

# A Proposal for Reducing Overstaying Boats in the London Area



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## Executive Summary

This document sets out The Inland Waterways Association's ( IWA's) analysis of how the problem of boats overstaying on moorings within the London Region could be solved. It proposes a new regime of mooring in London based on a mixture of greater enforcement and self-regulation where this can be achieved. Finally it looks at some of the issues involved in implementing the vision.

## 1. Introduction

1.1 With the increasing concern of the Canal & River Trust (CRT) on the problem of boats overstaying on moorings across the canal network, as shown by a recent board paper by Sally Ash (Ref 1), The Inland Waterways Association ( IWA) feels it appropriate to set out its proposals for the London Region on how the problem can be solved. This includes all waterways owned and managed by CRT, Port of London Authority (PLA) and Environment Agency (EA) and the connected navigable rivers, creeks and basins.

1.2 This proposal was developed in the context of the increasing number of craft appearing on the waterways system around London and resultant congestion, visual impact, shortage of permanent and visitor moorings, and problems with security, policing and waste disposal in the area. It augments the IWA's National Policy (Ref 2).

1.3 This document only looks at moorings on CRT waterways in central London, the Grand Union Paddington Arm and the lower reaches of the Grand Union Main Line and Lee Navigation. Further work is needed to identify all potential mooring sites that would be needed to complete a comprehensive plan for the whole London Area including the waterways controlled by the PLA and EA.

## 2 Background

2.1) Over recent years the number of boats overstaying on moorings in the London area, often for residential purposes, has increased by several hundred. This is because of the pressures on accommodation in the London area and the lack of affordable residential moorings. We need a means by which boats without home moorings or those who need to spend considerable time moored in the London area may continue with their chosen lifestyle without blocking visitor's moorings or the need to move every 14 days. However there must be a limit on the total number of boats used for this way in the greater London area.

2.2) To achieve this we need at least the following:-

- more affordable residential moorings
- a definition of "place" in the London area for use in the context of the British Waterways Act .
- replacement of the existing signage at visitors moorings with ones that clearly state the rules for that particular site, including the penalty for an infringement
- a self-financing permit scheme to identify those people who have permission to keep a boat without a home mooring in the London area , or those who need to spend considerable time moored in the area.
- enforcement of the rules for mooring within the London area.

- a transitional arrangement to allow the reduction of the boats moored in the area to be carried out in a controlled manner, that is seen to be fair both to the over staying moorers, and those who stay within the rules and wish to visit London.

2.3) It is proposed that eventually the London control zone should start at the top of Marsworth Flight on the GU and cover all the GU and its branches, it would extend to Hartford and Bishop Stortford on the Lee & Stort Navigation and Hampton Court on the River Thames.

### **3. Off-Line Moorings**

3.1 IWA recognises that in London there is a large demand for affordable residential moorings. It will support the provision of off-line moorings in basins and marinas, of all sizes, with facilities ranging from basic to comprehensive, to meet the variety of boaters' needs.

3.2 IWA will press all stake holders including navigation authorities, the GLA and local authorities in the area covered by the London Region to develop a strategy for the provision of residential moorings in the area.

3.3 IWA will continue to identify opportunities for off-line moorings and will press stake holders and developers to include these in their plans.

### **4. On-line Community Moorings**

4.1 There is a need for a new type of mooring available for those boats without home moorings, or those who need to spend considerable time moored, in the London area. A list of potential sites is given in Appendix 1. Each of these new on-line permanent moorings must not contain more than ten boats and should be constructed to allow boats to be moored in accordance with best practice.(Ref. 3). The community mooring scheme shall be based on a permit which

- is in addition to the normal boat licence fee.
- is subject to an annual fee fixed to an agreed percentage of the average a mooring in the London Area.
- allows permit holders to be treated as having a home mooring. Permit holders should be subject to all applicable terms of the mooring rules for the location they have their boat.
- is only valid for the person who's name is on the boat licence so that it has no resale value.
- includes a transitional arrangement to allow the reduction of the number of boats in the area to be carried out in a controlled manner that is seen to be fair both to the over staying moorers and those who stay within the rules.

4.2 The length of time that a permit holder can stay on a community mooring before they need to move to a new site needs to be set by the Navigation Authority. In all cases the rules for that particular site, including the penalty for an infringement, should be clearly displayed adjacent to the site entrance and strictly enforced.

