



## MEETING NOTES

**Title** NAG Licensing and Mooring Group  
**Date** 24 March 2014, 10.30am  
**Venue** Canal & River Trust office, Hatton  
**Attendees** Mike Annan (Chair), Paul Le Blique, Beryl McDowall, Mark Walton, Tim Parker, Clive Henderson, Ann Farrell, Sally Ash (CRT), Susie Mercer (CRT), Matthew Symonds (CRT), Sian Ferry (CRT)

Paul Burch (CRT) present items 1 – 4a.

Jenny Whitehall (CRT) and Mark Blackwell (CRT) present for Item 1 only.

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### 1. **CRT Directly Managed Moorings Review (Jenny Whitehall and Mark Blackwell)**

JW/MB gave a presentation to NAG outlining the review of the directly managed moorings business which is currently ongoing. In summary, the presentation covered

1. Overview of the business
2. Highlighted existing shortcomings
3. Key objectives of the review
4. Outline of the emerging thoughts and Action Plan

The business currently consists of circa 3600 moorings which has reduced from circa 4400 since 2006. Circa 800 of these moorings are offline. 333 sites in total.

The business has a turnover of circa £5m and returns circa £3.2m to CRT.

85% of the portfolio is leisure berths with only 15% having full residential permission.

57% of sites have less than 10 berths which does create management issues.

The majority of sites are still sold via the auction system but reviewing how we sell moorings will form part of the actions.

The review aims to consolidate and enhance the business through:

1. Portfolio rationalisation and consolidation (including site closures and regularising uses)
2. Improving customer service
3. Site Standards and Performance Measures (inc. Site Rules)
4. Enhanced enforcement procedure and process

Further update will be given to NAG as the review progresses.

Paul offers AWCC advice/support for self-help/funding/policing mooring sites.

**ACTION MARK B: To arrange meeting with Jenny and Paul to discuss**

It is noted by the NAG that the process and the term 'auction' itself is unpopular – Is this something that could be reviewed?

Further feedback and comments welcomed by Mark and Jenny.

**ACTION ALL: Get in touch with Sian for contact details to pass on information, feedback, advice etc**

## 2. **Minutes of previous meeting (10/12/13)**

Minutes approved

## 3. **Briefings**

### a) **Towpath mooring control update including K&A decision and update on RMPs**

K&A:

- Agreement for 12 month local K&A plan Foxhangers to Bath was reached by all partnership parties
- Currently working on signage, communications plan, website updates
- Local plan guidelines are being worked on now and will be circulated to the NAG once ready
- Subject to demand from boaters in other areas, equivalent plans to address local difficulties could be developed.

Roving Mooring Permits:

- RMPs are definitely not going ahead.
- As winter moorings are not regional and only run for five months of the year, CRT feel these permits are not at risk in the same way RMPs were from a legal perspective

### b) **Winter mooring feedback survey**

Survey is still open until March 31<sup>st</sup>. Results so far show a very positive response to the general towpath permit

### c) **Vulnerable boaters**

- The Trust has pledged a small grant to Workplace Matters to support the Waterway Chaplaincy over the coming months following Jenny Dibsdall's retirement.
- Beryl notes that she receives calls from CAB regarding vulnerable boaters but that they don't necessarily have the capacity to assist. Perhaps CRT need to improve their brief to CAB to ensure calls are going to the appropriate groups/people
- CRT are keen to set up a steering group in the near future so may be in touch with NAG to assist

### d) **Update on the roll out of the new business licence system (Susie Mercer)**

- New business licence system will go out on April 1<sup>st</sup>
- CRT needs to amend general licence T&Cs to remove business licence references (business licence will now have its own set of T&Cs). Before publishing changed document, will introduce/explain changes in Boaters' Update

