



London Mooring Strategy

June 2018

Why a London Mooring Strategy is needed

London's waterway network has grown in popularity over the last decade, with hundreds of thousands of people visiting the waterways every year and a significant growth in demand for boating and mooring. This draft London Mooring Strategy sets out our plans for improving the experience for boaters, and of boating, in the London region and making the waterways a place that can be shared fairly and enjoyed by everyone.

Growth in boat numbers

The density of boats moored on our London waterways is higher than anywhere else on the Trust's 2000-mile inland waterway network, and boating in London has become more challenging as boat numbers continue to grow. Between 2010 and 2017 the number of boats sighted on the Trust's London waterways has grown from 2101 to 4001¹. This has led to pressure on moorings, facilities and infrastructure. It can be hard to find space at towpath moorings in the most popular areas while the supply of long-term moorings isn't enough to meet demand. The growth in boat numbers has also brought opportunities with increased activity making towpaths in previously quiet and isolated locations feel safer and leading to a rise in use. Increased boat numbers have also helped support towpath businesses and create more diverse waterway communities.

Projected growth

If the growth in boat numbers in London continues at the same pace as recent years, by 2022 there could be a projected growth² in boat numbers in London of between 35-52% (an increase of between 1420 – 1695 boats on current numbers). Based on recent trends most of this growth would be from boats without a home mooring, with a projected increase of between 59-70% (an increase of between 1110 – 1325 on current numbers). The Trust's 2017 Boat Owners' Views survey showed

¹ Figures relating to the waterways in London where a licence is required; when including waterways where a licence is not required (for example some off-line marinas and the West India Docks) boat numbers have grown from 2164 to 4786 between 2010 and 2017.

² Based on average growth in boat numbers between 2013-2017 (average of +284 additional boats annually x 5 = 35% increase on 2017 boat count) and growth in boat numbers between 2016-2017 from the annual boat count data (+339 additional boats x 5 = 52% increase on 2017 boat count).

that 49% of the boats in London are used as a permanent home. Of the projected additional boats, between 696-830 (almost half) of them would be used as a permanent home.

The Canal & River Trust's London waterways

The Canal & River Trust cares for 100 miles (150km) of waterways in the London region, of which 62 miles (100km) are within the Greater London Authority area. Our wonderful canals and rivers in the capital range from the bustle and vibrancy around Camden Lock to the quiet stretches of the lower Grand Union canal and its Slough and Paddington arms. There is the scale of the West India Docks, which even Canary Wharf and its neighbours do not dwarf, and the rural Rivers Lee and Stort in Hertfordshire and Essex.

The Trust is amongst the largest charities in the UK, maintaining the nation's third largest collection of listed structures, as well as navigations, museums, archives and hundreds of important wildlife sites. Our canals and rivers are a national treasure and a local haven for people and wildlife. It is our job to care for this wonderful legacy – holding it in trust for the nation in perpetuity.

Background

The London canal network was developed in the 1700's to carry goods between the Midlands and the North to their markets in London, and raw materials from the London's docks back up country. However, the original freight carrying function of our waterways was all but finished by the 1970's. Fewer boat movements and reduced maintenance needs led to their condition deteriorating, but despite this their use by pleasure boats steadily grew. Extensive improvements to the waterways since the 1990s, often linked with urban regeneration, transformed public attitudes so that we now have the vibrant network we enjoy today.

The legislative framework for managing boating on the Trust's navigations dates back to the 1960's and 1970's, when such growth in demand was scarcely thought possible. For the waterway elements of the 1962 Transport Act, the priority was to protect navigation and encourage use by boats – this was transformative policy following years of presumption that waterways were no longer of value. The Trust is required to issue licences to all craft that meet the licensing requirements, irrespective of capacity. The recent and projected growth in boat numbers must therefore be addressed through policy and management of mooring space.

A way forward for London's waterways

This Mooring Strategy for London sets out to find a way to better address and manage the challenging issues associated with the increase in boat numbers, so that we can meet a number of objectives that help improve boaters' experience of boating in London. The strategy will also set out to make the most of the opportunities that the London waterways offer for the benefit of the boating community. It will ensure that we balance the needs of the many different types of boater that cruise the capital's canals and rivers, as well as preserving the waterways so they can remain open and accessible for both boaters and non-boaters to enjoy.

