



# London Mooring Strategy

## Engagement Workshop - 24 May 2016

### Workshop Report

#### 1. Introduction

The workshop was the first event in a series of activities aimed at engaging waterways users, stakeholders and partners in the development of a London-wide mooring strategy.

The aims of the workshop were to engage waterways users, stakeholders and partners in:

- Introducing the work now being done to develop a London Mooring Strategy
- Identifying needs and priorities for the Strategy
- Mapping locations where there are issues or opportunities to be addressed by the Strategy

This report describes the engagement process and provides a record of the workshop's outputs. The notes are based on the comments made in various formats at the event, and are written up word for word.

#### 2. How was it promoted and who came?

The workshop was held at the Holiday Inn Camden Lock, Jamestown Road, London NW1, on Tuesday 24<sup>th</sup> May 2016, from 6.30pm to 9.00pm. 85 people signed in on the attendance sheet (see Appendix 1 for an attendance list), with six staff also in attendance from the Canal & River Trust.

Promotion comprised:

- A notice in the London Boating Bulletin
- A notice on the Trust's website (London Waterway pages)
- A post on the London Boaters group on Facebook
- A letter drop to every boat on the Regent's Canal, Hertford Union and Lower Lee (Three Mills to Hackney Wick)
- An email to the Better Relationships Group
- An email to the consultation list for the Central Regent's Action Plan (Kings Cross Visitor Moorings proposals and Islington Visitor Mooring review)
- Posters displayed on the towpath

The workshop was targeted primarily at organisations and individuals who use the navigation and moorings in the London Waterway region (see map in the workshop presentation, Appendix 2). The workshop was also open to wider users of the waterways (e.g. neighbouring communities and businesses).

A direct invitation was sent to over 160 organisations and individuals identified in a stakeholder mailing list developed for the mooring strategy project (see Appendix 3). These included:



- Boating representative groups - national and London (IWA, RBOA, NABO, NBTA, AWCC etc.)
- Canal societies, civic societies residents associations (e.g. Ware Society, Angel Association)
- Waterway-based community organisations (e.g. Lower Regent's Coalition, Friends of Slough Arm, Hackney Boating Families)
- Other third sector organisations (e.g. Thames 21, Groundwork, Meanwhile Gardens Trust)
- Other waterway related-user organisations (e.g. sailing, rowing and scout clubs)
- Cruising clubs
- Fishing clubs
- Boating businesses (e.g. roving and fixed location traders, trip and holiday boats)
- Marinas and boatyards
- Private and commercial partners (e.g. British Marine Federation, Argent, Poplar HARCA)
- Other canal-side businesses (e.g. pubs, cafes, community / business spaces)

A full stakeholder list was displayed at the event for participants to add the names of any organisations that they felt should be included. This led to 11 suggestions, some of which were already included on the list and some of which were new names.

### **3. What was the plan?**

The workshop was structured to provide information to participants about the context for the Strategy, its aims and the proposed process for developing it; provide opportunities for questions and answers; provide opportunities for interaction and dialogue with other participants; and identify specific locations where opportunities exist or there are issues to be addressed.

The format of the event was as follows:

1. Registration
2. Opening activity – participants to identify their favourite thing about London's waterways, and their biggest grumble
3. Presentation – Towards a London Mooring Strategy
4. Questions and answers
5. Break-out session 1 – 'What would a fair and successful mooring strategy look like to you?'
6. Report back
7. Break-out session 2 – mapping of ideas and improvements around the London Waterway
8. Summing up

The event was facilitated by Sorwar Ahmed, the Canal & River Trust's Boater Liaison Manager for London. He introduced Jon Guest, the London Waterway Manager, who welcomed everyone and explained the purpose of the event; and Matthew Symonds, the Trust's Boating Strategy and Engagement Manager, who gave a presentation about the work being done to develop the strategy, its purpose and aims. Following a question and answer session, the participants broke out into discussion exercises. The outputs of those exercises are recorded below.



#### 4. What were the results?

##### 4.1 What are your favourite things, and biggest grumps, about London’s waterways?

In the opening activity, participants were asked to write comments on a small flag, which was then pegged to the bunting suspended around the room so that other participants could read the comments.



All comments are listed below, and have been grouped under themes. Some participants wrote more than one comment on their flag, so these are grouped under the theme of the main comment.

##### ***‘My favourite thing about London’s waterways is...’:***

<p><b>Lifestyle:</b></p> <ul style="list-style-type: none"> <li>● The people.</li> <li>● The calm pace of life inside the busy city.</li> <li>● The strong sense of community and engagement with canal users that I feel.</li> <li>● The amazing community boat clubs across the network making boating accessible to all.</li> <li>● The community spirit.</li> <li>● Diversity.</li> <li>● The tranquillity.</li> <li>● Rowing along – enjoying the tranquillity.</li> <li>● What it has given me in life.</li> <li>● Being in the centre of London.</li> <li>● The lifestyle.</li> <li>● Escape from the rat race for tranquillity.</li> <li>● Variety of people.</li> <li>● It’s still secret London.</li> <li>● Freedom to roam and explore whilst living close to nature.</li> <li>● Living on the canal and sharing it with a diverse range of users.</li> <li>● Being able to move around the city and be on the water.</li> <li>● The boating community (also wildlife).</li> <li>● Living in the country near London.</li> <li>● Continuous cruisers.</li> </ul>	<p><b>Environment:</b></p> <ul style="list-style-type: none"> <li>● Diversity of wildlife and countryside for a major city.</li> <li>● Nature and beauty.</li> <li>● It’s nice in the summer.</li> <li>● The upper Lee.</li> <li>● Really clean water; neat and litter free towpaths. A friendly place to spend time.</li> <li>● Little Venice; Greenford Park; Stonebridge; community spirit, ducklings; I love to move my boat; friends; village butty; fixing things; makes me feel bad assed!; talking to neighbours.</li> <li>● Great open space area to enjoy the water, towpath, locks, wildlife, gardens, boats.</li> <li>● The fascinating mix of urban and green spaces and wildlife.</li> <li>● The variety, you can be in the heart of the city but be surrounded by water and trees and countryside.</li> <li>● Water birds.</li> <li>● Wildlife.</li> <li>● The ducks and the boating community.</li> <li>● How green it is and its variety.</li> <li>● Being able to see the wildlife <u>on the water!</u> Unobstructed views!</li> <li>● Peace and quiet; the views; the fauna and flora.</li> </ul>
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<ul style="list-style-type: none"> <li>• Boaters.</li> <li>• It's home.</li> <li>• The improvements in the environment in the King's Cross area.</li> <li>• A great mixture of town and country.</li> <li>• Vibrant and diverse community connected with nature unlike anywhere else in London.</li> <li>• The community.</li> <li>• That life slows down and you don't feel part of the rat race.</li> <li>• Having a vibrant growing community in the heart of a global city.</li> <li>• That I can have the opportunity to travel around the network.</li> <li>• The community.</li> <li>• The sound and sight of children and young people enjoy their waterway.</li> <li>• Living on my boat on the water.</li> <li>• Relaxing in a city environment.</li> <li>• Continuously cruising; "backstage" London.</li> <li>• The community.</li> </ul>	<ul style="list-style-type: none"> <li>• The peace and wildlife.</li> </ul> <p><b>Others:</b></p> <ul style="list-style-type: none"> <li>• History.</li> <li>• The recreational resource it provides for paddlesport – canoeing / kayaking / stand-up paddleboards and rowing.</li> <li>• All of it!</li> </ul>
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***'My biggest grump about London's waterways is...':***