**ACTION SALLY/SUSIE: Amend T&Cs and communicate changes with**

## Damian for Boaters Update

### 4. a) Demo of new web licensing web application (Paul Burch)

- Could we change wording under the insurance section? I.e. 'It is your responsibility to maintain valid insurance' and be given the opportunity to update insurance here.
- Paper licences – these will be able to be printed online or received by post.
- The NAG asked whether boaters will be offered a discount for renewing online given the savings that will be achieved.
- **ACTION PAUL: Circulate test page for NAG to test by end of next week (4 April)**

### b) Visitor/short-term moorings strategy paper review (Paper circulated prior to meeting – See Appendix from page 5 – 16)

#### General

- NAG felt the introduction as drafted was confusing and introduced unnecessary complications
- Recommend consistent use of “short stay” instead of “short term” moorings.
- Say ‘moor’, not ‘moor up’
- The desire for simplification came across strongly from the group. I.e. ‘short stay’ (4 hours, 2 days, 7 days) and ‘casual’ moorings which are all 14 days as standard
- NAG felt there was need for a mixture of 4 hour, 2 day and 7 day short stay moorings and felt that these moorings should not be unnecessarily restrictive.

#### Context

- Swap the order of the first and second paragraphs to clarify the purpose of the paper
- Line 6: ‘anywhere *appropriate* along the towpath’

#### Aims

Recommended these should be:

- Review time limits for fit with today’s usage
- Provide more moorable space
- Achieve better compliance

#### Objectives

- 1 - Reword to make more readable

#### Suggested Principles

4 - ‘Always’

5 - Pub stop is not necessarily the same as shopping stop. Consensus that there should be a shopping/services 4 hour stop, and pub mooring would just form part of a 2/7 day short stay mooring

5 – Roving traders don’t want designated spots or exceptions on anything other than a 2 day mooring. Doubling a 2 day mooring to 4 days for roving traders would be preferential for them. NB. This exception for Roving Traders will stay in the paper to go to consultation, but overall the NAG did feel that, generally, no special provision

should be made.

**7 & 8** – Remove ‘active/actively’ when used with ‘monitor/monitoring’. The NAG also commented that they thought such monitoring was essential

**9 & 10** – There was discussion on the validity of both non return rules and the extended stay charge

**11** – It is believed to currently be £5 at Llangollen, not £6.50

**12** – Agreed, subject to change to short stay moorings

**13 & 14** – Agreed

**15 & 16** – It is felt that this should remain aspirational rather than a priority/requirement. Questioned whether this point should be made in this document.

**17** – The line ‘Generally ... mobility difficulties.’ is not required as this is more of a ‘good behaviour’ thing that considerate boaters should take into account.

**18** – Painting rings white can create a lot of work to maintain as it peels off easily. But marking the concrete surrounds to reduce tripping risk would be sensible.

**19 & 20** It was felt there needed to be separation between the grass cutting contract and mooring definitions as reduction in short stay moorings should not mean lower maintenance standards.

**21 & 23** – Some members supported suggestion for colour-coded signs which are easy to spot from the canal i.e. Yellow for 2 day, purple for 7 day etc.

**24, 25 & 26** – Agreed subject to adequate local consultation

**27** – Discussed at length but agreed overall that having representatives from different groups is a positive thing

**28, 29, 30 & 31** Generally accepted although some concern expressed over local variations.

**5. Boater’s Handbook**

NAG noted that the Boater’s Handbook was being updated and agreed to send proposed amendments to Sally for consideration.

**6. Next Meeting on Monday 9 June at CRT Hatton**



## Short term towpath moorings

### A National Policy Framework for Provision and Management ?

#### Context

Our data indicates that there are a total of 855 visitor mooring sites around the network. Most were established during the 1990s by the (then) new waterway managers. Many were a by-product of externally funded towpath improvement schemes. There was no clear national policy or strategy in place to promote consistency in location or design of the schemes. The result is that, whilst the most obviously popular towns and villages are typically provided with some visitor mooring provision, other places miss out, and the provision that is made can be very different. The law allows mooring anywhere along the towpath for up to 14 days unless a restriction indicating the contrary is signed. The most common restrictions found are where lengths of towpath and bank have been improved for shorter stay 'visitor moorings'; service moorings for using water points and other facilities; and where there are Canal & River Trust long term on-line moorings.

