

Appendix 1: Initial Draft Headline Proposals [Used in boater focus groups held in April/May/June 2017]

**Headline Proposal 1: Increase and manage better boating facilities to meet customer need**

1a. Aim to increase facilities to meet boater demand over 3-5 years (currently 17 water points, 7 pump outs, 10 elsan points, 10 rubbish points).

1b. Work with partners to increase investment in, and improve provision of, boating facilities, including direct investment and provision of facilities from partners.

1c. Develop new boating facilities, primarily located in quieter/less busy areas, longer pounds and, where appropriate, as part of new/existing developments/hubs in the London Waterway region to encourage a wider spread of boat mooring while reducing unnecessary lockage movement.

1d. In central London where new facilities are difficult to install explore new static or mobile service boat opportunities (Lavender boat / Rubbish Boat).

1e. Where appropriate install mooring rings to increase and improve general towpath (14-day) mooring.

1f. Improve boater signage and education to reduce unsafe mooring and inconsiderate mooring.

1g. Improve access to information about moorings and boater facilities through the development of a London waterway map e-portal/app.

1h. Roll out yellow mooring bollards across London for use only when accessing facilities.

1i. Work with partners to explore opportunities to promote and encourage environmentally friendly boating (for example solar power usage and composting toilet facilities).

**Headline Proposal 2: Improve maintenance and management of short-stay moorings**

2a. Improve signage and management (with Trust staff and volunteer rangers) of existing short-stay visitor moorings to ensure availability for boats navigating to and through London.

2b. Review and clarify the status of all visitor moorings including those currently designated as 14-day, considering whether any sections of visitor moorings retaining 14-day stay time should revert to general towpath moorings.

**Headline Proposal 3: Develop limited number of custom short-stay moorings to meet customer demand**

- 3a. Establish a limited number of daytime 'shop and drop' ultra short-stay moorings in appropriate locations.
- 3b. Introduce a limited number of pre-bookable short-stay mooring sites to help boats from across the network planning longer trips to London: wherever possible these will be in new mooring locations.
- 3c. Work with leisure/tourism partners to develop a framework for development of 'add-on' options at pre-bookable mooring sites.
- 3d. Create a long-term framework for the development of 'Eco Mooring Zones' to help reduce generator/stove fumes, improve air quality, promote environmental awareness, and to help reduce conflict between boaters and other residents.
- 3e. Map and publish information on accessible moorings for disabled boaters.
- 3f. Introduce a limited number of pre-bookable moorings for deliveries and/or boat maintenance.
- 3g. Introduce a number of pick-up and drop-off moorings for community boat and trip boat use.
- 3h. Maintain a network of essential moorings to facilitate operational craft and working boat.

**Headline Proposal 4: Development of new long-term moorings to be supported and prioritised in quieter/less busy areas of the London waterway (primarily outer London)**

- 4a. Agree a mooring standard to assess appropriate locations across the different London Waterway character areas (including single off-side mooring sites and business boating moorings).
- 4b. Identify broad areas where it may be appropriate to support the development of new long-term mooring in quieter/less busy areas of the London waterway region (this may also include a small number of offside moorings in central London) and, where appropriate, at existing or future major transport hubs on the London waterway network.
- 4c. Work with partners to include new long-term moorings as part of key development sites (including West London/OPDC water space strategy).

**Headline Proposal 5: Encourage development of long-term moorings from a diverse range of providers**

- 5a. Develop case studies to demonstrate good examples to boaters wishing to develop long-term community-led moorings.
- 5b. Provide evidence to local government to support the inclusion of mooring provision in local planning and strategy documents.
- 5c. Identify broad areas where it may be appropriate to support the development of small long-term community/boater-led moorings.
- 5d. Develop a number of case studies to demonstrate good examples of independently developed low-cost mooring schemes

**Headline Proposal 6: New business boating activity will be focussed on key London destinations**

- 6a. Develop five water space strategies for key London waterway destinations:
  - Little Venice
  - Paddington Basin
  - Queen Elizabeth Olympic Park
  - Docklands: West India Quay
  - King's Cross
- 6b. Establish 30-35 business boat berth opportunities in key London destinations.
- 6c. Improve mooring opportunities to support visiting boats from across the network through the development of a limited number of pre-bookable moorings ((3a) and facilitation of business boat moorings both permanent and 'pop-up' (trade boats, hotel boats etc).

**Headline Proposal 7: Winter Moorings will be developed to recognise and balance the needs of customers' using the waterways**

7a. As part of the Trust's national winter mooring offer, continue to offer a range of winter mooring opportunities (including different price-bands) across the London waterway region.

7b. Review the London winter mooring offer and, responding to customer demand, where appropriate increase capacity at popular sites.

7c. Introduce a higher-quality offer at some winter mooring locations.

7d. Improve signage and management at winter mooring locations.

**Headline proposal 8: Support activities that ensure accessible and affordable access to the water for all**

8a. Ensure safety for unpowered craft by creating intermittent 'no mooring' sections in appropriate locations for refuge/safe passing of craft.

8b. Develop infrastructure to support unpowered craft sport and leisure boating opportunities in appropriate locations.

8c. Develop infrastructure to support angling opportunities in appropriate locations.

8d. Balance the allocation of towpath space to support wildlife and ensure public access to open water.

Appendix 2: Customer Service Facilities (CSF)	Existing CSF	Proposed new	Proposed change to existing
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Character area	Waterway	Proposal Ref	Location	Existing Customer Service Facility	Functional Location code	Proposal	Proposed timescale
One	Grand Union	1.13	Lock 83 Springwell Lock		<b>NEW tbc</b>	New water point	Tbc
	Grand Union		Lock 84, Copper Mill Lock	Water point	GU-195-031		
	Grand Union	1.12	Lock 84, Copper Mill Lock		<b>NEW tbc</b>	New Elsan	Tbc
	Grand Union		Nr Bridge 177, Copper Mill	Rubbish disposal	GU-195-004		
	Grand Union	1.14	Horse & Barge Visitor Mooring, Uxbridge		<b>NEW tbc</b>	New rubbish disposal	
	Grand Union	1.11	Cowley Moorings	Elsan, Rubbish disposal	GU-206-004	Improve signage	Tbc
	Grand Union		Sanitary Station, Cowley	Water point, toilet (moorings customers only)	GU-204-010		
	Slough Arm	1.15	Sough Basin	Water point	<b>NEW tbc</b>	New elsan, pump out and refuse disposal as part of wider redevelopment around Slough Basin	Tbc
Two	Grand Union		Bulls Bridge	Water point	GU-212-022		
	Grand Union	2.15	Bulls Bridge		<b>NEW tbc</b>	New pump out, elsan and rubbish disposal	Tbc
	Grand Union	2.17	Adelaide Dock		<b>NEW tbc</b>	New pre-bookable mooring for boat work maintenance	Tbc
	Grand Union		Lock 90 Hanwell Flight (Norwood Top Lock)	Water point	GU-215-007		
	Grand Union	2.16	Lock 90 Hanwell Flight (Norwood Top Lock)		<b>NEW tbc</b>	New elsan	Tbc
	Grand Union		Nr Lock 90, Hanwell Flight	Rubbish disposal	GU-215-010		

	Grand Union		Lock 100 Brentford Lock	Sanitary station, Toilet, shower, water point, Elsan, pump out	GU-220-018		
	Paddington Arm		Uxbridge Road Southall Visitor Mooring (Bankside)		GP-003-007	Elsan	tbc
	Paddington Arm	2.18	Black Horse Greenford, Bridge 15	Water point	GP-008-011	Improve signage	tbc
Three	Paddington Arm		Atlip Road, Alperton	Pump out	GP-012-024		
	Paddington Arm	3.28	Atlip Road, Alperton		<b>NEW tbc</b>	New water point	tbc
	Paddington Arm	3.26	Old Oak Lane (Bridge 7)		<b>NEW tbc</b>	NEW water point	tbc
	Paddington Arm	3.27	Steele Road east of Bridge 10A (Gas Pipe Bridge)		<b>NEW tbc</b>	NEW water point, elsan and waste disposal	tbc
	Paddington Arm		Kensal Green	Elsan (mooring customers only)	GP-018-011		
	Paddington Arm	3.23	Little Venice Sanitary Station	Toilet, water, pump out, Elsan	GP-021-009	In long-term, once alternative mobile refuse facility in place and subject to review of the Trust's waste management strategy, close existing refuse collection	tbc
	Paddington Arm	3.23	Little Venice (Westbourne Terrace Road, Bridge 3c)	Water point	GP-021-013	Re-locate water point away from bridge hole.	tbc
	Regents/Paddington Arm	3.22	Upper Regents / Paddington Arm		<b>NEW tbc</b>	NEW Mobile Rubbish collection facility	tbc
	Paddington Arm	3.24	Paddington (Harrow Road, Bridge 2)	Water point	GP-022-003	Improve signage at existing water point	tbc
Paddington Arm	3.25	Paddington (Harrow Road, Bridge 2)	Pump out	<b>NEW tbc</b>	New pump out for commercial craft beside Nissan Building east of Bridge 2A, to ease pressure on Little Venice pump out	tbc	