<p><b>Pollution:</b></p> <ul style="list-style-type: none"> <li>• Massive diesel leak in Paddington; fear of being kicked out of boat cos I have moved in a zigzag line (over 58 miles); Trust website is so hard to find relevant boat info; rejected for double mooring.</li> <li>• Smoke and noise from boats can be a nuisance; water at Islington does need dredging; party boats can be a nuisance with noise and music going past; wide beam boats should be considered as two narrowboats for mooring with two widebeam boats moored alongside leaves little room for other boats to pass.</li> <li>• Pollution (water and towpath and air).</li> <li>• Litter, flytipping, poor provision of bins (especially recycling and skips for fit-out waste).</li> <li>• Pollution from smoke diesel engines and noise pollution from engines and generators.</li> <li>• Rubbish.</li> </ul>	<p><b>Conflict:</b></p> <ul style="list-style-type: none"> <li>• Restricted navigation for rowers due to double mooring etc.</li> <li>• Cyclists riding too fast on the towpath and assuming other towpath users will move out of their way.</li> <li>• Speeding cyclists.</li> <li>• Congestion and wrongly moored barges caused by lack of control – causing danger to rowers.</li> <li>• Boaters.</li> <li>• The total decline in local terms of nature, leisure use and air since we were "invaded" by vast numbers of boats.</li> <li>• The massive invasion of privacy of my own patch from boaters.</li> <li>• Inexperienced boat drivers who too often are careless and even dangerous to the public and other boaters.</li> <li>• People cruising past moored boats too fast.</li> </ul>
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<ul style="list-style-type: none"> <li>• Pollution from narrowboats and the continuous lack of control and supervision from the Trust.</li> <li>• Pollution.</li> <li>• Pollution of call kinds – visual, aural and poor air quality – especially from boats.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation between boaters and local residents not solved to everyone’s satisfaction.</li> <li>• That sometimes people (including me) forget its charm and bring London angst.</li> <li>• That we don’t talk to each other enough and facilities and enforcement.</li> <li>• General bad manners and lack of basic knowledge.</li> <li>• Paddles left up; clogged toilet Elsans; unfriendly double moorers.</li> </ul>
<p><b>Facilities and “the track”:</b></p> <ul style="list-style-type: none"> <li>• Lack of facilities; the idea of a “progressive” linear journey I find very limiting to my navigational freedom.</li> <li>• More facilities, don’t close the few we have.</li> <li>• Lack of dredging and general maintenance.</li> <li>• Lack of facilities.</li> <li>• Lack of facilities (bins and taps).</li> <li>• The lack of facilities – Elsan points / rubbish / water points.</li> <li>• Lack of and bad state of boater facilities i.e. water, Elsan, etc.</li> <li>• Lack of facilities.</li> <li>• Not enough facilities; areas which are suitable for mooring but which lack rings or are obstructed.</li> <li>• Lack of spot dredging for mooring, 3’6” draft vessels.</li> </ul>	<p><b>Mooring:</b></p> <ul style="list-style-type: none"> <li>• Not finding a mooring at the end of the day.</li> <li>• Sometimes very difficult to moor up.</li> <li>• It’s crowded.</li> <li>• Chaotic mooring policy.</li> <li>• The lack of space and mooring areas for continuous cruisers.</li> <li>• Not enough moorings for continuous cruisers.</li> <li>• Quadruple mooring.</li> <li>• Not enough moorings on the tideway.</li> <li>• The reputation of a lack of visitor moorings (it may be true!) keeping visitors away.</li> <li>• Multiple outboard mooring of boats encroaching the navigation channel.</li> <li>• Lack of any control over mooring or boat etiquette.</li> <li>• Unable to navigate due to moored boats 3/4 abreast and the water level too shallow to use the rest of the canal.</li> <li>• Lack of mooring rings.</li> <li>• Lack of community boat / trip boat moorings.</li> <li>• Overcrowding.</li> <li>• Congestion.</li> <li>• Visitor moorings occupied by non-visitors.</li> </ul>
<p><b>Enforcement and communication from the Trust:</b></p> <ul style="list-style-type: none"> <li>• The way the Trust behaves with constant cruisers.</li> <li>• Those not understanding the continuous cruising guidance / rules.</li> <li>• Unclear cruising policies and the consequences.</li> <li>• Communication from the Trust.</li> </ul>	<p><b>Others:</b></p> <ul style="list-style-type: none"> <li>• Bigotry.</li> <li>• The uncertainty.</li> <li>• Security of possessions and myself.</li> <li>• Winter.</li> <li>• An underused asset in some of our town centres.</li> <li>• I used to love the canal but have fallen out of love.</li> </ul>



<ul style="list-style-type: none"> <li>The lack of transparency and clear contact with boaters about new policies – when first announced they are buried in the internet rather than announced as a newsletter topic.</li> </ul>	
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#### 4.2 What would a fair and successful mooring strategy look like to you?

Participants were asked to:

- discuss this question around their tables of 8-10 people
- list the range of needs and issues that are important to them and that they felt the strategy should address
- group these comments into themes and give each theme a name.



The results are as follows:

##### Group 1

Theme	Description / comment
Caretaker boats	<ul style="list-style-type: none"> <li>A successful mooring strategy would educate new and existing cc'ers as to rules and etiquette. It would solve problem of 'ghost'/ unoccupied boats (on towpath moorings).</li> </ul>
Affordable residential moorings	<ul style="list-style-type: none"> <li>Maximising Mooring &amp; Facilities (many opportunities at low cost) i.e. offside, Olympic waters, existing towpath</li> <li>Affordable residential moorings</li> </ul>
Boats away from landing points	<ul style="list-style-type: none"> <li>Boats not obstructing navigation &amp; facilities &amp; general safety</li> <li>Sanctions for boats that's repeatedly moor on lock landings/ near bridges/ on water points over night</li> <li>Boats not moored near bridges/ on lock landings</li> </ul>
Live-aboards are appreciated and taken into account	<ul style="list-style-type: none"> <li>Understanding benefits of Continuous Cruiser live-aboards</li> <li>A fair and successful strategy (in London) – Needs to have all sections of the towpath provided with mooring rings to allow boats to keep moving and find spaces every two weeks.</li> <li>One where existing livelihoods, lifestyles and homes are taken into account</li> <li>For me a fair and successful strategy is one that benefits those that benefit the waterways</li> <li>Understand the benefit of a community on the waterway i.e. safety, tourist attraction.</li> </ul>
Mooring rings on existing towpath	<ul style="list-style-type: none"> <li>Bow Back waters / offside</li> <li>Opening up bow back waters</li> </ul>



	<ul style="list-style-type: none"> <li>• Pre-Bookable Moorings from Little Venice to Victoria Park. One Wide beam two narrowboats ( Not 3 boats across)</li> <li>• More moorings</li> <li>• More facilities along the waterways.</li> </ul>
Incentives & fines / alternatives etc over licence revoking	<ul style="list-style-type: none"> <li>• Licence-based over punishment-based</li> <li>• Education</li> <li>• Incentive vs Enforcement. Balance 48 Hour stays with month long stays out of London.</li> <li>• Making certain exceptions or overstay when it's regarding sickness or grievance.</li> <li>• Fines rather than licence losses for overstaying/not cruising far enough</li> <li>• Half of the boats in London are empty; if allowed long term stay in disused areas congestion would be halved.</li> <li>• Boat licences – charged by square foot not length this will result in less widebeams otherwise it is unfair for narrowboats to pay same as widebeams.</li> </ul>

### Group 2

Theme	Description / comment
No name given [‘Simple rules’?]	<ul style="list-style-type: none"> <li>• You can't please everyone</li> <li>• Keep rules simple</li> </ul>
No name given [‘Fair sharing of moorings’?]	<ul style="list-style-type: none"> <li>• A commitment to community space within no moorings LBC [Laburnam Boat Club].</li> <li>• Enforce double mooring/ lock landing / poor mooring practice</li> <li>• Clarity on enforcement</li> </ul>
No name given [‘Capacity of the canals’?]	<ul style="list-style-type: none"> <li>• It should be evidence based.</li> <li>• What can London sustain in numbers? Boats, mooring facilities</li> <li>• Take into account the maximum <u>capacity</u> that the canals can withstand</li> <li>• Fewer boats in Central London – better spread across the waterway</li> </ul>
No name given [‘Boat / boater data’?]	<ul style="list-style-type: none"> <li>• Boat Numbers</li> <li>• Who has all of these boats and what are we using them for?</li> </ul>

### Group 3

Theme	Description / comment
Business Boating	<ul style="list-style-type: none"> <li>• off-side moorings while not in use</li> <li>• Opportunities for boat hire for people to visit from outside London</li> <li>• More trader mooring across London</li> <li>• Development of floating market – viewing boating businesses as a tourist attraction</li> </ul>