This paper sets out the issues concerning the provision and management of short term towpath moorings that we would need to consider to ensure that future users' needs are met as far as is possible, and that any conflicting demands on space resolved fairly and consistently.

We have developed this outline of the issues with the help of many boaters who have taken part in discussions<sup>1</sup> with us since early 2013. We seek further input from our Navigation Advisory Group, national boating organisations, our waterway managers and others who wish to share their views. We hope that broad agreement on key principles will be possible which will then inform a full public consultation on the options to improve our mooring provision and the experience of using the waterways overall.

#### Proposed Aims

It is proposed that we adopt the aim to produce a national framework short term mooring policy, and that it sets out:

- the Trust's approach to provision and management of short term moorings and casual towpath moorings nationally, to be applied consistently
- how stakeholders should be involved in local reviews of provision, within the national policy

Are these the right aims of a national policy?

#### Proposed Objectives

The following are proposed as the main policy objectives for short term moorings:

<sup>1</sup> Notes of these can be downloaded.

<http://canalrivertrust.org.uk/media/library/5666.pdf>  
<http://canalrivertrust.org.uk/media/library/5788.pdf>

<http://canalrivertrust.org.uk/media/library/5789.pdf>

<http://canalrivertrust.org.uk/media/library/5790.pdf>  
<http://canalrivertrust.org.uk/media/library/5791.pdf>

<http://canalrivertrust.org.uk/media/library/5792.pdf>

<http://canalrivertrust.org.uk/media/library/5793.pdf>

VISITOR MOORINGS – vision and strategy discussion paper, November 2013  
OVERVIEW OF FINDINGS OF 3 BOATER SURVEYS IN 2013 WHICH INVITED  
VIEWS ABOUT VISITOR MOORINGS  
VISITOR/SHORT STAY MOORINGS – VISION AND STRATEGY DRAFT 2, 17  
JANUARY 2014 (interim paper for the South East boating sub group's 20 Jan  
meeting.)  
SE Boaters Group discussion Monday 20 January 2014.  
EXTRACT FROM NOTES OF MEETING OF NAVIGATION ADVISORY GROUP  
(LICENSING AND MOORING ) DEC. 2013  
EXTRACT FROM DRAFT NOTES OF MEETING OF LONDON'S BETTER  
RELATIONSHIPS GROUP, 30 JAN 2014  
Visitor Mooring – Questions and Standards (Mike Annan)

1. sufficient short term moorings which are accessible and as safe as possible on canals and rivers to meet the needs of boaters, with the right mix of moorings to address the different needs of boaters to the extent possible.
2. enhanced boating experience by making it as easy as possible to moor up near to services and attractions when required, and/or away from it all according to boater preference.
3. as well as powered boaters, provide reasonable access to the water for anglers, canoeists/ rowers and other waterway users.
4. economic benefit to local communities from facilitating boater expenditure in local businesses

Are these the right broad objectives?

### 14 Day Moorings

It is thought that the original intention in creating visitor moorings (VMs) was to set maximum stay times of less than 14 days as a means of managing the expected higher demand at these locations, and to differentiate these sites from the default 14 days applicable elsewhere. The original intent has been blurred over time by the creation of many '14 day visitor moorings'. We need to decide whether we retain these or revert to using VMs for shorter stays. NB this does not mean that we would convert all 14 day VMs to shorter periods; many might simply revert to being un-signed, ordinary 'casual' moorings.

Put another way would we adopt *two* or *three* categories of short term mooring for the future?

*Either:* "Casual" (14 days) + "Visitor "(less than 14 days)"

*Or:* "Casual" (14 days) + "14 day visitor" + "visitor (less than 14 days)"

Which of these two positions should we adopt? (The extent of the provision in each category would be developed separately so this will not dictate how many of each there would be.)