Four	Regents Canal		Nr Lock 4 Bypass Weir, St.Pancras	Rubbish disposal, Pump out, Elsan, water point, toilet	RE-006-006		
	Regents Canal		Lock 5 City Road Lock	Water Point	RE-008-007		
	Regents Canal	4.31	Lock 6 Sturt's Lock	Re-introduce elsan	RE-008-061	Re-introduce elsan point below Sturt's lock, subject to re-development of Holborn Studios	tbc
	Regents Canal		Lock 7 Acton's Lock	Pump out	RE-010-027		
	Regents Canal		Lock 8 Old Ford Lock	Sanitary station toilet	RE-012-005		
	Regents Canal		Lock 8 Old Ford Lock	Rubbish disposal	RE-012-025		
	Regents Canal	4.30	Lock 8 Old Ford Lock	NEW oil disposal facility (pre-book)	NEW tbc	Pre-book facility	tbc
	Regents Canal		Mile End	Water point	RE-013-026		
	Regents Canal	4.32 4.33	Lock 1, Limehouse Basin	Rubbish disposal, Elsan, Pump out, water, toilet	LB-001-030	Improve refuse facilities for all boaters at Limehouse Basin with new secure compound and recycling	tbc
	Hertford Union	4.34	Wick Lane Bridge 6	Rubbish disposal	tbc	Improve signage of boater refuse facilities on Hertford Union at Wick Lane Bridge 6	tbc
Six	Lee Navigation	6.14	East Wick	NEW rubbish disposals	NEW tbc	Introduce public boater refuse facilities alongside existing water point at East Wick moorings	tbc
	Lee Navigation	6.15	Lock 19 Old Ford Lock	Elsan, water point, toilet, rubbish disposal	LN-003-007	Address security and fly-tipping, improve facilities with secure rubbish compound and sanitary station, relocate water point away from lock	tbc
	Lee Navigation	6.16	Lock 20 Bow Locks		NEW tbc	Re-connect and re-open water point	tbc

Seven	Lee Navigation		Lock 16 Stonebridge Lock	Water point	LN-011-014		
	Lee Navigation	7.16	Lock 16 Stonebridge Lock	Elsan, pump out, rubbish disposal	LN-011-004	Improve signage and site security to address fly-tipping, rough sleeping and unauthorised mooring	tbc
	Lee Navigation	7.17	Lock 16 Stonebridge Lock		<b>NEW tbc</b>	NEW oil disposal facility	tbc
	Lee Navigation	7.18	Lock 16 Stonebridge Lock		<b>NEW tbc</b>	NEW pilot composting toilet waste collection facility at Stonebridge	tbc
	Lee Navigation	7.15	Leaside Trust		<b>NEW tbc</b>	NEW Elsan - investigate potential for opening un-used elsan facility at Leaside Trust to public use	tbc
	Lee Navigation	7.19	Lock 15 Picketts Lock	Water point	LN-014-009	Relocate water point from lock	tbc
	Lee Navigation		Lock 14 Ponders End Lock	Water point	tbc		
	Lee Navigation	7.13	Lock 14 Ponders End Lock		<b>NEW tbc</b>	New rubbish disposal	tbc
	Lee Navigation	7.20	Lock 13 Enfield Lock		<b>NEW tbc</b>	New pump out, elsan and rubbish disposal	tbc
Eight	Lee Navigation	8.23	Hazlemere Marina	Elsan, Toilet	LN-021-008	To be re-opened	tbc
	Lee Navigation	8.23	Hazlemere Marina	Pump out	LN-021-021	To be re-opened	tbc
	Lee Navigation	8.23	Hazlemere Marina	Water point	LN-021-024	To be re-opened	tbc
	Lee Navigation	8.23	Hazlemere Marina	Rubbish disposal	tbc	To be re-opened	tbc
	Lee Navigation	8.25	Bridge 57, Rye House		<b>NEW tbc</b>	New rubbish disposal at this site or Feildes Weir	tbc
	Lee Navigation		Feildes Weir	Elsan	LN-032-007		
	Lee Navigation		Lock 5 Feildes Lock	Water Point	LN-032-006		



	Lee Navigation	8.24	Feildes Weir		<b>NEW tbc</b>	New rubbish disposal at this site or Rye House	tbc
	River Stort		Lock 8 Harlow Mill Lock	Water point	SR-011-020		
	River Stort		Bishop's Stortford	Elsan, water point, toilet, rubbish disposal	SR-022-005		
	River Stort		Bridge 52, Station Road (Bishop's Stortford)	Pump out	SR-022-012		

Appendix 3: Short-stay visitor moorings

Character area	Waterway	Proposal Ref.	Location	Current stay time	Functional Location code	Proposal	Proposed timescale
One	Grand Union	1.3	Springwell Lock Visitor Mooring	14-day	GU-193-013	Re-classified as mix of 7-day short-stay visitor moorings and general towpath mooring (14-day)	tbc
	Grand Union	1.3	Horse & Barge Visitor Mooring	14-day	GU-198-004	Re-classified as mix of 7-day short-stay visitor moorings and general towpath mooring (14-day)	tbc
	Grand Union	1.5	Denham Lock Visitor Mooring	14-day	GU-200-012	Re-classified as mix of 7-day short-stay visitor moorings and general towpath mooring (14-day)	tbc
	Grand Union		Swan & Bottle Visitor Mooring	24-hour	GU-202-013		
	Grand Union	1.3	Browns Meadow Visitor Mooring	14-day	GU-202-005	Re-classified as mix of 7-day short-stay visitor moorings and general towpath mooring (14-day)	tbc
	Grand Union	1.3	Cowley North Visitor Mooring	14-day	GU-204-021	Re-classified as mix of 7-day short-stay visitor moorings and general towpath mooring (14-day)	tbc
	Grand Union	1.4	Cowley South Visitor Mooring	7-day	GU-205-011	Relax to 14-day 1 Nov - 31 March	
	Slough Arm	1.6	Slough Basin	N/A	<b>NEW tbc</b>	7-day (free) short-stay visitor mooring	tbc
Two	Grand Union	2.9	Highpoint Village (Hayes)	N/A	<b>NEW tbc</b>	7-day (free) short-stay visitor mooring	tbc
	Grand Union		Bulls Bridge Visitor Mooring	24-hour	GU-212-007		
	Grand Union	2.8	Brentford Visitor Mooring	14-day	GU-220-025	re-classified as mix of 48-hour/7-day short-stay visitor moorings and general towpath mooring (14-day)	tbc
	Paddington Arm		Uxbridge Road Southall Visitor Mooring	7-day	GP-002-010		
	Paddington Arm	2.8	Black Horse Greenford Visitor Mooring	14-day	GP-008-005	re-classified as mix of 48-hour/7-day short-stay visitor moorings and general towpath mooring (14-day)	tbc

Character area	Waterway	Proposal Ref.	Location	Current stay time	Functional Location code	Proposal	Proposed when
Three	Paddington Arm	3.11	Sainsbury's Alperton Visitor Mooring	7-day	GP-012-018		
	Paddington Arm	3.12	Grand Junction Arms Visitor Mooring	7-day	GP-015-024	Install new mooring rings	
	Paddington Arm	3.8	Kensal Green Visitor Mooring	14-day	GP-018-001	Part reallocated as 7-day, remainder re-classed as general towpath (14-day)	tbc
	Paddington Arm		Sainsbury's Kensal Visitor Mooring	4-hour	GP-019-023		
	Paddington Arm		Paddington Basin Visitor Mooring	7-day	GP-022-016		
	Regents Canal	3.13	Rembrandt Gardens pre-bookable visitor moorings	Up to 7-day	RE-001-034	Retain as pre-bookable	
	Regents Canal	3.9	Regents Park between Bridge 9 (Macclesfield Bridge) and Bridge 10 (Primrose Hill)	NEW up to 7-day (pre-bookable)	<b>NEW tbc</b>	7-day pre-bookable	tbc
	Regents Canal	3.10	Regents Park between Bridge 9 (Macclesfield Bridge) and Bridge 10 (Primrose Hill)	NEW 48-hour (free)	<b>NEW tbc</b>	48-hour (free) short-stay visitor mooring	tbc