	<ul style="list-style-type: none"> <li>• Transparent fee/ process for business boating traders moorings</li> <li>• 'Group meetings'</li> </ul>
Towpath	<ul style="list-style-type: none"> <li>• Expand the Angel caretaker initiative</li> <li>• Speeding bikes</li> <li>• Ensuring towpaths are accessible for wheelchair users</li> </ul>
Licences flexibility	<ul style="list-style-type: none"> <li>• More moorings</li> <li>• Offside – preferred moorings for those of greater need (i.e. family, elderly, disabled).</li> <li>• Ability to moor for a longer period in 'less desirable' areas – incentive based strategy</li> <li>• More consideration for boat families with young children (it wasn't even mentioned as waterway group users)</li> <li>• More rings / more grass</li> <li>• No restriction on the 14 day rule</li> <li>• Solution for the different needs of boaters – family / elderly</li> <li>• No long term moorings on towpaths</li> <li>• Long term / residential and permanent moorings which are <u>affordable</u></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• No removing mooring rings</li> <li>• Better provision of recycling facilities</li> <li>• Composting facilities for boaters</li> <li>• Improve and increase facilities outside of central London to encourage movement and stays in these areas</li> <li>• Facilities</li> </ul>

#### Group 4

Theme	Description / comment
Funding proportion for London	<ul style="list-style-type: none"> <li>• Is CRT funding proportional to number of London water users?</li> </ul>
Review of the law - clarify laws and increase enforcement powers	<ul style="list-style-type: none"> <li>• CC-ing is no longer reflective of cruising needs and lifestyles</li> <li>• Reviews of cc-ing laws consulting with cc'ers</li> <li>• Review of the relationship between CRT boaters and riparian owners</li> <li>• Would have clear rules that are enforced quickly</li> <li>• CRT need real powers of enforcement</li> <li>• Look at Waterways Act review</li> <li>• Change the law? 14 day rule</li> <li>• Review clean air act</li> <li>• Clear rules. Have clarity before enforcing</li> </ul>
Zones	<ul style="list-style-type: none"> <li>• Less emphasis on boaters having to move from quieter spots e.g. Lea &amp; Stort</li> <li>• Hot spots for overcrowding, environmental zones, low emissions/ noise etc.</li> <li>• Clearer <u>no</u> mooring signs</li> </ul>





<p>Facilities – Improve &amp; inform boaters about available resources</p>	<ul style="list-style-type: none"> <li>• Spreading out facilities and making boaters more aware of available facilities to spread out</li> <li>• In hot areas create seasonal permission to create period of rest for residents otherwise 365 days per annum</li> <li>• More facilities = less bunching up</li> <li>• Would respect the privacy of home owners backing onto the canal.</li> </ul>
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**Group 5**

Theme	Description / comment
<p>Water supply/ quality</p>	<ul style="list-style-type: none"> <li>• Learn from the past proposals &amp; it feedback</li> <li>• CC volunteers to monitor water quality &amp; water levels</li> <li>• More use of volunteers in feeding back info on e.g. water levels</li> </ul>
<p>Navigation</p>	<ul style="list-style-type: none"> <li>• Mooring strategy should include <u>no</u> mooring on lock landings and service points</li> <li>• Better signage about where to moor and where not to moor</li> <li>• Multiple outboard mooring to not obstruct navigation and line of sight safety issue</li> <li>• Mooring to be clear of lock landing/ portage points</li> <li>• Continuous cruisers to continuous cruise</li> </ul>
<p>Facilities</p>	<ul style="list-style-type: none"> <li>• More facilities &amp; a wider range of facilities distributed across the whole of the London Waterways</li> <li>• Contract to service boats to provide fuel &amp; pump out on schedule</li> <li>• Where there are businesses (e.g.) pubs next to the canal look to see how to work with them to place facilities</li> </ul>
<p>Bookable/ Visitor Moorings</p>	<ul style="list-style-type: none"> <li>• Bookable transit moorings through London 24hr – opinion: most would pay a fee for a bookable mooring</li> <li>• Bookable visitor moorings in London 48hr – 7 day – Opinion – most would pay a fee for a bookable mooring</li> <li>• Fair &amp; successful bookable moorings for different boating types (short stay, long stay, community boats) which are enforced.</li> <li>• A successful mooring strategy would take account of boaters who visit London from elsewhere</li> <li>• To consider how far the offside can be used to test ideas before testing them on the towpath</li> <li>• Do trials first to inform success; have different models.</li> <li>• More visibility from the mooring team</li> <li>• Temporary mooring clearing house – online</li> <li>• To consider doing deals with marinas in London (E.g. Limehouse) with some space which could be used for visitor/ bookable moorings</li> <li>• Moorings – environmentally sustainable</li> </ul>



**Group 6**

<b>Theme</b>	<b>Description / comment</b>
More Facilities!	<ul style="list-style-type: none"> <li>• Including in less central areas. Accessible easily &amp; based on number of boats in area.</li> <li>• Enforcement on lock bollards, water points</li> <li>• Better facilities in less central, less popular areas</li> <li>• One where everyone can access water easily</li> <li>• More facilities</li> </ul>
Crackdown on illegal / irresponsible renting	<ul style="list-style-type: none"> <li>• Crackdown on illegal &amp; irresponsible renting of boats</li> </ul>
Survey census of:	<ul style="list-style-type: none"> <li>• 'types' of cc'ers (residential, leisure, live-aboard, under refurbishing) &amp; needs of different boaters group</li> <li>• Proper census as to what different types of cc there are</li> <li>• Taking into account different needs of varying groups of cc'ing</li> </ul>
Creation of more moorings	<ul style="list-style-type: none"> <li>• General towpath</li> <li>• winter moorings</li> <li>• Creation of more medium &amp; long term moorings (that don't take away general mooring space)</li> <li>• Factoring mooring into new waterside developments (consider including moorings at planning stage)</li> <li>• Creating more mooring spaces through dredging canal wall maintenance etc.</li> </ul>
More education / promotion of more considerate / careful / safe behaviour	<ul style="list-style-type: none"> <li>• Tourists – hire boats need educating</li> <li>• Boater behaviour – education - dumping</li> </ul>

**Group 7**

<b>Theme</b>	<b>Description / comment</b>
Enforcement of current rules	<ul style="list-style-type: none"> <li>• Enforce current rules properly</li> <li>• Ensure boats meet suitable living standards – to prevent pollution and 'pull' of cheap lifestyle</li> <li>• Successful mooring strategy - understanding &amp; controlling the environmental impact &amp; <u>all</u> users – boaters, walkers, rowers etc.</li> <li>• Illegal renting</li> </ul>
Variety of mooring models for different use	<ul style="list-style-type: none"> <li>• Ensure that there is possibility for mooring everywhere reasonably possible along the towpath</li> <li>• Enables sufficient long &amp; short term mooring to meet the growing needs of the diverse boating community and solves the housing crisis</li> <li>• Upper Thames model?</li> </ul>
A successful strategy...	<ul style="list-style-type: none"> <li>• Allows boaters to continue to reasonably live &amp; work in London</li> <li>• Keep the rules and regulations fair for those who must live and survive on the waterways</li> </ul>



	<ul style="list-style-type: none"> <li>• People won't be disappointed – they will know how to use the strategy to meet their own need</li> <li>• Takes into account changing use of the waterway</li> <li>• Allows safe navigation</li> </ul>
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### Group 8

Theme	Description / comment
Facilities	<ul style="list-style-type: none"> <li>• Protect the expansion of water sports</li> <li>• Siting of water points at locations other than locks to help prevent delays to navigation</li> <li>• CRT should state requirements of developers (rather than flimsy requests) for 1) mooring rings 2) taps 3) bin compounds</li> </ul>
Mooring per se	<ul style="list-style-type: none"> <li>• Opportunity to moor at end of day's cruise</li> <li>• Caretaker boaters to guide people away from crowded events (with warning)</li> <li>• Make bookable visitor moorings for groups, clubs etc. and visitors to the capital</li> <li>• Please keep lock landings clear of moored boats, not using the lock</li> <li>• Moorings off-side</li> <li>• Continue with the 'Caretaker Boat' initiative to assist in maintaining good order at moorings</li> </ul>
Navigation	<ul style="list-style-type: none"> <li>• Education and training first. Enforcement last.</li> <li>• Safeguard adequate rights of way for all users.</li> <li>• Provide a <u>safe</u> environment for non-powered craft.</li> </ul>
Water Quality	<ul style="list-style-type: none"> <li>• Measures to mitigate the discharge of water into the navigation</li> </ul>
Financial incentives	<ul style="list-style-type: none"> <li>• Boaters waiting for tides or good weather should be exempt from the £25 charge in Limehouse.</li> </ul>