## Suggested principles

### Mooring provision

<ol style="list-style-type: none"> <li>1. As far as possible there should be sufficient moorable bank throughout the waterway to accommodate the needs of boats navigating in the area.</li> <li>2. Mooring provision should be a mix of: <ul style="list-style-type: none"> <li>• 'casual mooring': lengths of towpath with no particular characteristics other than sufficient water depth and a bank which is accessible from boat and land. (14 days maximum stay).</li> <li>• 'visitor mooring': a location frequently characterised by some or all of the following: <ul style="list-style-type: none"> <li>○ Location close to services, public transport etc</li> <li>○ Boater facilities</li> <li>○ Normally a higher standard of towpath and bank maintenance than for casual moorings</li> <li>○ Signage, boundary markers, designation on guidebook maps etc</li> </ul> </li> </ul> </li> </ol> <p>These make it a magnet with (typically) a consequent need to ration usage through shorter than 14 day time limits.</p>	<p><i>Our boat sightings data provides an indication of demand in different areas</i></p> <p><i>Extensive lengths of bank already provide this but this may not be appreciated by many boaters. Identifying these on maps if not on site would probably be helpful?</i></p> <p><i>There have been no previous standards for short term mooring designation which means that we now have quite large numbers of 14 day visitor mooring sites. So should we accept this as a separate category? The alternative of 'downgrading' to 14 day casual mooring would not be popular unless we guaranteed not to downgrade maintenance.</i></p>
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## Time limits and charges

<p>3. The maximum stay at casual towpath moorings is 14 days.</p> <p>4. Because of their location in popular areas, time limits at visitor moorings will *typically* be less than 14 days so that they can be accessed by a larger number of navigating boats.</p> <p>5. The choice of time limit for visitor moorings depends on the nature of the site. Most will fit one of the following categories:</p> <ul style="list-style-type: none"> <li>○ Shopping/pub moorings: <ul style="list-style-type: none"> <li>▪ 4 hours (and overnight if arriving late in the day, departing by 9am)</li> </ul> </li> <li>○ “Hot spots” (1 or 2 days) <ul style="list-style-type: none"> <li>▪ April – October: 1 or 2 day</li> <li>▪ November – March: 2 or 7 days</li> </ul> </li> <li>○ “Warm spots” <ul style="list-style-type: none"> <li>▪ April – October: 7 days</li> <li>▪ November – March: 14 days</li> </ul> </li> </ul> <p>6. Areas or zones with different time limits within a single town or village should be kept to a minimum for the sake of simplicity and to avoid need for large numbers of signs.</p> <p>7. Time limits will be actively monitored only where there is evidence that this is needed to control overstaying.</p> <p>8. Active monitoring means recording index numbers of boats at the site with sufficient frequency to make the time limits credible. Data is recorded on the Trust’s internet-based ‘Mobis’ boat sighting system, available to registered volunteers and Trust staff.</p> <p>9. Active monitoring also requires setting and applying return rules to deter abuse. Return rules will normally be expressed as a maximum total number of days per calendar month as this has least risk of disadvantaging users and is the most practical to implement.</p> <p>10. By default, use of moorings is free of charge. Where people stay beyond the time limit, thereby depriving others of the benefit, a daily extended stay charge of £25 can be applied. .</p>	<p>* “Typically”, or “always”?</p> <p><i>The decision on time limits for a particular site needs to be made locally – see ‘Management’ section below.</i></p> <p><i>Roving traders have been permitted slightly longer stay times at Foxton (details in Appendix 1). Should this principle be adopted nationally?</i></p> <p><i>Boaters have told us that complicated signage regimes within a small area are difficult to understand. However they’re inevitable in some places with longer towpath lengths in a popular town or village where attractions vary stretch by stretch.</i></p> <p><i>This is a core tenet of the suggested policy – we want to build respect for time limits so that we can minimise the resources consumed by formal compliance measures</i></p> <p><i>We do not want to spend more on data checkers but experiments in 2013 have demonstrated that volunteers can successfully record boat index numbers.</i></p> <p><i>The decision on whether a site needs ‘active monitoring’ needs to be made locally – see ‘Management’ section below.</i></p> <p><i>The SE experience in 2013 was that this served as an effective deterrent to overstaying. It does not raise revenue. In principle, this can also apply at 14 day unsigned moorings providing the boater is given advance warning, ideally by phone or text.</i></p>
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<p>11. Where investment is made in visitor moorings which include facilities such as pontoons, electricity or secure access, a daily charge should apply from the start of the visit.</p> <p>12. Standard terms and conditions for actively monitored sites would provide clarity and consistency for boaters as they travel around the network.</p>	<p><i>Examples are Llangollen and – pending – the new serviced pontoons being created as part of a development scheme. What is a reasonable charge? £6.50?</i></p> <p><i>A suggested template is contained in Appendix 1.</i></p>
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## Enforcement