Character area	Waterway	Ref	Location	Current stay time	Functional Location	Proposal	Proposed when
Four	Regents Canal	4.6	Camden Visitor Moorings	7-day	RE-004-005	Part reallocated as 48-hour, remainder to stay 7-day	tbc
	Regents Canal	4.7	Camden east of Gray's Inn Bridge 29 (Constitution Pub)	N/A	<b>NEW tbc</b>	New 24-hour (free) short-stay visitor mooring	tbc
	Regents Canal	4.8	West of Lock 4 (St Pancras Lock)	N/A	<b>NEW tbc</b>	New 24-hour (free) short-stay visitor mooring	tbc
	Regents Canal	4.9	Kings Cross (offside Goods Way – land privately owned)	N/A	<b>NEW tbc</b>	New 48-hour (free) short-stay visitor mooring (offside Goods Way – land privately owned)	tbc
	Regents Canal	4.10	Kings Cross (offside Goods Way – land privately owned)	N/A	<b>NEW tbc</b>	New – up to 7-day pre-bookable	tbc
	Regents Canal	4.11	Kings Cross Treaty Street Visitor Mooring	7-day	RE-006-046	Retain trial visitor mooring and review as part of Eco-Zone (Electric charging points) project	
	Regents	4.12	City Road Basin	N/A	<b>NEW tbc</b>	Work with Islington Council and Islington Boat Club to develop a water space strategy for City Road Basin to include new free 7-day short-stay visitor mooring	tbc

Character area	Waterway	Ref	Location	Current stay time	Functional Location	Proposal	Proposed when
Four	Regents Canal	4.14	Between Bridge 43 (Whitmore Road) and Bridge 44 (Kingsland Basin)	N/A	<b>NEW tbc</b>	New 2-hour (free) short-stay visitor mooring – overnight mooring permitted	tbc
	Regents Canal	4.15	Bridge 49 (Broadway Market)	N/A	<b>NEW tbc</b>	New 2-hour (free) short-stay section as part of the existing visitor mooring – overnight mooring permitted	tbc
	Regents Canal	4.16	Broadway Market Visitor Mooring	7-day	RE-011-031	Reclassified as 48-hour	tbc
	Regents Canal	4.17	Broadway Market Visitor Mooring	14-day	RE-011-030	Re-classed as general towpath (14-day)	tbc
	Regents Canal	4.18	Victoria Park Visitor Mooring	7-day	RE-012-029	Part retained as 7-day reminder reclassified as 48-hour	tbc
	Regents Canal	4.19	Victoria Park Visitor Mooring	14-day	RE-012-013	Re-classed as general towpath (14-day)	tbc
	Hertford Union	4.20	Hertford Union between Bridge 54A (Over Hertford Union) and Bridge 2 (Grove Road Bridge)	N/A	<b>NEW tbc</b>	New 24-hour (free) short-stay visitor mooring	tbc
	Regents Canal	4.21	Bridge 56 (Railway Bridge)	N/A	<b>New tbc</b>	New 7-day (free) short-stay visitor mooring	tbc
Five	Docklands		South Dock East Visitor S1 Mooring	24-hour (pre-bookable)	SD-001-001		
	Docklands		South Dock West Visitor S1 Mooring	24-hour (pre-bookable)	SD-002-001		

Character area	Waterway	Ref	Location	Current stay time	Functional Location	Proposal	Proposed when
Six	Limehouse Cut	6.5	Limehouse Cut near to Bartlett Park)	N/A	<b>NEW tbc</b>	New 7-day pre-bookable	tbc
	Limehouse Basin		Limehouse Wall Visitor Mooring	24-hour	LB-001-019	Retain 24-hour visitor moorings in Limehouse Basin	
	Lee Navigation		Three Mills Visitor Mooring	24-hour	LN-001-018		
	Lee Navigation	6.6	River Lee adjacent to Olympic Park	N/A	<b>NEW tbc</b>	48-hour (free) short-stay visitor mooring	tbc
	Lee Navigation	6.7	River Lee adjacent to Olympic Park	N/A	<b>NEW tbc</b>	New up to 7-day pre-bookable	tbc
Seven	Lee Navigation	7.9	Springfield Park	N/A	<b>NEW tbc</b>	New 48-hour (free) visitor mooring	
	Lee Navigation	7.9	Enfield	N/A	<b>NEW tbc</b>	New 48-hour (free)	
Eight	Lee Navigation	8.10	Cheshunt Visitor Mooring	14-day	LN-023-008	Part retained as 48-hour short-stay visitor moorings and remainder relaxed to general towpath mooring (14-day)	
	Lee Navigation		Broxbourne Visitor Mooring	24 hour		Re-instate signage	
	Lee Navigation		Dobbs Weir Visitor Mooring	24 hour		Re-instate signage	
	Lee Navigation	8.11	Feildes Weir Visitor Mooring	14-day	LN-032-012	Part retained as 48-hour short-stay visitor moorings and remainder relaxed to general towpath mooring (14-day)	

Lee Navigation	8.12	Rye House Quay Visitor Mooring	14-day	LN-033-007	Part retained as 48-hour short-stay visitor moorings and remainder relaxed to general towpath mooring (14-day)	
Lee Navigation	8.9	Stanstead Abbots Visitor Mooring	48-hour	LN-035-012	Re-classify part of 48-hour short-stay visitor mooring and remainder as 14-day	tbc
Lee Navigation		Ware Town Visitor Mooring	48-hour	LN-038-031		
Lee Navigation		Ware Common Wharf Visitor Mooring	48-hour	LN-038-034		
Lee Navigation	8.13	Hertford Visitor Mooring	14-day	LN-042-014	Part retained as 48-hour short-stay visitor moorings and remainder relaxed to general towpath mooring (14-day)	
River Stort	8.14	Roydon Mill Road Bridge	N/A	<b>NEW tbc</b>	New 48-hour visitor mooring, subject identifying and agreeing a suitable site with partners	tbc
River Stort	8.15	Hunsdon Mill Lock (Lock 12)	N/A	<b>NEW tbc</b>	New 7-day visitor mooring, subject identifying and agreeing a suitable site with partners	tbc
River Stort	8.16	Burnt Mill Lock Visitor Mooring	48-hour	SR-008-018	Relocate visitor mooring to outside Moorhen Pub	tbc
River Stort		Harlow Mill Visitor Mooring	48-hour	SR-011-019		
River Stort	8.17	Sheering Mill Lock (Lock 6)	48-hour		Subject identifying and agreeing a suitable site with partners	
River Stort	8.18	Sawbridgeworth Visitor Mooring	14-day	SR-015-011	Part retained as 48-hour short-stay visitor moorings and remainder relaxed to general towpath mooring (14-day)	tbc
River Stort	8.19	Bishop Stortford Visitor Mooring	14-day	SR-022-010	Part retained as 48-hour short-stay visitor moorings and remainder relaxed to general towpath mooring (14-day)	

# DRAFT ONLINE MOORINGS POLICY

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October 2017

This policy sets out the strategic aims, principles and criteria for considering online<sup>1</sup> mooring sites on the Canal & River Trust's network.

## 1. Online moorings strategic aims

- 1.1 To effectively manage long-term online moorings along the network (towpath or offside).
- 1.2 To effectively manage short-stay moorings fairly for all boaters
- 1.3 To ensure that short-stay moorings are located where needed to meet the needs of cruising boaters and holiday-makers<sup>2</sup>
- 1.4 To support key destinations, other strategic plans and the Trust's vision
- 1.5 Work with the private sector and others to provide a wide choice of moorings to meet the needs of all waterway users
- 1.6 Ensure Canal & River Trust complies with competition law and the Trust's Competition Law Compliance Code of Practice

## Long-term online moorings

### 2. Long-term online moorings principles

- 2.1 Online towpath moorings will generally be retained for 14-day moorings, short-stay visitor moorings and winter moorings
- 2.2 Permission will normally be granted for just one boat to be moored adjacent to a private property on the offside of the canal. All proposals shall be considered and assessed against the criteria set out in section 4 through the Single Moorings Against Privately Owned Land Application Process [[End of Garden Mooring Application Process](#)]. This does not apply on the Kennet & Avon Canal which is subject to the provisions of its conservation plan<sup>3</sup> or the Montgomery Canal which

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<sup>1</sup> Online moorings mean those on the main line of the navigation and does not include basins, layby's or other offline mooring.