## 5. Visitor Moorings

5.1 IWA recommends that for busy visitors moorings in central London the Navigation Authority stipulates a maximum time period for short-stay visitor moorings, for example 4, 24, 72 hours, 7 day or 14 day and that in addition a Non-Return Period should be stipulated for all locations. In all instances signage should be in place clearly defining the period a boat can moor, the non-return period and any charges that may be incurred for overstaying the specified period. The following locations are identified as the prime “Honey pot sites”.

Canal	Location	Length of stay	Return Period
Paddington Arm	Paddington Station to End of Arm	72 hours	14 days
Paddington Arm	Stone wharf	7 days	2 Visits per calendar year
Paddington Arm	Adjacent to Delamere Terrace	7 days	2 Visits per calendar year
Paddington Arm	Formosa Street Footbridge to Harrow Road	14 Days	2 Visits per calendar year
Regents Canal	Camden Lock to Gloucester Road Bridge	24 hours	14 days
Regents Canal	Camden Regents Park Road Bridge to Prince Albert Road Bridge	72 hours	14 days
Regents Canal	Islington Tunnel Mouth To Danbury Street Bridge	7 days	2 Visits per calendar year
Regents Canal	Victoria Park Old Ford Lock to Approach Road Bridge	7 days	2 Visits per calendar year
River Lee	Limehouse Cut	14 days	2 Visits per calendar year

5.2 There must be a time limited 'Shopping Moorings' of 4 hours maximum with a non-return period of 3 days established adjacent to all major shopping facilities. Shopping moorings include Ladbrook Grove, Sainsbury's at Alperton , by Dead Dog Tunnel at Camden Market, Goodsway at Kings Cross, and Tesco at Three Mills.

5.3 It is also suggest that the current £25 a day over stay fee is low when compared with similar charges in the area, for example, the fine for overstaying on a parking place. It is recommended that this be raised to reflect the local conditions.

5.4 IWA would support the inclusion of a residential mooring at each of the major “Honey pot sites” in London, including Little Venice, Camden, and Victoria Park where this were to be used by a mooring warden who is part of the enforcement team to ensure that all comply with licensing and mooring rules for the area.

## 6. Facilities

6.1 Where on-line permanent moorings are provided it is important that rings, bollards, cleats, slip rails or the like, are spaced so as to enable varying lengths of craft to adopt best mooring practice in such a way as to prevent linear movement and that an adequate depth of water maintained adjacent to the moorings.

6.2 Whilst IWA advocates that all existing and new permanent mooring sites should be provided with facilities as described in the IWA National Mooring Policy, but it also accepts that the provision of car parking, and toilet waste disposal, are not always practical or needed in the context of a conurbation such as London. However all mooring sites should have access to toilet waste disposal facilities within a reasonable cruising distance.

6.3 Permanent mooring sites, including community mooring sites, should have sufficient designated car parking or should be located close to the public transport network. Suitable pedestrian access and facilities should be provided for people travelling on foot, bicycle or public transport.

6.4 With the increased pressure on rubbish disposal and toilet waste disposal facilities in the central area there are already several people providing mobile facilities. These are unregulated and how they are disposing of the waste they collect is a matter of some concern. CRT is urged to look into how such facilities could be provided and licenced to ensure safe and satisfactory disposal of refuse and effluent.

## 7. Implementation

**7.1 Local Development Policy.** IWA will monitor and attempt to influence local authorities' long term planning documentation (eg Regional Spatial Strategies and Local Development Frameworks) to encourage potential future mooring facilities by getting these included as policy when such documents are out for consultation.

**7.2 Planning status of Community Moorings.** The planning status of the proposed community moorings is unclear. IWA therefore recommends that each Navigation Authority where it is proposed to establish a community mooring should liaise closely with the local planning authority on the provision of the facilities.

**7.3 Change facilitation and enforcement.** When the new Community moorings are established there will be a need for those affected by the changes to be given help understand the new arrangement and rules. IWA sees that the existing initiative by "Community Resolve" could have a vital role in this area. They will have an important role in promoting understanding of the new arrangements' so that people can make an informed choice about whether to become a "genuine" Continuous cruiser within a context of newly defined "place" or apply for a community mooring permit.

The detailed planning should be to support and encourage voluntary compliance and shift the balance away from enforcement "stick". In particular it is seen that the establishment of community moorings and greater clarity of continuous cruising rules we hope will bring about a new culture between boaters and the navigation authority.