<p>13. Any action must be triggered by evidence of overstaying. Regular boat sightings are the best source of this evidence. The data can be easily analysed in the office, and the owner contacted on the next working day by telephone or email. This gives the opportunity to check for any circumstances that might excuse a short overstay, but generally, the boater should be reminded to move on or face an extended stay charge.</p> <p>14. If the boater does not heed the request and has not been granted special permission to overstay, they should either be invoiced for the extended stay charge, or, depending on circumstances, issued with the first formal warning relating to breach of licence conditions.</p>	<p><i>We need boaters to contact us proactively if they feel there are special circumstances meaning they need to stay longer. Enforcement officers follow a fair process and reasonable extensions are offered when necessary.</i></p> <p><i>Staying more than the time limit constitutes a particular benefit for which a charge is reasonable under S.43 of the 1962 Transport Act.</i></p>
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## Accessibility

<p>15. The target access standard below for visitor moorings already exists. Meeting this standard would ensure that the mooring is as suitable as possible for boaters with mobility difficulties.</p> <p><b>Access from arrival/depart point to individual mooring along the towpath or through mooring site</b></p> <p><i>Path slope</i> No steeper than 1 in 10</p> <p><i>Path width</i> No less than 1 metre</p> <p><i>Barriers</i> No steps or barriers</p> <p><i>Surface</i> Intact compact surface with only slight irregularities, neat edges, drains immediately.</p> <p><b>Access to and from the boat itself</b></p> <p><i>Bank condition</i> Sound, well maintained bank protection or natural bank, good line and level, with only minor erosion, deterioration, corrosion of piles or cracking. No significant potholes.</p> <p><i>Freeboard</i> No more than 0.5 metres of freeboard</p> <p>16. We should aspire to make all of our visitor moorings suitable for those with mobility difficulties.</p> <p>17. 'Disabled mooring' signs should only be used at locations with high-footfall visitor attractions such as museums. Generally, boaters should be expected to be considerate and give up space when needed for those with mobility difficulties.</p>	<p><i>This standard was developed some years ago with the help of a contracted disability expert. It is defined in our asset management system but site data has not been universally recorded or maintained.</i></p> <p><i>Are these standards right? How would they be improved?</i></p> <p><i>As part of the local management process, site data needs to be researched and recorded so that we know the extent to which we are providing accessible moorings.</i></p> <p><i>Accessibility could be included on all mapping as and when data become available .</i></p> <p><i>Widespread 'disabled mooring' signs risk creating unsustainable demands on local management. Would a behaviour code approach be preferable to a 'blue badge' type system which would be expensive to implement?</i></p>
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## Mooring rings

<p>18. Mooring rings or other suitable fixing device should be provided at a visitor mooring, but not necessarily on casual moorings. Where existing rings or bollards are replaced or new rings installed, recessed mooring rings (flush with the ground) should be used.</p>	<p><i>Is this a sufficient standard? Some have suggested that the rings should be painted white to make them more visible and reduce tripping hazard.</i></p>
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## Bank condition and grass cutting

19. Visitor moorings attract a higher frequency of grass cutting and no changes to the established regime are proposed.	<i>There is no additional funding available for maintenance of short term moorings, but redistribution of spend from 14 day visitor moorings to casual moorings could be possible if that was the conclusion of a locally developed mooring plan – see Management section below.</i>
20. Where more sections of casual mooring are identified through local plans as being important to meet demand, the waterway manager should endeavour to provide additional cuts where necessary.	