<sup>2</sup> Any permanent changes to mooring stay times will be made in line with the Trust's short-stay mooring framework

<sup>3</sup> 1 Exception for the Kennet & Avon Canal

On the Kennet & Avon Canal we will not permit the creation of any further offside moorings against private property. This underlines our commitment to delivering the policies within the Kennet & Avon Canal Conservation Plan (second edition, October 2000):

Policy H10: There will be a general presumption for the offside bank to remain non accessible.

Policy H10.2 There is a presumption against the creation of moorings, paths and access on the offside canal bank, although a case may be made for this in some urban locations. The term 'urban' shall be deemed to mean the city of Bath and the towns of Bradford-on-Avon, Devizes, Hungerford, Newbury and Reading.



is subject to the Conservation Management Strategy<sup>4</sup> Moorings in Lee Valley Regional Park are subject Lee Valley Regional Park Mooring Criteria.

2.3 Towpath moorings for the following types of boat may be acceptable in certain circumstances, for example;

- Commercial boats and boats providing services for tourists and day visitors (e.g. trip and passenger boats, floating shops and restaurants) including not for profit community boats or boats operated for charitable purposes (for which there is no suitable alternative moorings in the area)
- Historic/feature boats that have a specific and documented function for adding value to tourism and enjoyment of visitors to the area.
- Moorings for disabled access or to support the Trust's Equalities Policy
- Other mooring types may be acceptable in the context of a local mooring strategy.

2.4 Any online moorings proposal should be considered and assessed against the criteria set out in section 4 through the [Boating Business Application Process](#) or Single Moorings Against Privately Owned Land Application Process [[End of Garden Mooring Application Process](#)].

Short-stay visitor online moorings

### 3. Short-stay online visitor moorings principles

3.1 Mooring stay times will be clearly communicated with towpath signage

3.2 Moorings will generally be free but charges may apply at some sites and advanced booking may be required

3.3 Moorings will be monitored on a regular basis and extended stay charges can be applied for boats mooring beyond the advertised period

3.4 Moorings may be suspended for events or maintenance. Suspensions will be notified on the Canal & River Trust website and/or on the towpath

3.5 Unless signed otherwise short-stay moorings will be relaxed to 14-days between 1 November – 31 March

3.6 Moorings beside services (e.g. water points, elsan points etc) are only available while the boat is using the services.

3.7 Changes to existing short-stay visitor moorings should follow the [Short Term Moorings Framework](#)

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<sup>4</sup> 7.4.3 16) Applications for such private moorings on the Montgomery will be tested against the boat traffic model and will only be approved where there is capacity to absorb them. [Montgomery Canal conservation management strategy](#).

#### 4. Criteria for consideration

When assessing proposals for new online moorings the following criteria will be considered

4.1 Navigational safety

4.2 Suitability of the location against operational (including water resource considerations), environmental or heritage constraints

4.3 How moorings would contribute to wider strategic plans for the area

4.4 How (if required) the moorings would be serviced (including waste and refuse removal)

4.5 Access to the moorings from land (whether by foot or other forms of transport)<sup>5</sup>

4.6 How the applications contribute to the Canal & River Trusts wider charitable objectives and our [ten year strategy](#).

4.7 Positive or negative impacts from the creation of moorings on other waterway users and how these would be mitigated.

4.8 Boats at new online moorings should possess the recognisable attributes of a boat typical to the Trust's network and be capable of navigation, but exceptions may be made in the context of a local mooring strategy.

4.9 Any particular need for moorings suitable for disabled boaters in a particular location as assessed under the Trust's Equality Policy for Customer Service Delivery

4.10 The likely cost that might be incurred should a boat or other items ever be abandoned leaving the Trust with the responsibility for removal.

#### Note

Where approved we may require confirmation as to whether or not the local planning authority require you to obtain planning permission for your proposal<sup>6</sup>. Where planning permission is necessary we will require you to obtain and comply with it. We recommend that you gain our in principle acceptance through the business boating process or end of

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<sup>5</sup> If the application is not from the landowner of the proposed mooring location, consent of the freehold land owner is required before any lease agreement can be signed.

<sup>6</sup> Planning permission may be required for proposals such as residential or commercial moorings or the construction of staging at an end of garden mooring. The local planning authority is responsible for determining if planning permission is required.

garden mooring process and undertake a pre-application consultation with the Trust prior to submitting a planning application<sup>7</sup>.

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<sup>7</sup> It is likely that you will need to serve notice of your planning application on the Canal & River Trust as we will have a landownership interest in the application site and the Local Planning Authority will seek our views on your proposal as a statutory consultee.

## Draft Online Mooring policy - Appendix 1: Additional Notes on Criteria for consideration

### 4.1 Navigational safety

Moorings must not block or impede the navigation. Moorings must not cause a danger or risk to other craft on the navigation, including when craft are accessing or leaving the mooring.

### 4.2 Suitability of the location against operational, environmental or heritage constraints

Moorings must not impede on any access required for operation of the waterway. This may include access to service points, locks, tunnels etc.

Moorings must also not permanently obstruct access required by the Trust to maintain and operate the waterway, for example access to pumps, sluices, weirs or other operating equipment.

Moorings must not impact on flood and water drainage management requirements.

Moorings should not negatively impact on habitat important for ecology and biodiversity unless the proposal includes 100%+ compensation for loss (i.e. "net gain") in the vicinity.

Moorings should not be located within the boundaries of nationally and locally designated protected areas unless they can demonstrate how any negative impact on the protected site will be managed and mitigated. The Trust may be obliged to seek agreement from the relevant regulator (which cannot be guaranteed) before approving such a mooring.

The effect of mooring proposals upon existing heritage assets should be considered.

Complex sites or buildings with high heritage value are likely to require a conservation statement or conservation management plan.

### 4.4 How (if required) the moorings would be serviced (including waste and refuse removal)

The application should include details of how the mooring would be serviced. The details should be set out in operating proposal for the mooring. If no services are proposed, there should be a clear explanation of why these are not required for the proposal.

### 4.5 Access to the moorings from land (whether by foot or other forms of transport)

The application should include details of how the proposed moorings would be accessed, whether this is by foot or another form of transport. Where access is required via private land not in the ownership of the applicant, we would expect there to be confirmation from the land owners that access to the proposed mooring site has been agreed.

### 4.6 How the applications contribute to the Canal & River Trusts wider strategic goals and plans

How the moorings would impact on the delivery of the Trust's charitable objectives.

The Canal & River Trust charitable objectives are;

2.1 to preserve, protect, operate and manage Inland Waterways for public benefit:

2.1.1 for navigation;

2.1.2 for walking on towpaths; and

2.1.3 for recreation or other leisure-time pursuits of the public in the interest of their health and social welfare;

2.2 to protect and conserve for public benefit sites, objects and buildings of archaeological, architectural, engineering or historic interest on, in the vicinity of, or otherwise associated with Inland Waterways;

- 2.3 to further for the public benefit the conservation protection and improvement of the natural environment and landscape of Inland Waterways;
- 2.4 to promote, facilitate, undertake and assist in, for public benefit, the restoration and improvement of Inland Waterways;
- 2.5 to promote and facilitate for public benefit awareness, learning and education about Inland Waterways, their history, development, use, operation and cultural heritage by all appropriate means including the provision of museums;
- 2.6 to promote sustainable development in the vicinity of any Inland Waterway for the benefit of the public, in particular by:
  - 2.6.1 the improvement of the conditions of life in socially and economically disadvantaged communities in such vicinity; and
  - 2.6.2 the promotion of sustainable means of achieving economic growth and regeneration and the prudent use of natural resources; and
- 2.7 to further any purpose which is exclusively charitable under the law of England and Wales connected with Inland Waterways;

[Living Waterways Transform Places and Enrich Lives is the ten year strategy](#) for the Canal & River Trust. The strategy sets out the Trust's vision, aims and strategic goals for the period up to 2025.

4.7 Any potential positive or negative impact from the creation of moorings on other waterway users. Taking into consideration of other users of the waterway and/or towpath in the location of the proposed mooring. How any potential negative impact identified above would be mitigated

If the mooring proposal impacts negatively (as set out in the criteria) the proposal should explain what measures are proposed to mitigate the impact.