### Group 9

Theme	Description / comment
Navigation and towpath	<ul style="list-style-type: none"> <li>• Improving training of lock keepers</li> <li>• Space for 1 hour mooring for trip boats to get people on and off</li> <li>• Take sunken boats out of the canal</li> <li>• More signage for pedestrian priority. Fast cycling issue.</li> <li>• Mooring spikes straight into towpath coping.</li> <li>• Could there be a long term plan to re-open south London canals?</li> </ul>
Licensing	<ul style="list-style-type: none"> <li>• Licensing fees need to be increased for widebeams; length and width to generate money.</li> <li>• Licences based on area as with Environment Agency on the Thames</li> <li>• Commercial boats should pay a higher rate than the live-in boat.</li> <li>• Volunteer payment scheme: if you fail to pay licence could you litter pick / lock keep for a reduction in fees?</li> <li>• River only licence for boats without a home mooring.</li> <li>• [with reference to above comment] No. Only draws boats to the east.</li> </ul>



Mooring	<ul style="list-style-type: none"> <li>• Enforcement for bad mooring</li> <li>• How could I pay £25 per day to overstay?</li> <li>• Widebeam should be treated as 2 boats for mooring.</li> <li>• Pay per day mooring.</li> <li>• No double mooring for widebeams or any larger boat over 7ft wide.</li> </ul>
Residents	<ul style="list-style-type: none"> <li>• Party boat noise is an issue.</li> <li>• Air quality for residence [sic] – could we use smokeless fuel in central?</li> <li>• Community watch for boating and residents to join together. Build community.</li> </ul>
Safety & education	<ul style="list-style-type: none"> <li>• Education and Caretaking boats need to be at every 'problem site' to educate.</li> <li>• Training</li> <li>• Education / support etiquette – new and existing boaters</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Rubbish on weekend rubbish</li> <li>• Lack of pump out / water facilities west of Little Venice on Grand Union.</li> <li>• Deliver facilities in West (evenly)</li> <li>• Penalties for misused, sabotaged facilities</li> </ul>

### Group 10

Theme	Description / comment
Policing and enforcement	<ul style="list-style-type: none"> <li>• It would be clearly understood and capable of being implemented.</li> <li>• Consider screening disrespectful users (in terms of environment-friendly behaviour) – (that should reduce the number!)</li> <li>• A fair mooring strategy would be one that everyone had access to and paid for the services and didn't cause problems for others.</li> <li>• A successful mooring strategy would be one that all boaters followed the rules and paid the fees.</li> <li>• Be creative about using new potential resources – e.g. facilitate volunteer boater labour on infrastructure projects, e.g. mooring ring installation.</li> </ul>
Miscellaneous	<ul style="list-style-type: none"> <li>• Will include ideas for generating additional investment</li> <li>• LEX (Low Emission Zone) for London Boaters</li> <li>• Doesn't involve selling parts / functions of the canal to private interests.</li> </ul>
Well thought-out and proactive	<ul style="list-style-type: none"> <li>• Strategy should take account of Crossrail and plan in advance – not react too late.</li> <li>• A successful mooring strategy depends on CRT looking at each individual sector of the canal taking into consideration the population, the closeness of housing to the canal, and the number of flats that can be environmentally sustained. Whatever system is introduced, in the past CRT have failed to control and supervision.</li> </ul>
Representation	<ul style="list-style-type: none"> <li>• Mindful of all demographics and stakeholders</li> <li>• An effective strategy would represent all interests and encourage respect for other waterways users.</li> </ul>



	<ul style="list-style-type: none"> <li>• A successful mooring strategy needs to take into account the needs of land based towpath residents too.</li> <li>• Define 'fair' use of the system by each group of users as well as system limitations.</li> <li>• That people feel listened to and have ability to find local solutions.</li> </ul>
New facilities and moorings for all	<ul style="list-style-type: none"> <li>• Dredging and facilities will open up the canal and alleviate congestion.</li> <li>• Moorings should be spread across the London. There is capacity in the west.</li> <li>• Is there actually data about visitor / tourist being discouraged?</li> <li>• Provision should be made for a series for a charging points for electrically operated boats.</li> <li>• New offside moorings plan? – CRT position? Permit? Encourage / facilitate? Resist?</li> <li>• Areas should be identified for kayaks and canoes and facilities provided in support.</li> <li>• Will exploit all potential space / resources (i.e. minimal wasted infrastructure).</li> </ul>

**Group 11**

<b>Theme</b>	<b>Description / comment</b>
Education, enforcement, safety, regulation.	<ul style="list-style-type: none"> <li>• Best practice advocate / examples within the community, e.g. caretaker/warden, coal boats</li> <li>• Education for safety and responsibility</li> <li>• Safety regulation</li> <li>• Driving licence? Training.</li> <li>• Enforce the Boater Handbook.</li> <li>• Enforcement and explanation. Communication.</li> <li>• Inspector training for MOT testers insufficient.</li> </ul>
Navigation	<ul style="list-style-type: none"> <li>• Clear width for boats using water to pass.</li> <li>• Mooring restricted in depth to width of 1 widebeam.</li> <li>• Clear sightlines</li> <li>• Don't moor too near a bridge.</li> <li>• Barge</li> </ul>
Miscellaneous	<ul style="list-style-type: none"> <li>• Be strategic – e.g. address area specific problems – pollution in central area</li> <li>• Area specific – rowing only Tottenham to Old Ford.</li> <li>• Separate Central from East and West because of different issues.</li> <li>• Address specific pressures and problems for central area, e.g. high level of pollution.</li> </ul>



### 4.3 Mapping exercise

Participants then broke out into groups to review large-scale maps of the waterways in the London region. Using numbered stickers, they identified locations where improvements could be made, where issues need to be addressed, or where opportunities exist to improve the waterways. A post-it note was used to describe the issue at each location.

The maps covered:

- Map 1: Grand Union & Paddington Arm
- Map 2: Upper Lee Navigation and River Stort
- Map 3: Lower Lee Navigation, Limehouse Cut, Hertford Union, and Regent's

Photos of the maps are included in Appendix 4. Each of the numbered locations and comments have been transcribed below.

#### **Map 1: Grand Union & Paddington Arm**

Ref.	General location	Specific Location	Comment
No ref	No location	No location	Define system limits and possible use by various groups (boaters, business users, sports...)
No ref	No location	No location	Promote gardening schemes with residents / boaters
No ref	No location	No location	Dots on a map may look pretty but don't necessarily translate into possibilities as maybe people live there. Consultations with communities needed.
356	Harefield	Copper Mill Lock 84	Add bias to tap; there's a road here, could work with pub.
359	Widewater	Btw. Widewater Bridge 180 & Railway Bridge.181	Facilities! Water!
362	Widewater	Widewater Bridge 180	Facilities – could try to use space in the Bear and Barge
358	Uxbridge	Btw. Bridge 185 Swan & Bottle & Bell Punch Bridge 185A	Facilities
357	Uxbridge	Bridge 185 Swan & Bottle	Bins and water can maybe use part of Swan & Bottle car park