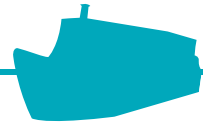
## Signing and maps

21. Signage should be clear and easily understood, but kept to a minimum.	<i>Are the examples included in Appendix 2 acceptable? .</i>
22. Casual moorings need not necessarily be signed.	<i>Do we need to try to identify lengths of moorable bank and record them in our systems so they can be shown on maps? Would boaters be willing to help with recording locations as is being done for the towpath access project?</i>
23. Visitor moorings should be signed and accurately recorded on the Trust's computer system to be available for map production.	<i>Maps are available for some SE sites as illustrated in Appendix 3. These are published <a href="http://canalrivertrust.org.uk/boating/mooring/south-east-visitor-moorings">http://canalrivertrust.org.uk/boating/mooring/south-east-visitor-moorings</a> and will be displayed in notice boards. Are these a good template to roll out nationally at the most popular sites? (Winding holes are being added to the template)</i>

## Management

24. The waterway manager should be responsible for providing sufficient short term mooring for the boats using the waterway and for the final decisions on their designation and management within the constraints of their local operations budget.	<i><a href="#">Recent surveys</a> provide a good picture of how boaters prioritise different aspects of a short term mooring when deciding where to tie up. This information should inform local plans and decisions.</i>
25. Waterway managers should ensure that the details of all visitor moorings are recorded accurately on our GIS and SAP systems. Over time, casual moorings should also be added.	<i>Addition of this extra information about 'moorable lengths' would be subject to boater input to data recording. We could provide the tool in form of internet based form (see below).</i>

<p>26. Decisions about mooring designations and management should be evidence-based.</p>	<p><i>Basic data exists in the form of boat sightings taken by our enforcement teams, typically recording each stretch of waterway every two weeks. To supplement this and any available Mobis data generated by registered volunteers, we could establish and promote an internet-based system for boaters to record intensity of use of mooring sites<sup>2</sup> more frequently. This would not involve recording individual boat index numbers, just the total number of boats moored at the time of observation. Over time this could generate a good indication of the frequency with which particular sites are fully occupied as a guide to local decisions. Boaters without internet access would be able to contribute data by calling customer services during normal working hours. The resulting database could be searchable by web users.</i></p> <p><i>Additional surveys may be needed and should be organised locally to ensure that investment in new provision or changes to existing provision are optimised for local boaters.</i></p>
<p>27. In consultation with their Waterway Partnership, waterway managers should establish an advisory group of users to steer decisions in such a way as to balance the needs of different groups as equitably as possible.</p>	<p><i>These advisory groups should be set up to include sufficiently detailed geographical knowledge as well as a good spread across leisure boaters, continuous cruisers, commercial boat operators, canoeists, anglers, and users of other small craft</i></p>
<p>28. The appointment process and terms of reference for advisory groups should broadly mirror those of the Waterway Partnership.</p>	<p><i>How should we involve people more locally when it comes to plans for a particular area or site?</i></p>
<p>29. Parish Councils are encouraged to take an active role in developing short term moorings, working in partnership with our local management and advisory group.</p>	<p><i>Visitor moorings can bring significant economic benefit to local communities. Parish Councils can help by signposting local services and potentially helping with fundraising for improvements to the moorings.</i></p>
<p>30. Once formulated, proposals for changes to the status quo should be subject to local consultation. The scope of this should be proportionate to the magnitude of change proposed and the number of people likely to be affected.</p>	<p><i>We would hope that through the constitution of expert local groups, proposals would be soundly based.</i></p>
<p>31. Local decisions may diverge from the finally agreed policy principles providing clear reasoning is documented.</p>	



# Terms & Conditions

## for use of casual and visitor towpath moorings at Foxton Locks, Grand Union Canal

### Purpose of the terms and conditions

To achieve fair sharing of limited mooring space and maximum benefit to the local community in this popular Leicestershire attraction.