4.8 Boats at new online moorings should possess the recognisable attributes of a boat typical to the Trust's network and be capable of navigation, but exceptions may be made in the context of a local mooring strategy.

The 'recognisable attributes of a boat i.e. recognisable bow and stern, gunwales and rudder and the Boat must be kept clean and in good repair at all times.

4.9 Any proposed moorings will be considered against the Trusts Equality Policy.

4.10 Where approved, we may request a salvage bond to cover the costs of removal should a boat ever be abandoned leaving the Trust with the responsibility for removal.

The requirement for a salvage bond would depend on the specific proposal, this would be discussed with the applicant. The cost of the salvage bond would be based on the potential removal costs for the specific proposal.

The criteria for consideration set out in section 4 are assessed in application process as shown in Appendix 2 and 3.

Appendix 2: Single Moorings Against Privately Owned Land Application Process [End of Garden Mooring Application Process] Application Assessment Process

\*\*\* Note the application processes will be reviewed and amended to meet revised policy before the policy is implemented (some minor amends to be made but they are largely the existing application processes) \*\*\*

## Appendix 5: Towpath Mooring Character / Capacity

### Mapping mooring capacity

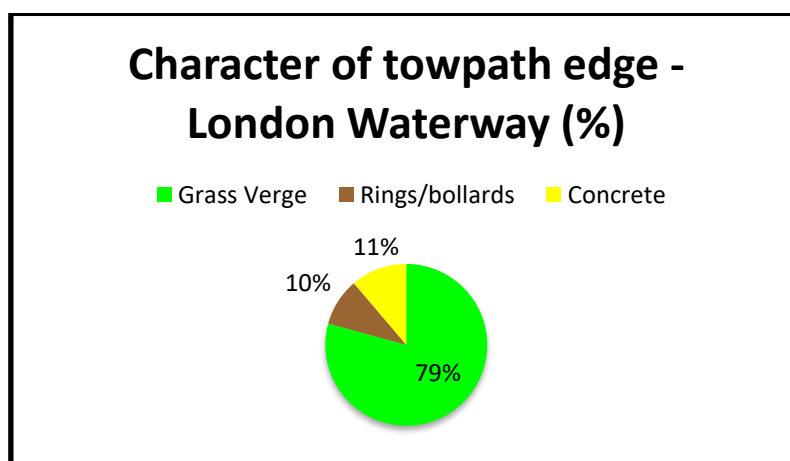
To develop the strategy, the character of the towpath edge and depth have been considered to identify the potential capacity for moorings in the London waterway area.

The London waterways all vary in character from natural river channels to canalised rivers and purpose-built canals, with a mixture of soft banks or hard edges created by a waterway wall. The Trust generally owns and controls land along the towpath-side of the waterways, so boats may moor up temporarily anywhere along the towpath where it is safe to do so and there is no signage indicating restricted stay times or mooring prohibitions, e.g. beside facilities and water points where mooring is only permitted while using the services, or at designated visitor mooring sites where a time limit is indicated. Mooring is also not permitted in locks or on lock or tunnel landings (waiting areas), on tight bends, or under or near bridges where the visibility is restricted. Land on the non-towpath side of our waterways (the 'offside') is usually controlled by third parties, so any boats wishing to moor up require the landowner's specific permission. This is also the case on the towpath-side in some areas, for example in some parts of the Lee Navigation where the Lee Valley Regional Park Authority is the landowner.

The total mooring capacity available in the London waterway region depends on a number of factors, from the width of the canal, bankside vegetation or planting, depth at bankside (affected by the design of the canal wall, siltation or any sunken debris or other obstructions), speed of water flow, any local restrictions, and land ownership. The width of the channel and location (e.g. on a bend) also affects whether boats can breast up and moor in multiple rows.

Surveys of towpath character were undertaken in 2015. When infrastructure such as locks, bridges and tunnels and their approaches are taken into account, the survey identified that approximately 78 miles (125km) of towpath was potentially available for mooring out of the 100 miles (150km) of waterways in the Trust's London region (see Fig.1 below). The surveys indicate that of this total of 78 miles, 89% (69 miles or 112km) of towpath are moorable at present, as they have a soft bank where boats may moor using mooring pins or have mooring facilities provided (rings or bollards). Another 11% (8 miles or 13km) of towpath cannot be moored against currently as the towpath has a hard surface with no mooring facilities. The remaining length of waterway is comprised of approaches to locks, bridges and tunnels and the infrastructure assets themselves.

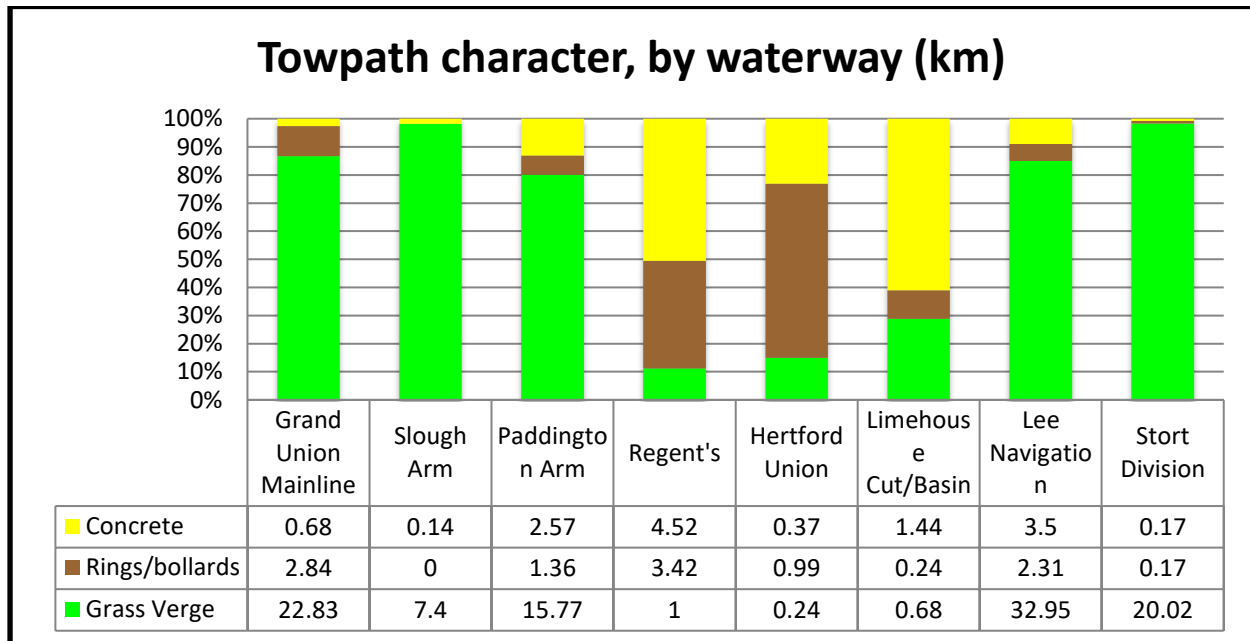
Fig.1: Character of towpath edge, London Waterway (%)



As around 11% of the towpath edge is concrete, some of this could be improved with additional rings and bollards (where mooring would be safe and appropriate). Some sections of the towpath are not suitable for mooring and better signage/management is proposed to prevent mooring in some locations.

The proportion of moorable bank varies between each waterway in the London region, e.g. the Regent's Canal has a high proportion of hard towpath where mooring pins cannot be used, and the River Stort has a high proportion of soft bank where mooring is technically possible. See Fig.2 below.