<b>284</b>	Hanwell	Hanwell Lock 94	Put lock helpers phone number (for Hanwell Flight) online so we can phone ahead rather than calling when at the lock.
<b>370</b>	Hanwell	Hanwell Lock 94	Dredging! Bottom of Hanwell Flight
<b>18 yellow</b>	Hayes	Station Road Bridge 200	Winter moorings in Hayes town centre rather than at Bulls Bridge junction (little used last year)
<b>8 yellow</b>	Hayes	Station Road Bridge 200	Visitor moorings at High Point Village unused – potential for residential?
<b>363</b>	Hayes	Bulls Bridge 21	Facilities could work with Tesco
<b>3 yellow</b>	Hayes	GWR Bridge 200B	Potential for moorings at Nestles Factory redevelopment
<b>13 yellow</b>	Hayes	Ex-Chair Dock Bridge 200A	Canoe base for Sharks Club at Shackles Dock
<b>363</b>	Hayes	Bulls Bridge 21	Facilities could work with Tesco
<b>3 yellow</b>	Hayes	GWR Bridge 200B	Potential for moorings at Nestles Factory redevelopment
<b>7 – 8</b>	Yiewsley - Hayes	Roving Bridg.190B – Station Road Bridge 200	Dredge
<b>303</b>	West Drayton	Btw Horton Bridge 193 & Iron Bridge Road North Bridge.194A	More facilities will encourage people to west London
<b>351</b>	West Drayton	Woolpack Bridge.191	Facilities – tap, elsan, toilet
<b>7</b>	Slough Arm/Yiewsley junction	Roving Bridg.190B	Additional moorings - too shallow for me!
<b>428</b>	Slough Arm	Btw Bridge 6 Hollow Hill & Bridge 7 (B470)	Water point would increase boating
<b>352</b>	Southall	Bridge 20 Uxbridge Road	Facilities required / dredging
<b>1 (blue)</b>	Northolt	Engineer's Wharf	Facilities often out of order, badly maintained; kids/security – need of fences; shallow banks; bank[?] cleaning needs[?] done properly
<b>1 blue</b>	Northolt	Engineer's Wharf	Engineers Wharf security: kids/intruders on boats or pontoons especially on the non-gated side;



			facilities: poor build and some bad use leading to frequent repairs / no access; dredging: some shallow spots opposite marina cleaning: cleaning personnel often not doing work properly – detritus left in marina
<b>1 blue</b>	Northolt	Engineer's Wharf	Engineer's Wharf <ul style="list-style-type: none"> <li>- Facilities often out of order due to poor build / maintenance. Fixings badly done cannot last and make them more expensive</li> <li>- Security problems when there are not intruders on the pontoons there are kids jumping, playing and trashing opposite boats</li> <li>- - NEED A PROPER SECURITY SYSTEM ALL AROUND THE WHARF</li> </ul>
<b>2 red</b>	Northolt	Willow Tree Bridge 19A	No facilities especially need of proper bins because trash are all over the park
<b>2 red</b>	Northolt	Willow Tree Bridge 19A	Willow Tree Park – shallow spots near banks (towpath side); not enough garbage facilities for CC'ers.
<b>364</b>	Greenford	Black Horse Bridge 16	Work with Greystar development to ensure casual mooring is maintained and new facilities added
<b>149</b>	Greenford	Greenford Road Bridge 15	No official recycling west of 149
<b>353</b>	Greenford	Black Horse Bridge 16	Elsan and water and rubbish point
<b>354</b>	Alperton	Bridge 11B Carlyon Footbridge	[no comment]
<b>424</b>	Perivale	Btw. IBM Footbridge 15b & Ballot Box Bridge 13	Dredging needed / offside vegetation trimming
<b>368</b>	Harlesden	Gas Pipe Bridge 10A?– Acton Lane Bridge 9	Completely agree with 360. Great road access here.
<b>360</b>	Harlesden	Gas Pipe Bridge 10A?– Acton Lane Bridge 9	Excellent place for <u>all</u> facilities
<b>355</b>	Old Oak	Old Oak Lane Bridge 7	Rubbish bins and recycling
<b>355</b>	Old Oak	Old Oak Lane Bridge 7	more taps needed





73	Kensal	Scrubbs Lane Bridge 6 - Gas Works Dock Bridge 5A	Litter points
76	Kensal	Gas Works Dock Bridge 5A	All facilities needed; Elsan, water and rubbish point.
84	Westbourne Park	Btw Bridge. 4B – 4C	No rubbish facilities along meanwhile gardens for continuous cruisers
84	Westbourne Park	Btw Bridge. 4B – 4C	Bad signage for Hormead Wharf 'no mooring'
84	Westbourne Park	Btw Bridge. 4B – 4C	Inappropriate place for moorings directly opposite private houses, and no facilities at all.
84	Westbourne Park	Btw Bridge. 4B – 4C	Boats under bridge and double parked on corner
84	Westbourne Park	Btw Bridge. 4B – 4C	Noticeable decline in water quality
84	Westbourne Park	Btw Bridge. 4B – 4C	Sheer number of boats driven away wildlife – swans, geese, ducks.
84	Westbourne Park	Btw Bridge. 4B – 4C	Air pollution particularly next to Meanwhile Gardens; diesel and smoke fumes entering children's play area.
323	Westbourne Park	Btw Bridge 4B – 4C	Meanwhile Gardens – I found 5 motorbikes under my boat here. I have reported them, they are still there after 2 years – apologies to the owners but they are now truly squashed.
333	Little Venice	Harrow Road Bridge 3	Diesel pollution in canal (erodes blacking on boats) is it from local industry? Who to call?

**Map 2: Upper River Lee Navigation / River Stort**

Ref	General Location	Specific location	Comment
282	[no location on map]	[no location on map]	More facilities, water, pump out, elsan
No number	[location missing]	[location missing]	Dredge (arrows indicating length) [post-it removed from map location]



176	Bishops Stortford	Bridge.52 Station Road Bridge / Bishops Stortford Basin	After removal of the sluice at the head of navigation, downstream silting is reducing the navigation channel
178	Bishops Stortford	Station Road Bridge 52 / Bishops Stortford Basin	There is no current mooring congestion at Bishops Stortford <u>but</u> it could be a problem. Please do not forget possibility!
141	Roydon	Btw Brick Lock 14 and Roydon Mill Road Bridge 5	Dredging
177	Hertford	Hertford Visitor Mooring (nr Bridge.73)	Over-staying at Hertford visitor moorings
290	Dobbs Weir	Btw Dobbs Weir Lock 6 and Dobbs Weir Lane Bridge 55	More facilities, water, pump out, elsan
2	Broxbourne	Below Mill Stream Bridge 50	More facilities, water, pump out, elsan
75	Waltham Cross	Hazlemere Marina (below Towpath Bridge 41)	Hazlemere / Waltham Cross facilities reopening / fixing
285	Waltham Cross	At Rammey Marsh Lock 12	More facilities, water, pump out, elsan
1 Green	Waltham Cross	Hazlemere Marina (below Towpath Bridge 41)	Elsan – Waltham Abbey
Marked on map	Waltham Cross	Between Bridge 40A M25 and Rammey Marsh Lock 12	Bring back the Water point / Elsan
Marked on map	Waltham Cross	Between Bridge 44 and Lock Crossover Bridge 45	Moorings rings
2 Green	Broxbourne	Below Mill Stream Footbridge Bridge.50	Elsan – Broxbourne
386	Brimsgate	Btw Bridge 35c Over Overspill & Smeaton Road Bridge.38	Dredge
182	Picketts Lock	Above Pickett's Lock 15	[comment missing]
144	Picketts Lock	Above Pickett's Lock 15	Good water point
78	Ponders End	Btw Ponders End Weir Bridge.35A & Mossop's Creek Footbridge 35B	Litter points
150	Enfield	Botany Bay / Crew's Hill	No comment [Error? - not near canal / river]



74	Tottenham	Above O/H/X Water Main	Weed cleaning – Tottenham -> south
145	Tottenham	Betw O/H/X Water Main and Stonebridge Lock 16	Dredging needed between Tottenham Lock no.17 to Stonebridge lock no.16
53	Tottenham	Above Tottenham Lock 17 to O/H/X Bridge	Dredging needed
287	Stonebridge	Stonebridge customer service facilities above Stonebridge Lock 16	Stop restrictions on facilities e.g. showers; use self-closing gate or caretaker instead.
<b>No number</b>	Stonebridge	Stonebridge customer service facilities above Stonebridge Lock 16	Stonebridge bigger poo tank and open facilities
49	Stonebridge	Stonebridge Lock 16	Move that sunken boat – about 4 months now.
268	Haringey	High Bridge 21 – Bridge 21a	Towpath really bumpy and puddly, bad for walkers and cyclists

Map 3: Lower Lee Navigation, Limehouse Cut, Hertford Union, and Regent's

Ref.	General location	Specific location	Comment
<b>No ref</b>	No location	No location	The strategy for London will clearly take time. An instant <u>low cost</u> initiative to alleviate 'bunching' will be to install as many mooring rings as possible to allow CC's to move and find space easily.
?	?	?	Cyclists – danger to pedestrians and animals
<b>No number</b>	Limehouse Cut	Limehouse Cut	Limehouse Cut <u>lighting</u> (it's like the perfect body-dumping spot)
52	Limehouse	Limehouse Basin	Limehouse traders moorings (pre-bookable) 48h
71	Old Ford, Lee Navigation / City Mill River		Mooring rings needed
282	Bow Back Rivers	Bow Back Rivers	Give back Bow Back Rivers!
248	Old Ford, Lee Navigation	Bridge 9A Old Ford Towpath Bridge	Pontoon or landing ramp needed for rowers or canoeists especially as visitors will want to explore Olympic Waterways.