### Overview of mooring arrangements

The towpath between Bridge 63, Bridge 60 on the Grand Union (Leicester Line) and the site of the old swing bridge on the Market Harborough Arm is divided into zones reflecting their relative popularity and proximity to local pubs and other services. Following general principles, longer time limits have been allocated to zones on the outer edge of the area, whilst shorter time limits apply to zones where a greater turnaround of boats will deliver the most benefit. Time limits are signed on towpath posts along the towpath verge and explanatory signs are located at either end Foxton Locks mooring area.

The signed time limits indicate the maximum length of stay within a zone during any one visit. There is also a limit to the total number of days that your boat may spend within the area in any one calendar month without payment.

An extended stay charge of £25 (including VAT at the standard rate) per day applies if your boat does not move on after the maximum stay time in a zone for a single visit, or if your boat does not move on after 7 consecutive days in the mooring area, or if it spends more than 14 days in total in the mooring area in any one calendar month. This charge reflects our costs of keeping the visitor moorings available.

Visitor mooring rangers record daily the index number, date, time and location of each moored boat. This information is the basis for the calculation of extended stay charges as detailed below. Information detailing the zones and time limits within the area is displayed on a notice board within the mooring area, on local signs and on our website. Reasonable efforts will be made to contact the boat's licence holder to give warning and notification of extended stay charges. This may be by phone or text or a written communication delivered to the boat. It is however your

responsibility to keep track of the time limit and move on without waiting for a notification.

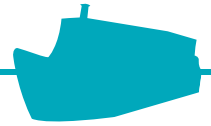
In exceptional circumstances (and in accordance with Schedule 2 of the licence terms and conditions), we may give permission for a boat to stay in the visitor moorings area longer than the time allowed. You must apply for authorisation from the local Enforcement Officer, who can be contacted via Canal and River Trust Customer Services on 0303 040 4040. Extended stay charges may still apply.

Please note, these Terms and Conditions may be suspended during special events, but only by our express permission. In these cases, notices will be posted on the Notices/Stoppages pages of our website <http://canalrivertrust.org.uk/notices>

Holiday Hire boats displaying a valid business licence will be exempt from the number of visits in a calendar month limit but must adhere to all other conditions. Roving Traders displaying a valid business licence may stay in a two day zone for four days but must adhere to all other conditions. Breasted up trade boats count as one on a visitor mooring, trade boats that travel as a pair (motor and butty) MUST remain breasted up as a pair on a 2 day visitor mooring (where space permits) as a consideration to other boaters.

Relaxation of stay times may apply in some zones during winter. Any changes to time limits will be signed on the towpath posts.

Extended stay charges will be invoiced monthly and recorded on your boat licence account. Your account must be paid in full within 28 days. Debts will be recovered through our normal processes which may include obtaining a County Court judgement.



# Definitions & Clarifications

**Area time limit:** the maximum total number of days that a boat may spend anywhere in the visitor moorings area in any one visit

**Arrival time:** the arrival time is recorded as the time at which the ranger first records the boat within a zone. Sightings are taken before 1pm.

**Monthly time limit:** the maximum total number of days that a boat may spend anywhere in the visitor moorings area in any one calendar month

**Visitor mooring ranger:** the person whom we have trained and authorised to record boats moored along the length on a daily basis and to deliver reminder letters to boats at our request. Ranger visits may take place at any time before 1pm.

**Recorded stay time:** is measured by the number of nights between the first and latest sighting. A boat recorded at any time on two consecutive days will be treated as having stayed for one whole day and a single sighting of a boat on one day only will also be recorded as a one day visit.

**Winter:** 1st November to the 31st March.

**Foxton Locks area:** The visitor between Bridge 63, Bridge 60 on the Grand Union (Leicester Line) and the site of the old swing bridge on the Market Harborough Arm.