Fig.2: Towpath character by waterway in the London region (km)

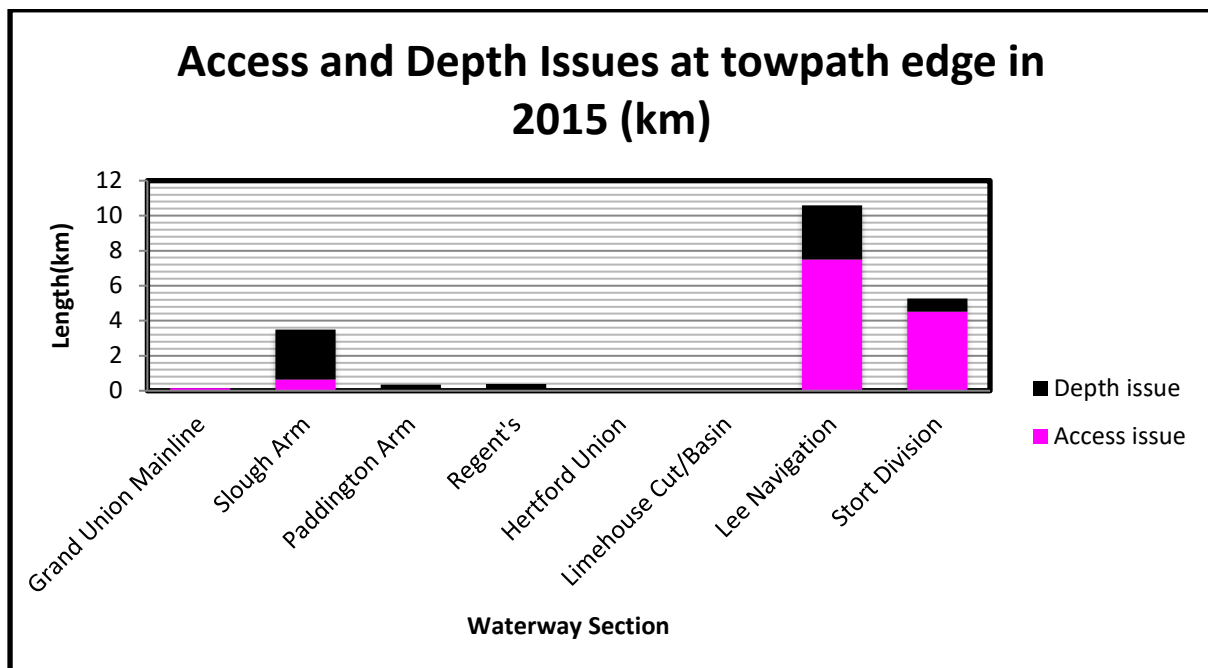


The length of towpath suitable for mooring is also affected by the depth at bankside and other access issues, e.g. a high freeboard (the drop between the towpath and water level) making it difficult or unsafe to access the towpath from a boat. The surveys identified the total length of towpath which was affected by low depth at bankside or other access issues in every waterway in the London region (see Fig.3 below).

This showed that there were almost 8 miles of towpath (12.82km) where there were access issues, and 4.5 miles (7.4km) with depth issues affecting mooring. Factors affecting depth included siltation, underwater obstructions or the design of the waterway wall itself (e.g. concave profile). Note that this does not include any areas where navigation is affected by shallow depth due to siltation of the operating channel.



Fig. 3 Access and depth issues at towpath edge in 2015 (km)



*Note: The calculation of available capacity took into account bridge holes, lock landings and areas not available for mooring due to safety or operational reasons.*

In the strategy, we have also indicated what capacity there may be for long-term offside mooring in each character area. These are not absolute projections and could vary depending on details of any specific mooring proposal, which would need to follow the Trust's online mooring policy (see appendix 4). Where possible, proposals for new short-stay mooring (free and chargeable pre-bookable) aim to increase capacity and avoid the loss of existing general towpath (14-day) moorings. The mooring proposals seek to reach a balance between the provision of long-term and short-term moorings for different needs and ensuring that the needs of other waterway users, e.g. rowers, canoeists, towpath users, waterside residents etc., are catered for.

Appendix 6. – the London Mooring Strategy has been developed taking into consideration the following evidence and information

Canal & River Trust National Boat Count data 2010 – 2017 (Appendix 10)

[Canal & River Trust Short-Term Mooring Framework](#)

[Canal & River Trust London Waterway Partnership 2014-2024 vision for London's waterways](#)

Canal & River Trust existing customer service facilities, towpath condition mapping, short-stay visitor mooring capacity summary data

Canal & River Trust lockage use report 2012 – 2017 (Appendix 8)

[Canal & River Trust Boat Owners Views survey \(2017\)](#)

[Canal & River Trust stakeholder engagement workshop \(May 2016\)](#)

[Inland Waterway Association \(IWA\) - A Proposal for Reducing Overstaying Boats in the London Area \(2012\)](#)

Contributions from the [National Bargee Traveller Association \(London\) \(NBTA\(L\)\)](#) boater survey(s),

Submissions from [Broxbourne Rowing Club](#) and [Lea Rowing Club](#)

[Olympic Legacy Waterways Framework](#)

[Lee Valley Regional Park Authority Park Development Framework,](#)

[Port of London Authority 'Vision for the tidal Thames' \(2016\)](#)

[Greater London Authority Moor or Less report \(2013\)](#)

## Appendix 7. Customer Service Facility improvements implemented between 2012 and 2017

### 2012 – Funded through Olympic delivery projects

- New water point Mile End Park, Regent's Canal
- New water point City Rd Lock, Regent's Canal
- Boater facility opened Old Ford Lock River Lee
- Upgrade to boater facility blocks at Bishops Stortford, Little Venice, Stonebridge, Old Ford Lock Regent's, Brentford.

### 2013/14 – Funded through Waterway budget and capital mooring projects

- Additional bin compound City Rd Danbury Street
- Additional bin compound Hertford Union
- Additional bin compound Black Horse pub car park Paddington Arm
- Additional bin compound Milfield Park River Lee (LBH)
- New pump out installation Talavere moorings Regents Canal
- New pump out installation East Wick mooring River Lee
- New water point East Wick mooring River Lee
- Upgrade to Norwood Top Lock customer service facility

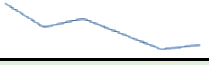
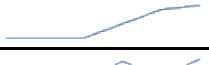
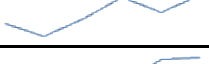
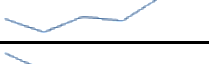
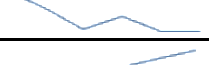
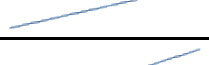
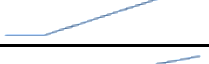
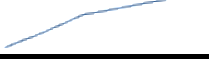
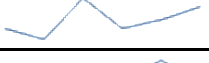
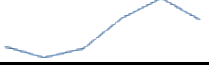

### 2015 - Funded through Waterway budget and capital mooring projects

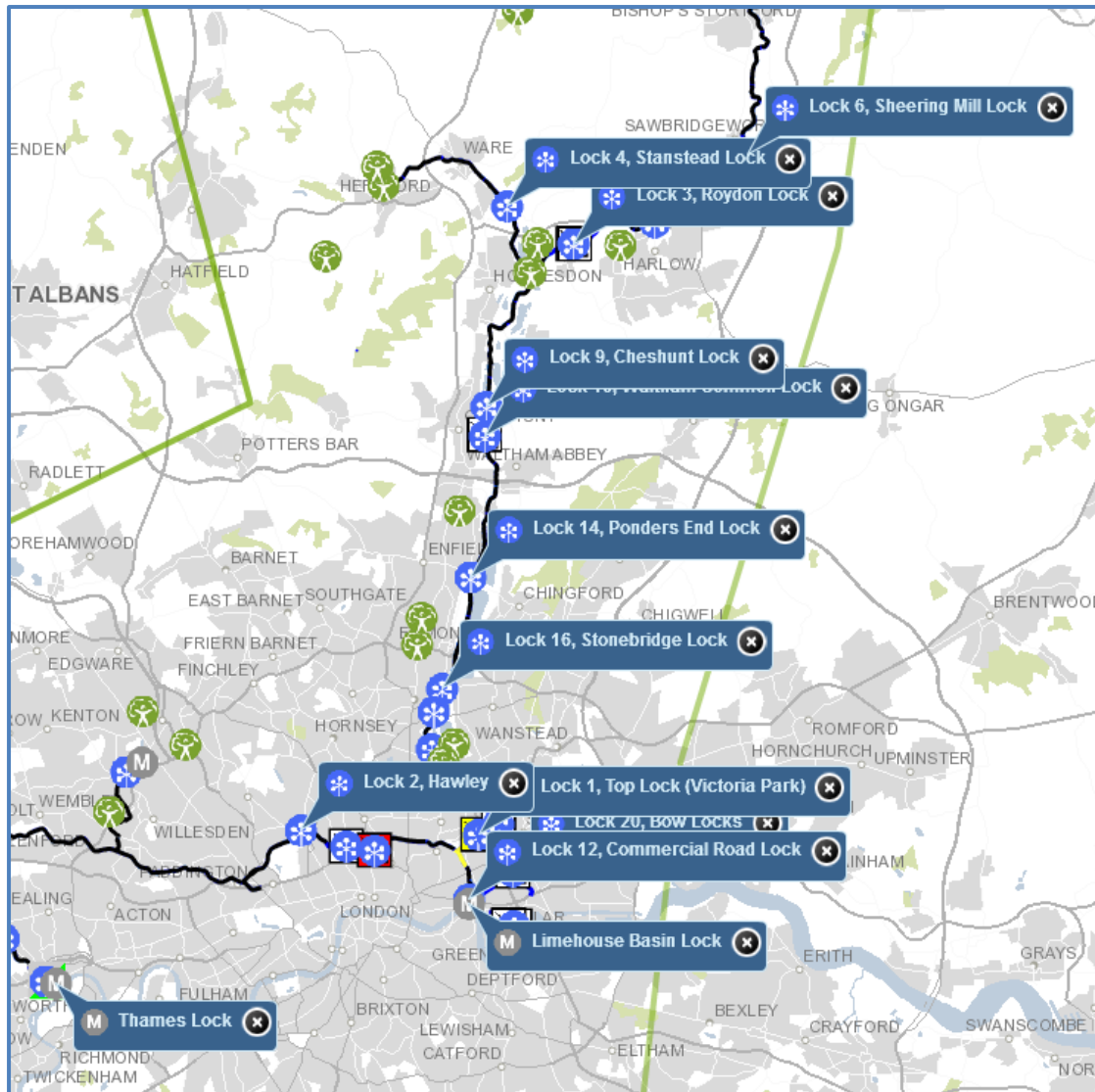
- New water point Bankside Southall Paddington Arm
- New water point Slough Basin Slough Arm
- New water point Ponders End Lock River Lee
- New pump out and Elsan installation Atlip Road Paddington arm