391	Old Ford, Bow	Old Ford Lock 8	Fix Old Ford Lock. It is a major cause of low water levels west of it on the Regents
39	Homerton	Btw. Marshgate Bridge.15 – Pond Lane Bridge.16	Moorings need to be sympathetic to navigation by wide beam boats. Better signage needed enforcement of mooring guidelines so the river remains usable for everyone.
72	Homerton	Btw. Pond Lane Bridge.16 & Waterworks Lane Bridge.17	Much needed facilities – including tap, elsan, pumpout, toilet, & rubbish point
47	Hackney Wick	Railway Bridge.12- Newham Way Bridge.14A	Dredging needed
48	Haggerston	Btw Watmore Road Bridge 43 – Footbridge 44	How is House of Peroni allowed?
42	Haggerston	Btw Watmore Road Bridge 43 – Footbridge 44	Mooring rings
42	Haggerston	Btw Watmore Road Bridge 43 – Footbridge 44	[ref point 42 above] - & facilities – taps toilet, pump out, elsan
283	Haggerston	Btw Watmore Road Bridge 43 – Footbridge 44	Laburnam Boat Club needs this space to remain mooring free, so we can continue to run sessions for all of the local schools/youth clubs & community groups.
250	Haggerston	Btw Watmore Road Bridge 43 – Footbridge 44	Some more mooring rings, whilst still allowing safe kayak / boating sessions for Laburnam Boat Club.
50	Haggerston	Acton's Lock	Install water point for CC at Bluebell Moorings / Elsan point
253	Kings Cross	Btw Maiden Lane Bridge.36 & Thornhill Bridge.37	Please put back mooring rings at end of community garden that comes from Copenhagen Street.
143	Camden	Dead Dog's Basin	Not enough dead dogs in Dead Dog Basin 143
38	Camden	Btw Gray's Inn Bridge.29 & Oblique Bridge.31 (Camley St.)	Crazy 4 x mooring. Bad behaviour seems to have shifted from Camley Street. Needs to be policed, and timely.
211	Angel	Islington Tunnel	[no comment]
37	City Road	Btw. Wharf Road Bridge.39 – Packington Square Bridge.40	Between City Road lock and Wharf Road Bridge single widebeams and double narrowboats only



			mooring at this location as it's near a lock and a bridge.
40	St.Pancras	Btw Railway Bridge 33A Footbridge 34	Tow path between railway bridge and Pancras Lock – 2 x 70 ft bookable moorings – paid for, managed by local boaters.
44	Regent's Park	Btw Macclesfield Bridge 9 and Primrose Hill Bridge 10	Mooring rings through Regent's Park for short term bookable and <u>chargeable</u> moorings
44	Regent's Park	Btw Macclesfield Bridge 9 and Primrose Hill Bridge 10	Hear, hear! (ref to previous comment 44)



## 5. Summing Up & Next steps

The meeting re-convened and Sorwar Ahmed thanked everyone for their participation and the hard work they had put in, which was evident from all the comments posted on the flipcharts and maps. He explained that this was the start of a process to hear from different waterways user groups, and that there would be other opportunities to participate around the London network.

The results of the workshop would be written up as a workshop report rather than minutes, as it would not be possible to record all verbal comments in such a large and varied meeting. All written comments would be recorded verbatim, so everyone's comments would be captured. The report and presentation, as well as responses to the questions raised, would be uploaded to the Trust's London web pages (<https://canalrivertrust.org.uk/about-us/our-regions/london-waterways>) under London Mooring Strategy), and everyone who attended the workshop would be sent a copy.

Participants were asked to ensure their email was provided if they wished to be kept informed about the strategy's progress, and to review the list of stakeholders displayed in the room to check if anyone should be added.

The next steps involve a series of stakeholder meetings to hear from particular user groups, as well as completion of baseline mapping to identify the distribution of boats, moorings and facilities around the London waterway. The focus of work over the summer will be on: progressing a plan for winter moorings in London, as part of the national winter moorings scheme; a review of short term mooring provision; and an initiative to extend the bookable moorings pilot currently being delivered at Rembrandt Gardens in Little Venice.

There will be regular reports back to the stakeholder mailing list and to the London User Forum. A boaters' group will be set up as a sounding board to discuss the strategy's progress and future directions, drawn from the strategy's stakeholder list and complementing the existing Better Relationships on the Waterways in London Group (BRG).

The meeting closed and everyone was asked to complete the evaluation chart to identify whether they felt the meeting had been constructive (see Appendix 5).





## APPENDIX 1: Attendance List

Dohne	Arnold
Philip	Aspey
Stephen	Bass
Nick	Barber
Andy	Barnes
Frank	Barreca
Stella	Blair
Stephen	Bragger
Helen	Brice
Tim	Brice
David	Brough
Jasmin	Scanlon-Carling
Meg Lee	Chin
Jeremy	Codd
Jaysin	De Giorgio
Kevin	East
Leah	Edwards
Amanda	Evans
Frank	Filardo
Shaun	Firkder
Andrew	Ford
Nils	Goldbeck
Peter	Gregory
Ed	Harty
Blanka	Hay
Tony	Hay
Katy	Hogarth
Lindsey	Hood
Paolo	De Jesus

Angus	Kemp
Ben	Lee
Mimi	Lopez
Martin	Ludgate
Fiona	MacLean
Alice	Robertson-McIsaac
Dave	Mendes da Costa
Hilary	Norris
Rose	Parnis
Inigo	Patten
Andrew	Phasey
Lucy	Rees
Graham	Riley
Joel	Sanders
Hazel	Saunders
Sarah	Sessions
Fred	Shearer
Emma	Simpson
Elizabeth	Siwinska
Marcin	Starzewski
Paul	Strudwick
Lauren	Sweeney
Hazel	Tockock
Jonathan	Trayner
Marcus	Trower
Catherine	Tullet
Luc	Van Helfteren
Denise	Walker
Steve	Wickes

Flora	Wilcox
David	Williams
Lee	Wilshire
James	Cooper
Greg	Vasilakis
Roxane	Tabatchnik
Richard	Ellis
Trevor	Gillam
Bob	Langley
Aaron	Houlihan
Joanne	Hanrahan
Shane	Finney
Chenaye	de Plessis
Andrew	Walker
Peter	Chapman
Alan	Meegan
Bridget	Snaith
Phil	Cotman
Shafee	Saif
William	Payne
John	Stone
Martin	Haw
Aaron	Piper
Maggie	French
Sarah	Emmings
Andrew	Carpenter







