

Subject: Responses to Moorings Rapporteurship

Report to: Environment Committee

Report of: Executive Director of Secretariat

Date: 9 July 2014

This report will be considered in public

1 Summary

- 1.1 Responses have been received to the rapporteurship on waterway moorings conducted by Jenny Jones AM and agreed by the Committee.

2 Recommendations

- 2.1 **That the Committee notes the responses received to its report, *Moor or Less: Moorings on London's Waterways*.**
- 2.2 **That the Committee notes the standing delegation to Jenny Jones as rapporteur to lead any follow-up work in consultation with party Group Lead Members, as agreed at the Committee's meeting on 30 January 2014.**

3 Background

- 3.1 In 2013 Jenny Jones AM investigated issues with moorings on London's navigable waterways, as a rapporteur on behalf of the Committee. The report title was formally agreed by this Committee in January 2014, with authority delegated to Jenny Jones AM as rapporteur to lead any follow-up work in consultation with party Group Lead Members.
- 3.2 The report made seven recommendations:

Recommendation 1

To increase mooring supply on London's canals, the Canal and River Trust should ensure as far as possible that towpaths have soft verges, mooring rings or bollards, are free of debris or silting up in the waterway and, where possible, are accessible to boaters with disabilities.

On the Thames, the Port of London Authority and Environment Agency should look to increase the supply and accessibility of moorings where possible, including visitor moorings.

Recommendation 2

Planning authorities should use the development control process to apply the London Plan Blue Ribbon Network policies more strongly, to ensure that waterside developments enhance and do not detract from the waterways and their uses, including residential mooring use.

The Mayor should, in the next set of amendments to the London Plan, more fully reflect the residential value of London's waterways, and include a policy to increase the number of moorings.

Recommendation 3

The CRT should review its system of auctioning moorings, and seek a system that is fairer to those using and contributing to the waterway network.

Recommendation 4

The CRT should encourage a trial of community moorings. The costs of community moorings, and the process for setting them, should be transparent.

Recommendation 5

The Canal and River Trust should review the provision of facilities and lighting, and lead the production and implementation of a facilities strategy for London waterways. It should aim to ensure that facilities are:

- sufficient to cope with increasing boater numbers and encourage less concentrated mooring
- readily-available and well-signposted for cruisers and accessible to all boaters including those with disabilities
- available when needed, with prompt maintenance seven days a week

The facilities strategy should also seek to support the operation of service boats and the wharves they need.

The Canal and River Trust should also publicise a map of transport links for different London mooring locations, including those not currently overcrowded.

The Canal and River Trust should work with the London Legacy Development Corporation to seek boater facilities and sufficient moorings at the Queen Elizabeth Olympic Park, and the London Legacy Development Corporation should support this aim.

Recommendation 6

Relevant authorities, particularly the Canal and River Trust, the Mayor and London Waterways Commission, Transport for London and the police, should support work to engage boating and waterside communities, particularly the Better Relationships on the Waterways project and boater wardens. Support could include attending meetings, taking forward conclusions and agreements, and potentially some small financial or organisational resources.

Recommendation 7

The CRT should ensure that its action to regulate restricted moorings (including visitor moorings, lock landings, bends and narrow waterways) is effective. It should be:

- Consistent over time and between areas
- Well-understood by boaters, and communicated locally such as by clear consistent signage and local wardens
- Timely and efficacious, particularly where navigation is obstructed.

4 Issues for Consideration

Responses to recommendations

- 4.1 Responses to the recommendations have been received from the Canal and River Trust, the Environment Agency and the Port of London Authority. A brief overall response has been received from Transport for London, and the Mayor has acted on the report with elements in his Further Amendments to the London Plan. There have also been some responses to the report received from other stakeholders including organisations and individuals.
- 4.2 The Canal and River Trust responded to each of the recommendations. The responses were broadly positive, referring to ongoing or planned actions to take forward several of the recommendations or tackle the issues in similar ways. In some cases caveats were made indicating that the Committee's proposed solutions were not likely to be implemented.
- 4.3 The Environment Agency responded positively to the issues and proposals in the report (particularly under recommendations 1, 5 and 6), but made all of its actions subject to resourcing and other restrictions.
- 4.4 The Port of London Authority responded to recommendations 1, 2, 5 and 6, recognising its role in providing and particularly in regulating moorings on the tidal Thames, but emphasising the priority placed on other considerations such as the transport uses of the river, and the differences between the tidal Thames and other waterways.
- 4.5 The Further Amendments to the London Plan reflected recommendations 2 and 5.
- 4.6 Transport for London's response indicated a willingness to work with the London Waterways Commission to tackle issues directly affecting TfL, but
- 4.7 Full details of these responses are attached at **Appendices 1-4**.

Other comments and feedback

- 4.8 Some other comments have been received from individual residents, boaters, companies and voluntary organisations. Some were supportive, some felt that specific issues had not received the attention they deserved, or disagreed with specific findings of the report, and others made general comments on the issues covered, or raised specific new points. All the comments received as part of this investigation will be published on the report's publication page.

5 Legal Implications

- 5.1 The Committee has the power to do what is recommended in the report.

6 Financial Implications

- 6.1 There are no financial implications to the GLA arising from this report.

List of appendices to this report:

Appendix 1: Response from the Mayor and Transport for London

Appendix 2: Response from the Canal and River Trust, dated 10 June 2014

Appendix 3: Response from the Environment Agency, dated 14 March 2014

Appendix 4: Response from the Port of London Authority, dated 14 March 2014

Local Government (Access to Information) Act 1985

List of Background Papers: None

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