### 2016/17 – Funded through Waterway budget and capital mooring projects

- Spot dredging
- Additional mooring rings installed on Paddington Arm

Appendix 8: London lockage report

		2011	2012	2013	2014	2015	2016		
<b>East</b>									
	<b>Limehouse Cut</b>								
	Limehouse Basin Lock	2208	1758	1903	1662	1362	1447		Manual Count
	<b>Hertford Union Canal</b>								
	Lock 1, Top Lock (Victoria Park)						2609		
	<b>Lee &amp; Stort</b>								
	Lock 10, Waltham Common Lock	1452		1429		2077	2184		
	Lock 3, Roydon Lock	1762	1574	1824	2145	1935	2191		
	Lock 4, Stanstead Lock	1965	1841	1980	1942	2141	2176		
	Lock 20, Bow Locks	163	118	66	99	60	64		Manual Count
	Lock 14, Ponders End Lock		762				4534		
	Lock 16, Stonebridge Lock	1791	1767				5994		
	Lock 6, Sheering Mill Lock	912	1014	1138			1298		
<b>Central</b>									
	<b>Regents Canal / GU Paddington</b>								
	Lock 12, Commercial Road Lock	921	802	1213	902	994	1110		
	Lock 2, Hawley	2511	2290	2452	3052	3420	2989		
<b>West</b>									
	<b>Grand Union Slough Arm</b>								
	Thames Lock	1403	1264	1507	1312	1492	1439		Manual Count



London Lockage sites used in the Annual Lockage Report.

## Appendix 9: Contributions to Local Plan documents in the London Waterway

As well as responding to planning applications for development that may affect the Trust's waterways, we regularly make comments to influence local authorities' Local Plans and communities' Neighbourhood Plans. Through this, we aim to persuade them to include policies that protect the waterways and support their use.

In 2016/17 and 2017/18 (up to the end of July 2017) we had been consulted on and responded to the following (including no comment responses):

<b>Local Planning Authority</b>	<b>Local Plan Document</b>
Barnet	Pentavia Retail Park Planning Brief
Brent	South Kilburn Supplementary Planning Document
Brent	Basements Supplementary Planning Document
Broxbourne	Draft Local Plan
Camden	Camden Planning Guidance
Camden	Local Plan Proposed Main Modifications consultation
Camden	Planning Guidance on Housing
Camden	Kilburn Neighbourhood Forum Area
Camden	Local Plan Submission Draft
Camden	Local Plan Proposed Main Modifications
Camden	Draft Camden Goods Yard Planning Framework
Ealing	West Ealing Centre Neighbourhood Plan
Ealing	Southall Green Supplementary Planning Document
Ealing	West Ealing Centre Neighbourhood Plan
East Hertfordshire	Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and parts of Thorley
Enfield	Edmonton Leaside Area Action Plan
Enfield	Draft Enfield Town Framework Master Plan
Epping Forest	Draft Local Plan
Hackney	Draft Hackney Central and Surrounds Masterplan
Hackney	Local Plan Review
Hackney	Dalston Quarter Development
Hackney	Future Shoreditch Launch Consultation
Hackney	Stoke Newington Planning and Design Guidance
Hammersmith & Fulham	Proposed Submission Local Plan
Hammersmith & Fulham	Article 4 direction – Permitted Development rights relating to basements
Hammersmith & Fulham	Article 4 direction – Permitted Development rights relating to Change of Use from office/light industrial to residential
Haringey Borough Council	Highgate Neighbourhood Plan
Haringey Borough Council	Partial review of CIL charging schedule and Reg 123 list
Hounslow	Noise Supplementary Planning Document Consultation
Hounslow	Feltham Masterplan consultation
Islington	Draft Integrated Impact Assessment Scoping Report
Islington	Draft Statement of Community Involvement
Islington	Joint Health and Wellbeing Strategy

Islington	Community Infrastructure Levy Reg 123 list
Islington	Pre-Consultation on Draft Planning Obligations Supplementary Planning Document
Islington	Consultation on Location and Concentration of Uses Supplementary Planning Document – Discussion Paper and Questionnaire
Kensington & Chelsea	Draft Kensington Conservation Area Appraisal
Kensington & Chelsea	Draft Pembridge Conservation Area Appraisal
Kensington & Chelsea	Draft Holland Park Conservation Area Appraisal
Kensington & Chelsea	Draft Lexham Gardens Conservation Area Appraisal
Kensington & Chelsea	Draft Chelsea Park Conservation Area Appraisal
Kensington & Chelsea	Local Plan Partial Review Publication Policies
Kensington & Chelsea	Local Plan Partial Review Draft Policies
Kensington & Chelsea	The Billings and Brompton Conservation Area Appraisals
Kensington & Chelsea	Courtfield Neighbourhood Forum application
London Legacy Development Corporation	Bromley by Bow Supplementary Planning Document
London Legacy Development Corporation	Hackney Wick and Fish Island Supplementary Planning Document
London Legacy Development Corporation	Pudding Mill Supplementary Planning Document
London Legacy Development Corporation	Planning Obligations Supplementary Planning Document
Newham	Local Plan initial engagement
Old Oak Park Royal Development Corporation	Community Infrastructure Levy Preliminary Draft Charging Schedule
Old Oak Park Royal Development Corporation	Designation of an Old Oak Neighbourhood Area
Slough	Issues and Options consultation
Slough	Statement of Community Involvement 2nd revision
Slough	Cycle Parking SPD
Tower Hamlets	Draft Development Viability Supplementary Planning Document
Tower Hamlets	Planning obligations Supplementary Planning Document
Tower Hamlets	The Roman Road Neighbourhood Forum
Tower Hamlets	Draft Local Plan and Statement of Community Involvement Refresh
Tower Hamlets	Roman Road Bow Neighbourhood Area
Uttlesford	Saffron Walden Neighbourhood Plan
Watford	Local Plan Part 2 additional policy UD5 Residential Design
Watford	Commuted sums for affordable housing Supplementary Planning Document
Westminster	St John's Wood Forum
Westminster	City Plan revisions
Westminster	Tall Buildings - Growth in the right place

We will continue to seek to influence Local Plans on an on-going basis and once the London Mooring Strategy is finalised and adopted, we will consider how we can suggest that Local Plans should reasonably support the proposals of the strategy.