### Appendix 3: Mooring Strategy Stakeholder List

<b>Have we missed anyone out?</b>	British Canoeing	Environment Agency
	British Land	Epping Forest District Council
Angel Association	British Marine Federation	Escape the Rat Race
Angel Community Canal Boat Trust	Broxbourne Cruising Club	Essex County Council
Angel Festival	Broxbourne Cruising Club	European Land
Arepa & Co	BWML Ltd.	Freight Afloat
Argent	Camden Canals and Narrowboat Association	Friends of Regent's Canal
Argent Estates Limited	Camden Council	Friends of Slough Arm
Arlington Association	Camden Market	Friends of the Upper Colne
Armada Close Residents Association	Camden Town Centre Management	Friends of Tottenham Marshes
Association of Lee Cruising Clubs	Camden Town Unlimited	Gainsborough Studios
Association of Pleasure Craft Operators	Camley Street Neighbourhood Forum	Grand Union Housing Co-operative Ltd.
Association of Waterway Cruising Associations	Can Do Coffee	Greater London Authority
Beauchamp Trust (Electric Barge)	Canal & River Cruises Ltd.	Groundwork (Elsdale Trust)
Bespoke Boating Solutions	Carringtons Residential Management Limited	Groundwork Camden & Islington
Better Relationships Group	CHUG	Hackney Boating Families
Bishops Stortford Angling Society	City Road Lock café	Hackney Council
Bishops Stortford Tourist Information Centre	Colne Valley Regional Park	Haggerston Moorings
Bishops Stortford Town Council	Cowley Uxbridge Boaters	Haringey Council
Bishops Stortford Waterway Partnership	Cross Rail	Hayes Town Partnership
Black Prince Holidays	Daubeney Wharf Mooring Project	Here East
BMF Tourism	Dockland Scout Project	Hertfordshire County Council
Brent Council	Docklands Canal Boat Trust	Hidden Depths
Brent River and Canal Society	Ealing Council	Highline Yachting
Brentford Chamber of Commerce	East Herts District Council	Hillingdon Canals Partnerships
Brentford FC Community Sports Trust	East Wick & Sweetwater Projects Ltd	Hillingdon Council
British Canoe Union	Enfield Council	Hillingdon Narrowboats Association
	English Heritage	Historic Narrow Boat Club



Holborn Studios
Hormead Road Residents' Association
Hotel Boat Tranquil Rose
Hounslow Council
Hyde Park & Paddington Neighbourhood Forum
Imperial College NHS Trust
Inland Waterways Association (Lee & Stort Branch)
Inland Waterways Association
Inland Waterways Association (London Branch)
Inland Waterways Association (Middlesex Branch)
Islington Boat Club
Islington Council
Jason's Trip Boat
Jessie Hotel Boat
Kensal Canoe Club
King's Arms & Cheshunt Angling Society
Kings Cross Estates Services
KRAB
Laburnum Boat Club
Land & Water (Freight)
Lea Rivers Trust
Lea Rowing Club
Lee & Stort Boat Company Ltd
Lee & Stort Cruising Club
Lee Valley Estates
Lee Valley Holiday Boats
Lee Valley Marina (Springfield)
Lee Valley Regional Park Authority
Living Under One Sun
London Anglers Association

London Boaters
London Canal Cruises
London Canal Museum
London Legacy Development Corporation
London Rivers Association
London Story Tours
London Waterbus Company
London Waterways Commission
London Youth Rowing
Lower Lea Rowing
Lower Regent's Coalition
Maida Vale Society
Meanwhile Gardens Trust
Moo Canoes
National Association of Boat Owners
National Association of Boat Owners (London Branch)
National Barge Travellers Association
National Barge Travellers Association (London Branch)
National Grid
Network Rail
New Stort Boat Club
Newham Council
Old Ford Lock House, River Lee
Old Oak Common Development Corporation (OPDC)
Packet Boat Marina (BWML)
Paddington Partnership
Paddington Waterside Partnership
Poplar Harca
Port of London Authority
Powerday PLC

Puppet Barge
Queen's Park Community Council
Queens Park Neighbourhood Forum
Ramsey Marsh Cruising Club
Regent's Network
Residential Boat Owner's Association
Residential Boat Owner's Association (London Branch)
Rickmansworth Waterways Trust
River Lea Anglers Club
River Lee Tidal Mill Trust
Roving Canal Traders Association
Royal Borough of Kensington and Chelsea
Royal Parks Agency
Royal Yachting Association
Roydon Marina
Sandwich Barge
Sarah Henshaw The Book Barge
SCENT
Slough Borough Council
South Bucks District Council
Springfield Marina
St.Pancras Cruising Club
Stanstead Abbots Marina
Stanstead Abbots Parish Council
Stort Boat Club
Stort Cruising Club
Stortford Boats
Thames 21
The Barge House
The Beach
The Cheese Boat



The Collective
The Constitution Public House
The Floating Boater
The Floating Showroom
The Herbal Barge
The Pirate Castle
The Proud Archivist
The Punt
The Yacht Harbour Association
Three Mills House
Three Rivers District Council
Tottenham Hale

Tower Hamlets Council
Towpath Fisheries (Ware & Hertford club consortium for Lee Navigation)
Transport for London
UK Broadband
Upper Lee & Stort Boat Owners
Uxbridge Boat Yard
Vauxhall Angling Club
Vibrant Partnerships
Waltham Forest Council
Walthamstow Reservoir complex
Ware Society

Ware Town Council
Welsh Harp Sailing Association
Welsh Harp Sailing Club
West London Motor Boat Club
Westminster City Council
Whilton Marina
Willow Tree Marina
Wood Hall & Heward



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## APPENDIX 4: Mapping Exercise

### Map 1a – Grand Union / Slough Arm

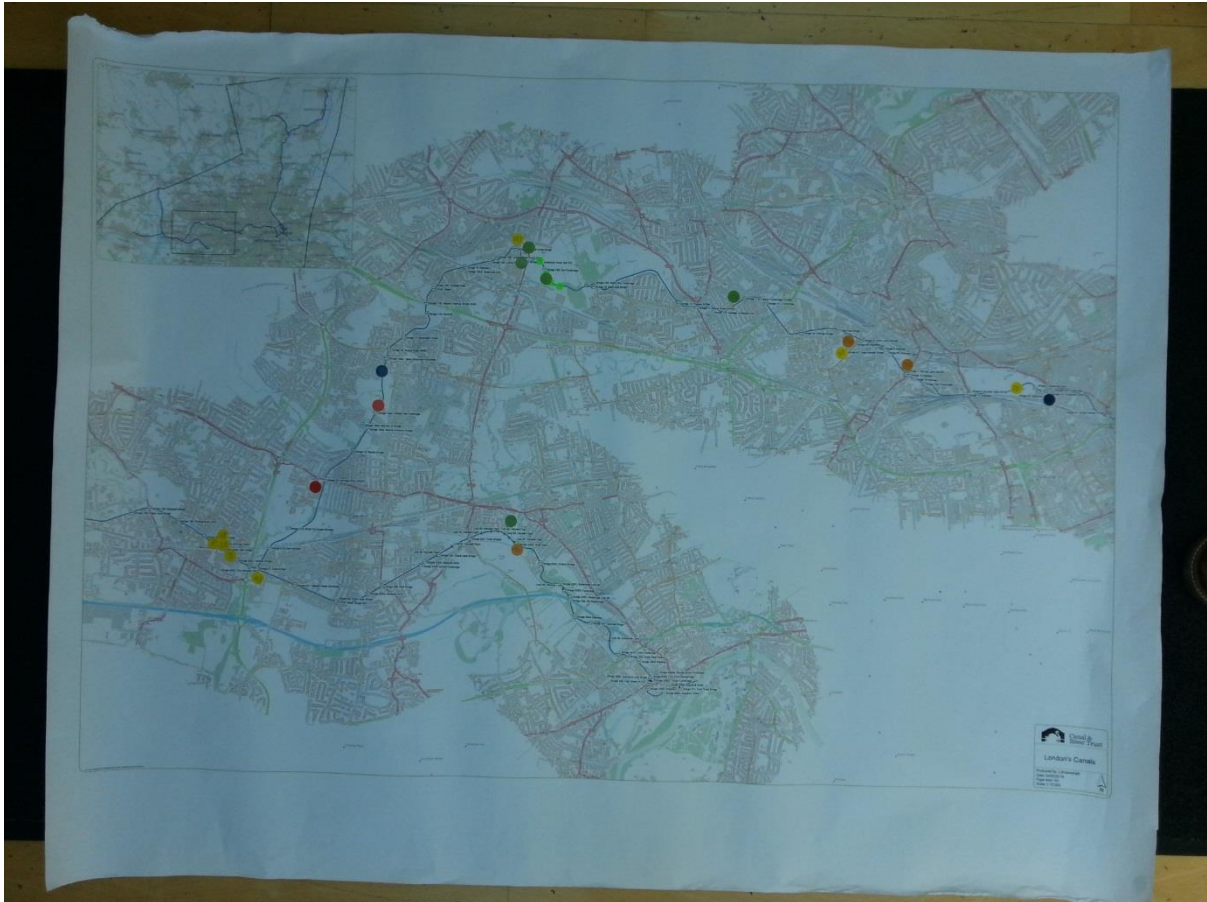




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**Map 1b – Lower Grand Union and Paddington Arm**