**Visit:** any period when the boat is tied up and not navigating.

**We/ our:** The Canal & River Trust

**You/yours:** the boat's licence holder, or person in charge of the boat with the licence holder's consent.

**Zone time limit:** the maximum number of days that a boat may spend within the zone on any one visit.

**Zone:** a length within the visitor mooring area with a specified time limit

**Day:** 1 day will be counted from the first sighting on day one to the second sighting on day two and so on.

## Useful contacts:

Canal & River Trust Customer Services  
T 0303 040 4040 Mon - Fri 8am - 6pm.  
Calls charged at local rate.  
E [customer.services@canalrivertrust.org.uk](mailto:customer.services@canalrivertrust.org.uk)  
W [canalrivertrust.org.uk/moorings](http://canalrivertrust.org.uk/moorings)

Canal & River Trust Out of Hours Emergencies  
T 0800 47 999 47



## Show your support

 [/canalrivertrustboating](https://www.facebook.com/canalrivertrustboating)

 [@CRTCContactUs](https://twitter.com/CRTCContactUs)

Always have your finger on the pulse, sign up to a monthly e-newsletter at

[canalrivertrust.org.uk/my-trust/register](http://canalrivertrust.org.uk/my-trust/register) to receive the latest news from the Canal & River Trust via email.

Canal & River Trust, a charitable company limited by guarantee registered in England and Wales with company number 7807276 and registered charity number 1146792, registered office address First Floor North, Station House, 500 Elder Gate, Milton Keynes MK9 1BB.

VAT registration number 125 5119 37.

Issue date April 201

## Appendix 2: Signing

1. Signage should be clear and easily understood, but kept to a minimum.
2. The Canal & River Trust logo should be at the top of the totem, followed by mooring tiles.







The Following order should be used for signage tiles on towpath totems.

Option 1 shows individual tiles used for each separate piece of information.

Option 2 shows information combined on tiles to reduce the overall number of tiles on display.

Option 1

Option 2

 <p>Canal &amp; River Trust</p>		 <p>Canal &amp; River Trust</p>	
 <p><b>7 Days</b> Free Mooring</p>		 <p><b>Free Mooring</b> Apr - Oct 7 days Nov - Mar 14 days</p>	<p>Option 1; XX Days Free Mooring</p> <p>Option 2: Free Moorings, Apr-Oct XX days, Nov-Mar XX days</p>
		 <p>Maximum 14 days per month Extra days £25 each</p>	<p>Option 1: Arrow (facing the direction of the mooring above or both ways if sign is in the centre of a zone)</p> <p>Option 2: Arrow (facing the direction of the mooring stay time shown above or both ways if sign is in the centre of a zone) plus maximum days in a month and extra day £25 each information.</p>
<p><b>Each Extra Day £25</b></p>			<p>Option1: Each extra day £25</p>
<p><b>Max 14 Days per month in Thrupp</b></p>			<p>Option 1: Max days per month in XX</p> <p>Option 2: A space should be left between the final mooring information tile and other signage tiles – for example 'no angling'.</p>
<p><b>14 Days Free Mooring Nov-March</b></p> <p>See Terms &amp; Conditions</p>			<p>Option 1: XX days free mooring Nov – Mar</p>
			<p>Option 1: A space should be left between the final mooring</p>

## No Mooring

Areas where no mooring is permitted should be signed appropriately with tiles on towpath totems or using larger sign (as shown below) where appropriate.



## Appendix 3: Maps

32. Where it is felt useful to publish maps showing details of visitor moorings, they should follow the example set out on the following page.

33. Maps should ensure that the following information is shown.

- Mooring zones and stay times (including colours to indicate zones and illustrations of towpath tile signs)
- Maximum stay times (where applicable)
- No mooring zones
- Service points/service moorings
- Locks
- Bridges
- Winding holes
- Local attractions
- A key explaining colour coding and summer/winter stay times.