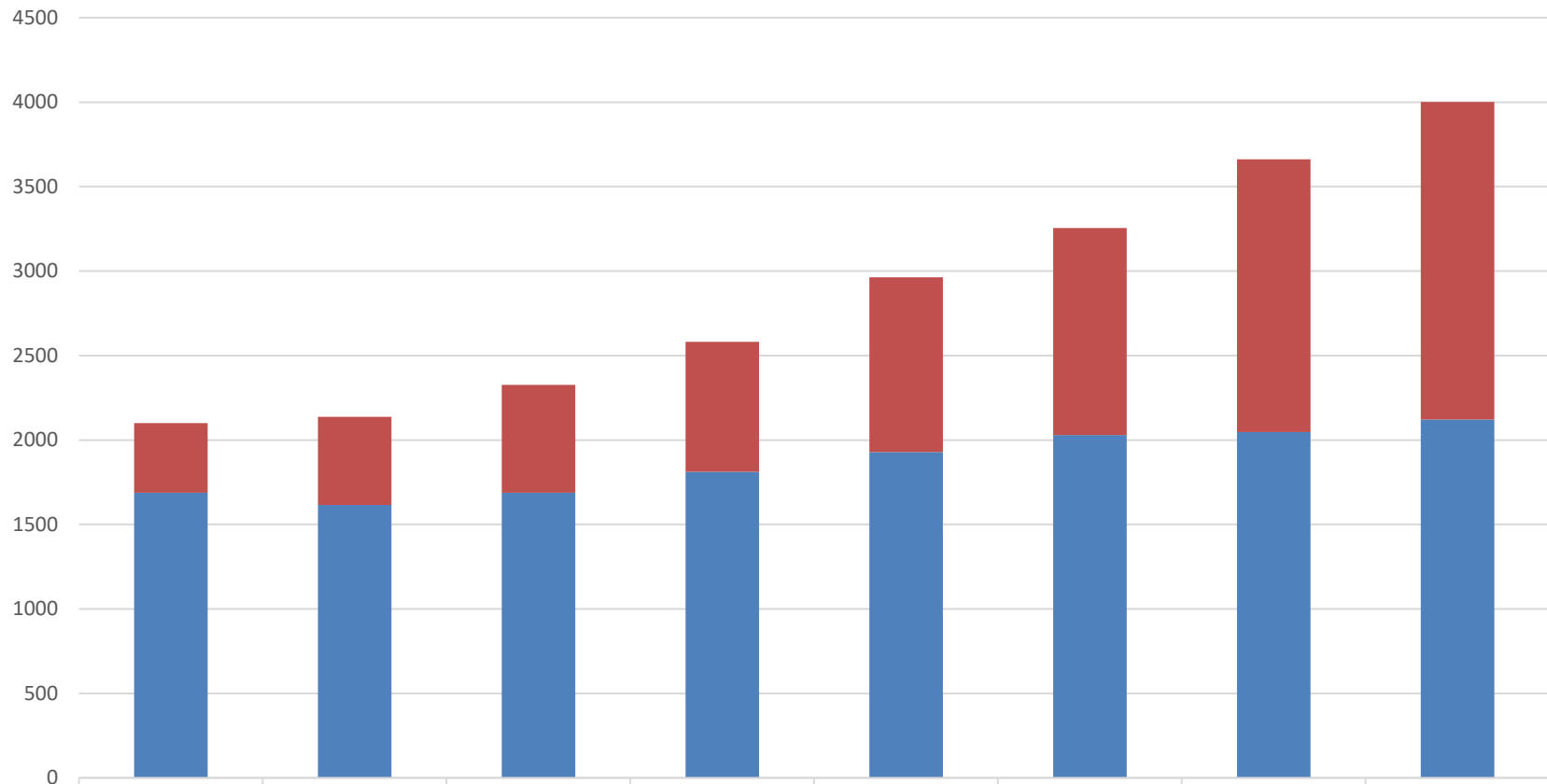
Appendix 10: National Boat Count data – 2010-2017

	2010	2011	2012	2013	2014	2015	2016	2017
<b>Not registered</b>	26	22	28	31	34	55	19	39
<b>Boats with a home mooring</b>	1607	1506	1599	1674	1732	1797	1935	2007
<b>Boats without a home mooring</b>	413	522	638	769	1036	1225	1615	1880
<b>MAC (mooring awaiting confirmation)</b>	31	62	40	83	140	143	57	48
<b>BIN</b>	13	5	6	7	4	3	4	6
<b>Trailable</b>	1	5	5	4	6	16	12	12
<b>Other Navigations</b>	10	15	10	13	12	16	20	9
<b>Total</b>	2101	2137 (2%)	2326 (11%)	2581 (23%)	2964 (41%)	3255 (55%)	3662 (74%)	4001 (90%)

Boat sightings only on CRT enforceable waters

(% increase in boat numbers sighted since 2010)

Boat numbers (on CRT enforceable waters)



	2010	2011	2012	2013	2014	2015	2016	2017
No home mooring	413	522	638	769	1036	1225	1615	1880
All others	1688	1615	1688	1812	1928	2030	2047	2121

■ All others ■ No home mooring

	2010	2011	2012	2013	2014	2015	2016	2017
<b>Not registered</b>	27	60	89	216	329	613	729	376
<b>Boats with a home mooring</b>	1663	1903	2108	2129	2177	2160	2304	2383
<b>Boats without a home mooring</b>	417	537	657	802	1065	1323	1641	1906
<b>MAC (mooring awaiting confirmation)</b>	31	72	57	103	202	189	88	71
<b>BIN</b>	13	16	16	26	17	11	12	16
<b>Trailable</b>	2	5	5	6	10	26	23	19
<b>Other Navigations</b>	11	20	11	17	16	18	23	15
<b>Total</b>	2164	2613 (21%)	2943 (36%)	3299 (52%)	3816 (76%)	4340 (100)	4820 (123)	4786 (121)

Boat sightings including on non CRT enforceable waters

(% increase in boat numbers sighted since 2010)



■ All others ■ No home mooring

## Boat numbers by area

3 year growth in all boats in London, by sub-regional division				
	West	Central	East	Total
Mar-12	646	804	876	2326
Mar-13	703	939	939	2581
Mar-14	739	1010	1215	2964
Mar-15	725	1110	1420	3255
Mar-16	772	1260	1630	3662
Mar-17	789	1440	1772	4001

### numbers by area

East : comprises Limehouse Cut, Hertford Union Canal, Lee Navigation and River Stort

Central: comprises Regent's Canal and Grand Union Paddington Arm.

West: comprises Grand Union, Slough Arm

Figures relate to boats recorded on the canal which are not at their home mooring, during annual National Boat Check on a typical day in March each year.

Increate in boaters without a home mooring

Year	West	Central	East	Total
2012	129	232	277	638
2013	149	350	270	769
2014	151	381	499	1031
2015	153	444	628	1225
2016	204	629	782	1615
2017	218	797	865	1880
Difference 2015 –16 (nos. of boats)	51 (33%)	185 (42%)	154 (25%)	390 (32%)
Difference 2016 – 17 (nos. of boats)	14 (6%)	168 (27%)	83 (11%)	265 (16%)

East : comprises Limehouse Cut, Hertford Union Canal, Lee Navigation and River Stort

Central: comprises Regent's Canal and Grand Union Paddington Arm.

West: comprises Grand Union, Slough Arm

[Appendix 11: Who's on London's Boats survey summary report](#)

[Appendix 12: Pre-bookable moorings survey summary report](#)

Appendix 13: Summary of number of business boat mooring operating proposal (OP) applications made between 2015 – 2017

Note: Full details and other confidential data relating to the applications have been removed.

Waterway	Canal	Sector	Date OP received	OP acknowledged
London	Limehouse Cut	Moorings		06/11/2014
London	Paddington Arm	Other (Moorings)		
London	Grand Union Canal	Other - Moorings		29/04/2015
London	Lee Navigation	Other - Moorings		
London	Regents Canal	Moorings		
London	Regents Canal	Moorings		29/04/2015



London	Grand Union Canal (Paddington Arm).	Moorings		29/04/2015
London	Regents Canal	Moorings		29/04/2015
London	Regents Canal	Moorings		08/05/2015
London	River Lea and Regents Canal.	SKP & Other - moorings	24/06/2015	30/06/2015
London	Regents Canal	Other - Moorings	13/07/2015	16/07/2015
London	Grand Union - Paddington Arm	Other - Moorings	06/08/2015	06/08/2015
London	River Stort	Moorings		
London	Regents Canal	Moorings	05/08/2016	
London	Hertford Union Canal	Moorings	04/08/2016	08/08/2016
London	Lee Navigation	Moorings	30/08/2016	08/09/2016
London	Regents Canal	Moorings	28/10/2016	02/11/2016

London	Grand Union	Moorings	16/12/2016	21/12/2016
London	Lee Navigation	Moorings	22/12/2016	22/12/2016
London	Regents Canal	Moorings	01/02/2017	
London	Grand Union	Moorings	13/03/2017	21/03/2017
London		Moorings	25/05/2017	26/05/2017