	7-day / £High	From April 2023	6 berth
Camden visitor mooring	7-day / £Med	From April 2023	150m
Kings Cross Treaty Street visitor mooring	7-day / £Med	From April 2023	65m
Kings Cross North visitor mooring	7-day / £Med	From April 2023	25m
Kings Cross Goods Way visitor mooring	7-day / £Med	From April 2023	50m
Kings Cross Goods Way pre book #	7-day / £Med	From April 2023	50m
Islington visitor mooring (eco mooring)	7-day / £Med	From June 2023	150m
Victoria Park visitor mooring	7-day + 48hr / £Low	From April 2024 (Summer only)	131m
Broadway Market visitor mooring	7-day + 48hr / £Low	From April 2024 (Summer only)	50m

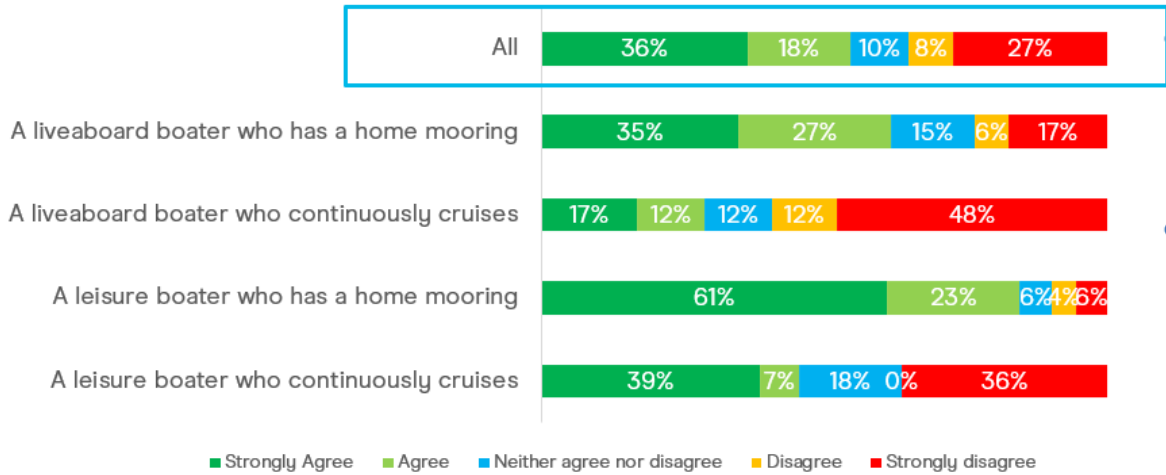
# This site is privately owned land and it's use as a visitor mooring is by agreement with the landowners. Part of this site is to be used by the landowner as a mooring for a floating classroom

#### Additional towpath rangers and daily sightings

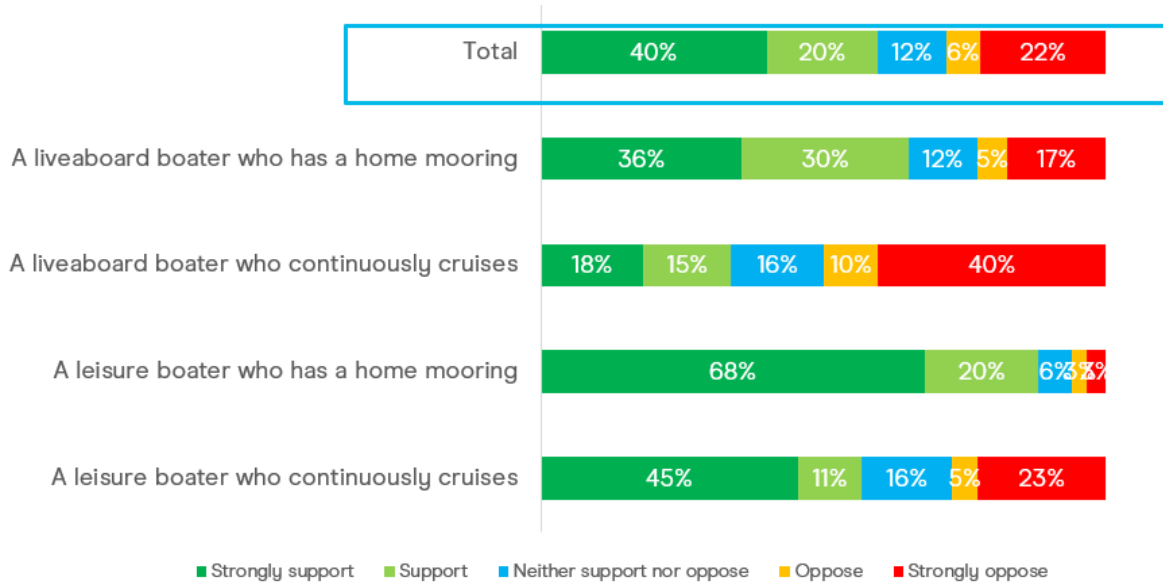
1. We asked what people thought of our proposals to help better manage all other mooring space in busy areas. We proposed.
  - Introducing more towpath rangers and daily sightings during the busier summer months
  - Limiting the number of times a boat could stay on paid for pre-booked visitor moorings in London
  - Increasing the daily overstay charge (currently set at £25 for each extra day) on paid for pre-booked visitor moorings and free to use short-stay visitor moorings.
  - Extending the overstay charge to boats that moor for prolonged periods and/or overnight at lock landings or customer service facilities