## 8. Next Steps

8.1 If agreed the changes to visitors moorings can be implemented quickly. CRT needs to turn these proposals into a formal consultation which can be put to all stakeholders for agreement. Once formal agreement has been obtained, subject to budget availability, new signage needs to be installed and enforcement put in place.

8.2 The next stage of implementing the Community Moorings requires the formation of a working group. The working group should be tasked with

- producing an implementation plan which identifies all proposed Community Mooring sites, additional facilities, and define “Place” in the context of the London Conurbation for use in enforcement of overstaying moorers.
- Produce a working plan and associated timescale for implementation of the plan.
- Arrange and conduct local consultation on the implementation of the plan.
- Working with CRT’s management team to implement the vision.

8.3 IWA needs to complete the work identification of suitable mooring sites for the whole London Area including the waterways controlled by the PLA and EA.

## 9 About Us

### *Campaigning for the use, maintenance, and restoration of Britain's inland waterways*

The Inland Waterways Association (IWA) is a registered charity, founded in 1946, which advocates the conservation, use, maintenance, restoration and development of the inland waterways for public benefit.

IWA members’ interests include boating, towpath walking, industrial archaeology, nature conservation and many other activities associated with the inland waterways. IWA works closely with navigation authorities, other waterway bodies, a wide range of national and local authorities, voluntary, private and public sector organisations.

We campaign and lobby for support and encourage public participation in the inland waterways. IWA actively supports waterway restoration and through its volunteering organisation, Waterway Recovery Group, organises and subsidises over 20 week-long waterway restoration holiday schemes for volunteers around the country each year.

IWA is organised into 34 local branches covering geographical areas of the country, through which volunteers coordinate activities as diverse as policing planning applications likely to be detrimental to the waterway corridor, providing engineering expertise to local waterway societies, raising money for restoration schemes and educating the public on the value and benefits of their local waterways.

In addition to this work, IWA also manages the Chelmer and Blackwater Navigation, which it saved from closure in 2005.

## 9 References

1. Towpath mooring plan for Kennet & Avon Canal west of Devizes Sally Ash CRT August 2012
2. The Boaters Handbook ISBN 0903218887
3. Mooring Policy on Navigable Waterways  
[https://www.waterways.org.uk/information/policy\\_documents/mooring\\_policy](https://www.waterways.org.uk/information/policy_documents/mooring_policy)

## On-line Community Mooring Possible Sites

Canal	Location	Comments
GU Main Line	Basin (off line) opposite High Line Yachting TQ 0543 8118	Dredging required. Access from Packet Boat Lane. Parking in Packet Boat Lane Marina? 8 boats
GU Main Line	Basin east of bridge 200 (towpath side) TQ 1002 7948	4/6 boats
GU Main Line	East of bridge 200 (Station Road Hayes) Adjacent to High Point Village Development TQ 0983 7956	Access from Station Road bridge? 3 boats
GU Main Line	East of bridge 203 (The Lamb PH) TQ 1319 7901	Extension to existing moorings adjacent to Mechanical Technical Services. Access from Blandford Road? 2 boats
GU Main Line	East of bridge 203A TQ 1352 7923	Extension of Norwood LT Moorings (currently 7 boats) 4 boats
GU Main Line	New housing development to north of bridge 191 (Wraysbury Drive housing development) TQ 0571 8063	Moorings could be placed adjacent to parking courts so that ground floor windows are not obstructed 8 boats
GU Main Line	Non towpath side east of bridge 200C TQ 1049 7916	Site hoarding set back from canal-landownership? Access from North Hyde Gardens 5 boats
GU Main Line	Non towpath side immediately above Widewater Lock TQ 0498 8893	Access from lock and Moorhall Road . Car parking on Moorhall Road 5 boats
GU Main Line	Offside Canal wharf area alongside former Superstore west of Uxbridge Road. UB3.	Negotiate wayleave to create long bankside mooring
GU Main Line	Residential moorings above Black Jack's Lock (Jacks Lane housing development) TQ 0415 9075	Under used mooring facility adjacent to housing development. Some pontoon moorings have common access rather than access from rear gardens.Ownership and access issues? 4-5 boats
GU Main Line	South of Slough Arm Junction TQ 0561 8091	Access from Slough arm towpath. Parking in Packet Boat Lane Marina? 2 boats
GU Main Line	West Drayton Station Approach TQ 0613 8015	1 boat
GU Main Line	West of bridge 193 TQ 0654 8007	Site has recently been cleared of vegetation. Possible railway ownership? Access from Horton Bridge (193) 4 boats
GU Main Line	West of bridge 203 TQ 1246 7861	Access from Burket Close (Private residents only road) 3 boats
GU Main Line	West of bridge 203 TQ 1275 7877	Access from Burket Close. Narrow retaining wall along bank? 5 boats
GU Paddington Arm	Disused Basin in Trading Estate, Auriol Drive, West of Black Horse Pub.	Negotiate licence and wayleave with Estate Owners.
GU Paddington Arm	Offside, south of North Circular Aqueduct. NW10	Creation of Bankside Moorings along wide canal. Way leave required for access.

