



# DRAFT LONDON MOORING STRATEGY SUMMARY REPORT

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October 2017

## Draft London Mooring Strategy – summary report

### The Canal & River Trust's proposed Strategy for the London waterways

The Trust's draft London Mooring Strategy sets out how mooring space in London can be managed to ensure that there is fair access to the waterways in a climate of recent, and predicted future, growth in boat numbers. The strategy sets out to balance the competing demands and needs of different groups and will involve some changes to existing mooring arrangements in busy areas, particularly in central London.

The strategy seeks to:

- Facilitate more general towpath and limited long-term offside moorings in quieter parts of the London waterway area such as the Grand Union and Paddington Arm, the Slough Arm, the Upper Lee, and River Stort.
- Relieve the pressure on mooring space in busier areas such as the Regent's Canal and the Lower Lee Navigation by creating short stay visitor moorings, and increasing the monitoring and management of short stay and general towpath moorings.
- Make improvements to facilities that will benefit current and future boaters and help spread mooring more evenly across the waterway.
- Recognize and balance the needs of all users of the waterways through better management of available space, enforcing no-mooring sections where necessary.

There is a finite amount of mooring space in the London waterway area and this strategy cannot on its own address an ongoing growth in boat numbers in the region. If numbers continue to rise in line with recent years it will be to the detriment of all users of the waterways. In this scenario, the Trust will need to undertake further work to develop possible options for how boat numbers could be managed in very busy sections of the London waterway.

### Strategic headlines

To meet the objectives set out for this strategy (see page 3 of the full draft report) the Trust has considered a wide range of evidence and views, from boaters, boating groups and other stakeholders, that have led to the following strategic headlines:

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

The strategy identifies some, albeit limited, capacity for new long-term moorings along the line of the canal, in offline basins and new developments, mostly on the Grand Union and Paddington Arm, the Slough Arm, the Upper Lee, and River Stort.

### Summary of proposals

- Potential for at least 1800m (about 5900ft) of new long-term offside moorings
- Potential to develop long-term mooring opportunities as part of major developments at Meridian Water (Enfield) and in the Old Oak Park Royal Development Corporation (OPDC) area
- Improvements to general towpath mooring (14-day) to increase overall capacity and make mooring safer and more convenient

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

Realising all the potential<sup>1</sup> long-term mooring opportunities in London will require proposals to be brought forward by the Trust, commercial, and not-for-profit providers. The strategy seeks to facilitate and encourage long-term mooring proposals to make the most of the limited space available.

- Work with partners to consider mooring options as part of strategies developed for areas surrounding the Trust's waterways  
Produce examples of a range of existing mooring schemes provided by different providers

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

Free short-stay moorings are essential to allow boats to navigate in and through London and play a key role in making it possible for boats to visit London's waterways. Daily sightings are proposed at most short-stay visitor moorings to ensure these moorings are available to be used by as many boaters as possible.

### Summary of proposals

- 11 new short-stay visitor mooring sites\* and revisions to 11 existing visitor mooring sites\* with a range of reduced stay times and some re-classed as general towpath mooring (\*subject to the Trust's Short Term Mooring Framework)
- Increased monitoring and management of free short-stay visitor moorings with daily sightings taken by volunteer rangers and/or Trust staff
- Improve signage at short-stay visitor moorings and install additional mooring rings

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<sup>1</sup> The strategy has considered potential long-term mooring in terms of potentially suitable locations (taking account of the mooring principles and considerations on page 4), however other factors including land ownership, planning constraints and the cost of implementing any long-term mooring scheme will all impact on whether potential long-term mooring sites can be realised.

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

A successful pilot has demonstrated demand for pre-bookable moorings. Paid-for pre-bookable moorings will provide an additional offer, alongside existing visitor and general towpath moorings, for boaters who want guaranteed mooring space when visiting London. Pilots of pre-bookable trade moorings, eco-moorings, and moorings for boat maintenance will seek to increase the services the Trust is able to offer boaters.