### More towpath rangers and daily sightings

There was a majority (54%) of respondents in favour of introducing more towpath rangers. Most support was from leisure boaters with moorings (83%) and least support from liveaboard Boaters who continuously cruise (29%)



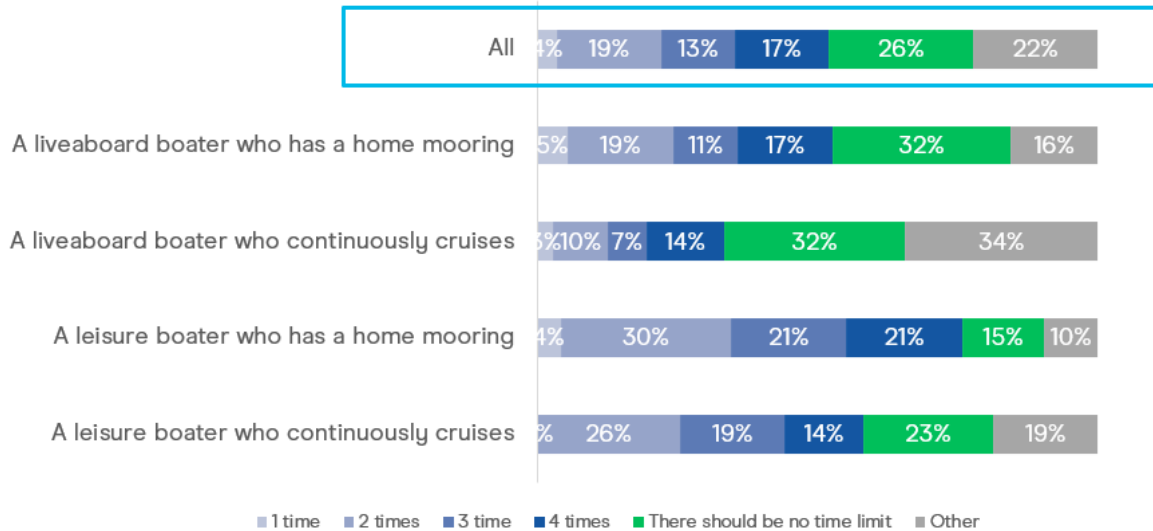
An overall majority of respondents, 60% of respondents were supportive of introducing daily sightings during the summer months. Those whose boat was their permanent home were far less supportive (40%) compared with leisure boaters (89%) who were strongly supportive of daily sightings.



### Limiting use of pre-bookable short-stay moorings

Most respondents, 52% of respondents were supportive of limiting use of pre-bookable short-stay moorings. Continuous cruiser boaters were less supportive than boaters with a permanent mooring. There were different views on what limit there should be on the number of times boaters might be able to use pre-bookable short stay mooring, with

suggestions ranging from 1 to 4 times in a year. A significant minority (48%) were opposed to any limit.



### Overstay charges

As part of increased monitoring and management we will increase the daily unauthorised extended stay charge at pre-bookable moorings in London to £50 and we will extend this charge to boats moored at facilities when not using the facilities.

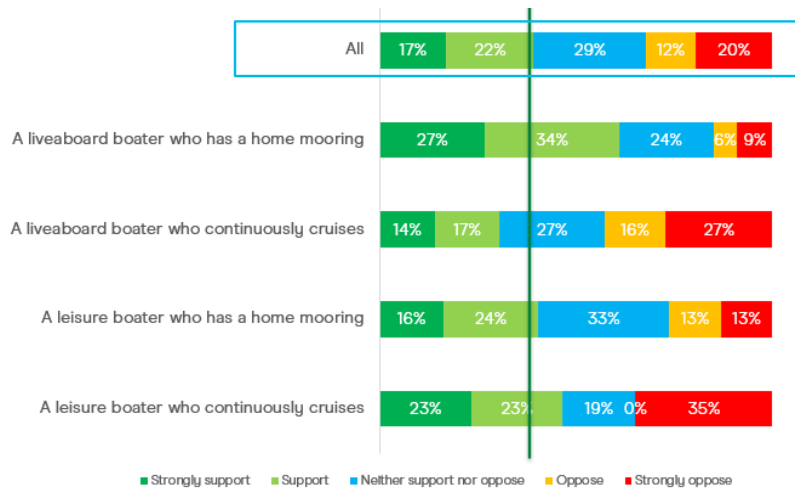
### 2. Reduce risk of obstruction to the navigation