## On-line Community Mooring Possible Sites

Canal	Location	Comments
GU Paddington Arm	Offside Bank, beside works immediately west of Horsenden Hill Lane.	Negotiate with owners for wayleave, replicating moorings east of bridge.
GU Paddington Arm	Offside in Bays, west of Mitre Bridge	Extending existing mooring by use of pontoons.
GU Paddington Arm	Offside to rear of Park Royal Trading Estate.NW10	Use of former Heinz Wharf. Wayleave required from Trading Estate owners
GU Paddington Arm	Offside, beside the Estate Road of the North Field Trading Estate. Alperton .	Pontoon Mooring inserted along canal edge.
GU Paddington Arm.	Towpath Bay beside Brindley Close, Perivale, UB9.	Small mooring in canal bay area.
Hertford Union Canal	Offside above the Bottom Lock,	Access via the lock. Ideal site on a wide section of canal.
Hertford Union Canal.	Offside Wharf area near entry to Hertford Union Canal.	Current mooring used by CRT craft could be extended to Towpath over bridge.
Lee Navigation	Offside mooring , to north of Enfield Lock.	Good access to services.
Lee Navigation	Offside extension to existing marina north of Stonebridge Lock	Good access to local sanitary station
Lee Navigation	Pontoon Mooring inserted upstream of Ponders End Lock .	Good access to buses etc.
Lee Navigation	Towpath , south of Lea Bridge former Flood Barrier.	Easy access to local buses and Pub.
Lee Navigation	Towpath and offside adjacent to Hackney Marshes Playing Field.	Part of the extension of the Legacy Park
Lee Navigation	Towpath mooring , Bottom of Springhill, opposite Marina,	Good access to services
Lee Navigation	Towpath of Hackney Cut, north of Carpenters Road Rail Bridge.	Part of Olympic Legacy Park Strategy Plans.
Regents Canal	Offside , below Salmon Lane Lock	Insert Pontoon Moorings with access from disused lock or adjacent Estate Path
Regents Canal	Offside above Actons Lock.	Long disused piece of bank in CRT ownership. Access via local road or across the Lock.
Regents Canal	Offside Adjacent to Corbridge Crescent	Existing encampment made permanent. Good access to road
Regents Canal	Offside Bay just north of Ben Johnson Road.	Create new moorings with pontoons in disused Bay. Access either from road or Estate Path.
Regents Canal	Offside Bay, north of Commercial Road Bridge	Insert Pontoon Moorings , with access via a pontoon span under the disused west bridge.

## On-line Community Mooring Possible Sites

<b>Canal</b>	<b>Location</b>	<b>Comments</b>
Regents Canal	Offside of canal , opposite Jubilee Sports Centre.	Extension, on pontoons of smaller mooring in wide canal section.
Regents Canal	Offside, above Old Ford Lock on	New pontoon mooring could be created along bank side with access from Lock.
Regents Canal	Offside, below Ben Johnson Road Bridge.	Insert pontoon mooring with access through a new gate in adjacent walkway fence.
Regents Canal	Towpath adjacent to Mile End Park midway between Johnsons and Mile End Lock	Park setting. With easy access to local buses.
Regents Canal	Towpath by Packington Estate,	Leaving Wharf Road Bridge hole clear.
Regents Canal	Towpath east of lock landing below Sturts Lock to North Road Bridge.	Away from local residences. Good transport links. Wide canal.
Regents Canal	Towpath from Thornhill Bridge to Maiden Lane Bridge,	Using existing mooring rings, but with spaces between groups of craft.
Regents Canal	Towpath side, below Broadway Bridge, Shoreditch,	Currently used as Winter Mooring site. Access to shops and transport.