##### Summary of proposals

- Four new additional pre-bookable visitor mooring sites (chargeable) – most on sections of towpath that are not currently available for mooring or where the land is not owned by the Trust
- Pilot a part-time pre-bookable trade mooring for roving traders and other trade boats
- Pilot a pre-bookable mooring where boat maintenance can be undertaken
- Pilot an eco-mooring zone to support 'greener boating' and help address concerns about air pollution from generators and solid fuel stoves

#### **5. Winter Moorings that recognise and balance the needs of all customers' using the waterways**

Winter moorings provide a temporary long-term mooring during the winter season when the Trust's winter works programme and poor weather make navigation more difficult. In London these are in high demand and help generate income that the Trust can reinvest into maintaining and improving the waterways. The Trust will develop and improve the provision of winter moorings, whilst minimising the impact on other boaters and waterway users.

##### Summary of proposals

- Winter moorings provided in outer London, no winter mooring in central London
- Improve towpath mooring and boater facilities at some sites used for winter mooring

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

An increase in investment in boating facilities over a number of years will support the Trust's proposed strategy to spread mooring more evenly across the waterway. New water, waste and refuse facilities and improvements to towpath moorings will help meet the challenge of the past and predicted growth in boat numbers and improve the experience of boating in London.

##### Summary of proposals

- Improved boater facilities – particularly in outer London areas
- Six new water points and relocation of some to improve access
- Nine new rubbish disposal sites
- Four new pump out facilities

- Five new elsan facilities plus one re-opened elsan and potential access to one additional existing elsan facility<sup>2</sup>
- Pilot new mobile refuse collection
- New oil disposal facilities
- Better management and renewal of boater facilities across the London waterway region
- Support the development of infrastructure for 'low impact living' (for example piloting a composting toilet waste collection point, encouraging the use of solar panels and electricity charging points)

## **7. Improve communication between boaters and the Trust**

Giving boaters better and easier access to information and improving the channels of communication between the Trust and boaters will be essential to successfully implementing this strategy. The strategy seeks to develop new, and improve existing, methods of communication with boaters.

### Summary of proposals

- Improve information for and communication with boaters in London with better online information, signage, improved use of noticeboards and the development of a new app
- Improve education and information to boaters on environmental issues, safety and other boating related topics

## **8. Increase business boating activity in key London waterway destinations**

Several key destinations across the London waterways offer the opportunity for business boating to increase revenue for the Trust and increase the appeal of the waterways to a wider range and number of customers.

### Summary of proposals

- Water-space strategies<sup>3</sup> for key destinations to improve visitor experience and encourage business opportunities (with around 30 business berths) – Little Venice, Paddington Basin, Queen Elizabeth Olympic Park, and Docklands (West India Quay)
- Work with developers and partners to agree strategies<sup>4</sup> to improve the waterways and their surrounding area (including Brentford, OPDC, Kensal Green, Camden, King's Cross, City Road Basin, Docklands, Queen Elizabeth Olympic Park and Meridian Water, Enfield)

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

London's waterways are a valuable resource that need to be shared fairly between all users. This will mean limiting and restricting mooring in some places so that access for other users is

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<sup>2</sup> Further budget planning and site investigations required before new facilities can be finalised

<sup>3</sup> The strategy will support the implementation of water space strategies already agreed for QEOP, and those in development for Little Venice, Paddington Basin and Docklands (West India Quay). A strategy for Kings Cross will be developed with partners.

<sup>4</sup> Many of these strategies are already or will be led by others with the Trust contributing to their development

maintained, particularly low or no cost activities such as angling, canoeing, rowing, walking and cycling.

### Summary of proposals

- Restrictions to some general towpath mooring to ensure safe navigation and fair sharing of the waterway for other users
- Continue to work with existing adoption partners including Lower Regents Coalition Adoption, Limehouse Cut Adoption and Queen Mary University London Adoption, to care for and improve waterways across the London waterway area.
- Introduce two new 'water sport zones' on the Lee Navigation with signage and improved education and communication for boaters, and mooring restrictions where necessary (for example single mooring and/or no mooring to allow safe passing places)

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