We asked what people thought of the proposal to ban Triple mooring of all boats and double mooring against wide beam boats in central London

- Ban Triple mooring and double moorings against wide beam boats on the Regents Canal, Hertford Union and Limehouse Cut

A majority of respondents, 59% of respondents were supportive of banning triple mooring or double mooring against wide beam boats. Highest support (84%) came from leisure

boaters and the lowest support (33%) came from those using their boats as temporary homes when at work.

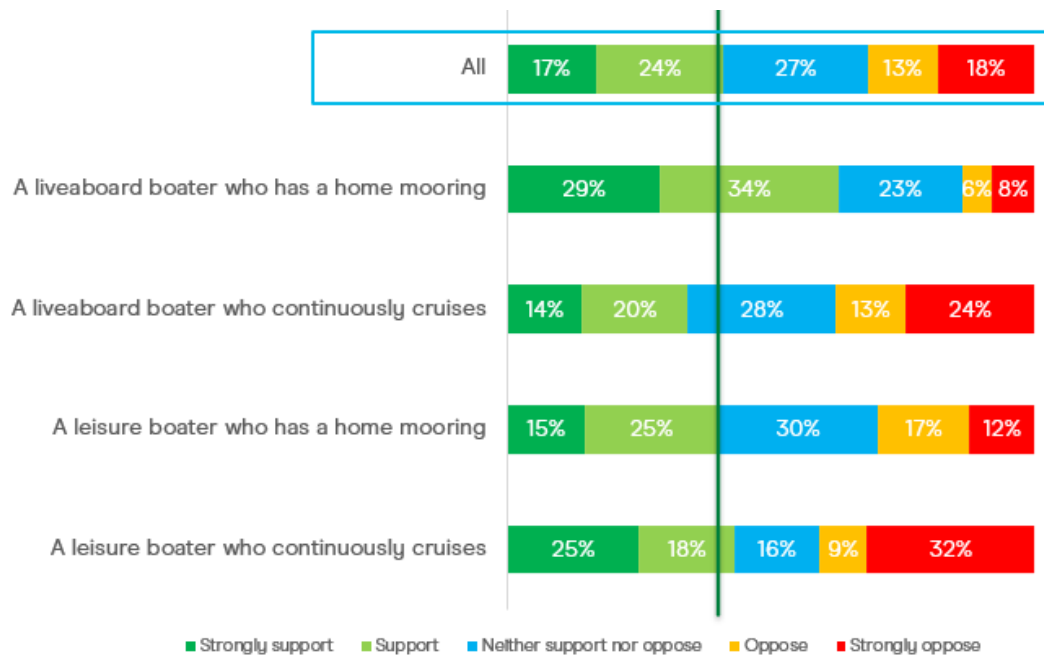


### Creating additional online mooring

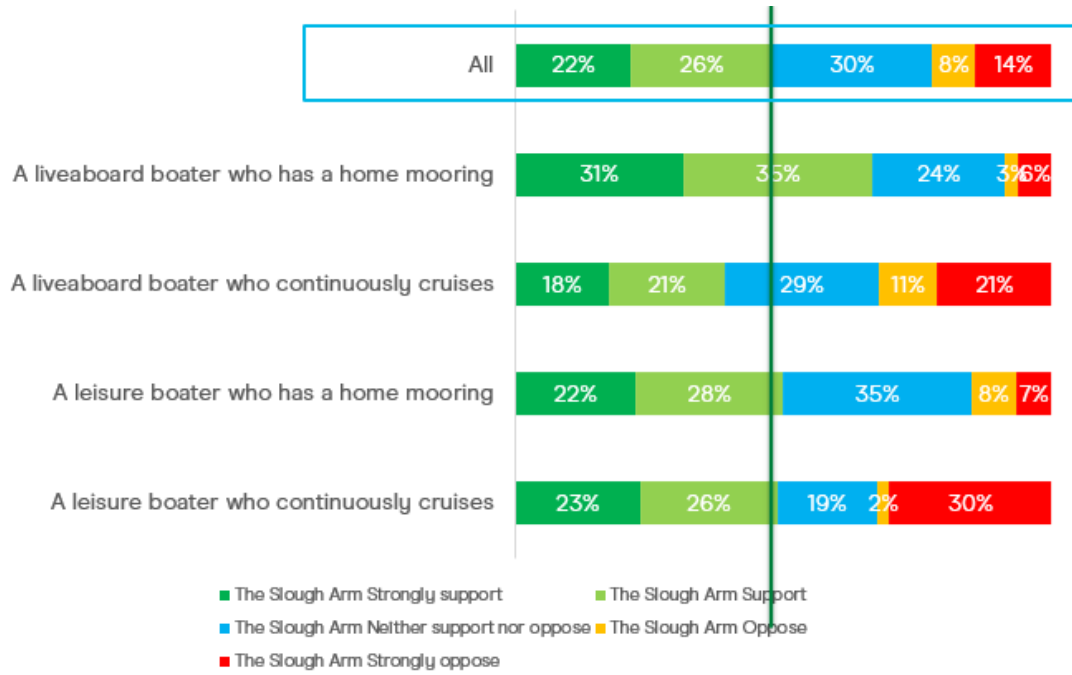
We asked people about the principle of creating more permanent online mooring in some quieter parts of the London waterway.