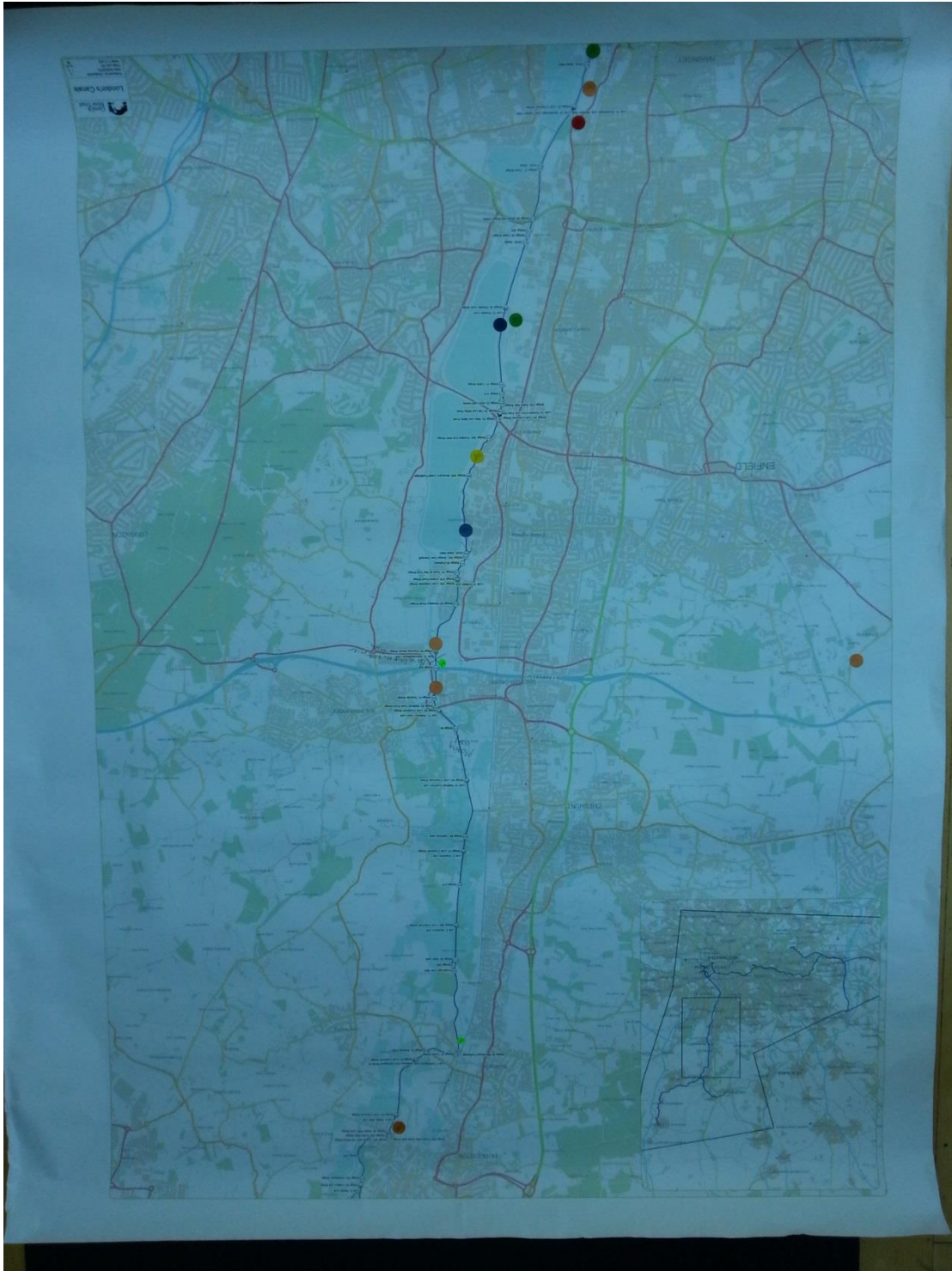




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**Map 2a Middle Lee Navigation**

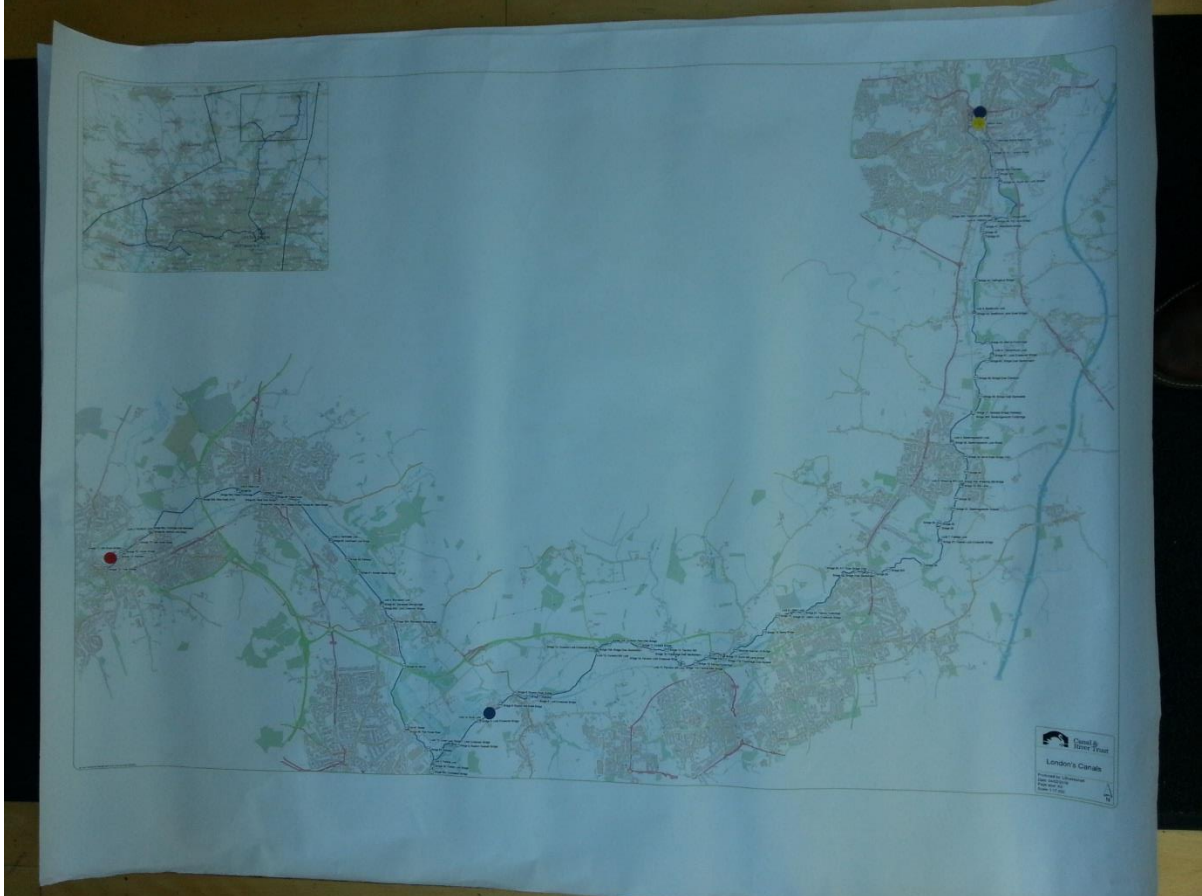




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**Map 2b Upper Lee Navigation / River Stort**





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**Map 3: Lower Lee Navigation, Limehouse Cut, Hertford Union & Regent's**







APPENDIX 5: Evaluation

*'How constructive did you find today's session?'*