- Upper Grand Union (from Batchworth to Slough Arm junction)

41% of all respondents were supportive in principle of creating limited permanent online mooring in this area, 31% were opposed. The highest support was from liveboard boaters with a home mooring (63%) with lowest support from liveboard boaters who continuously cruise (34%).



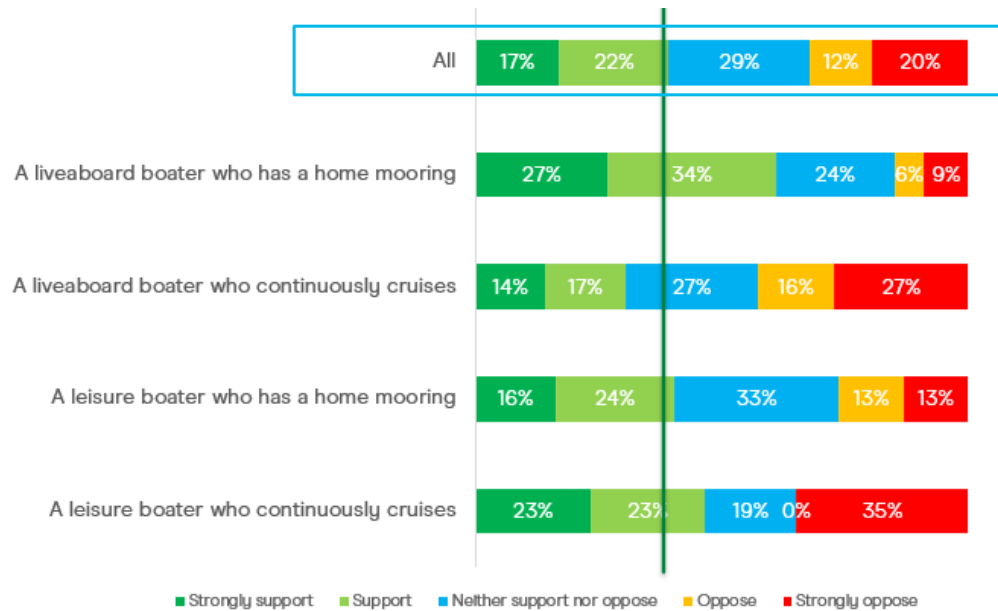
- The Slough Arm  
48% of all respondents were supportive in principle of creating limited permanent online mooring in this area, 22% were opposed. The highest support was from liveaboard boaters with a home mooring (66%) with lowest support from liveaboard boaters who continuously cruise (39%).





- Upper Lee Navigation from Bridge 40 (M25 bridge) to Hertford and the River Stort

39% of all respondents were supportive in principle of creating limited permanent online mooring in this area, 32% were opposed. The highest support was from liveaboard boaters with a home mooring (61%) with lowest support from liveaboard boaters who continuously cruise (31%).



## Conclusion

In summary we will take forward these proposals as follows.

- Phase the introduction of additional pre-bookable charged for short stay moorings in London with variable pricing based on location.
- Phase the introduce daily sightings at short stay moorings in conjunction with the introduction of paid for pre-booking requirements.
- We do not intend to limit the number of times boats may use pre-bookable moorings; however, we will require boats to have a minimum 14 day gap between use of a pre-booked moorings and If a boat is in breach of their boat licence we will restrict that boat from being able to use pre-bookable moorings.
- Increase the extended stay charge for unauthorised extended stays on pre-book pay for short stay moorings and for extended mooring on facilities when not using the facilities.

We will consider the feedback received about creating additional online permanent moorings and consider this in terms of future plans for permanent moorings. Any specific future mooring schemes proposed would be subject to further engagement and consultation.