Improving the waterway for all

Although the main focus of the London Mooring Strategy is on boating, the wider needs of all waterway users have been considered. For example, maintaining access to the water for other water-based activities such as angling and rowing, allowing amenity access to the waterway so that towpath users can see and get close to the water, and considering wildlife and heritage. Where possible measures to reduce conflict between different groups are incorporated along with ongoing efforts to improve education and communication that will help improve relationships

between all waterway users. To be effective, and to ensure it benefits all waterway users, the mooring strategy will require partnership working between the Trust, boaters, local groups, residents, local government, private businesses and other stakeholders.

The strategy is guided by our vision for London's waterways:

Make boating in London a great experience and improve our waterways for the enjoyment of all.

The London Mooring Strategy will support the Trust's London Waterway Partnership's ten-year strategic plan (2014 – 2024). It aims to keep a balance between major projects and more modest, but still valuable, enhancements.

The Partnership describes the London waterways as London's Greatest Park to convey a sense of freedom, of varied uses, and of responsible behaviour. The implementation of the Partnership's ten-year strategic plan and this mooring strategy is to enhance the locks, towpaths and other canal infrastructure and the choice and richness of experience for users and visitors.

Our objectives for the London Mooring Strategy

To help us achieve our vision for London's waterways we have set the following objectives

1. Better provision and management of a range of moorings in London.
2. To manage the high number of boats in London and to manage/mitigate the environmental impacts of the high number of boats on the waterways and neighbours (land and water-based neighbours).
3. To protect existing and generate additional income to maintain the waterways in London.
4. To help ensure fair sharing of water space amongst competing demands.
5. To enable a wider range of boaters to visit and navigate in London.
6. To support London waterway destination and tourism strategies.
7. To ensure mooring strategy contributes to the Trust's vision that waterways help to transform neighbourhoods and enrich lives.

This strategy will help us to;

- Ensure the waterways are accessible for all to enjoy
- Better meet the needs of boating customers
- Improve how we care for and manage our waterways
- Create new and innovative ways for more people to enjoy and access our waterways
- Promote and make better use of all of the London region's 100 miles of waterways
- Assist diverse waterway communities to support, enhance and protect the waterways
- Develop sustainable resources to preserve and protect London's waterways

Mooring principles and considerations

When reviewing existing or proposed moorings for the strategy we have considered the following key principles and considerations:

Key principles

- Mooring must not impede navigation
- Bridge holes, lock landings, winding holes and access to service points should not be blocked by moored boats
- There should be enough width for two 12ft-wide boats to pass, or appropriate passing places where this isn't possible
- Enable space where non-boating canal users can have access to the water (i.e. space where boats are not moored)

Other considerations

- Safety issues to be considered (for example fire and access)
- Identify places where it is safe and appropriate for boats to be double or triple moored
- Consider the provision of general towpath mooring (up to 14 day) and potential locations for long-term moorings
- Consider the provision of short-stay mooring to enable moorings for boats visiting or travelling through on a journey
- Consider the need for provision of additional facilities and where best these might be located
- The wider environment around moorings and how any potential conflicts might be avoided or mitigated
- Water resources. Although it is impossible to make precise correlations between the location and management of different moorings and the impact that boat movement and the use of locks can have on potential water resource implications, these issues are to be considered.

The Trust's proposed Strategy for the London waterways

This strategy sets out how mooring space in London can be managed to ensure that there is fair access to the waterways in a climate of recent, and predicted future, growth in boat numbers. The strategy sets out to balance the competing demands and needs of different groups and will involve some changes to existing mooring arrangements in busy areas, particularly in central London.

The strategy seeks to:

- Facilitate more general towpath and limited long-term offside moorings in quieter parts of the London waterway area such as the Grand Union and Paddington Arm, the Slough Arm, the Upper Lee, and River Stort.
- Relieve the pressure on mooring space in busier areas such as the Regent's Canal and the Lower Lee Navigation by creating short stay visitor moorings, and increasing the monitoring and management of short stay and general towpath moorings.
- Make improvements to facilities that will benefit current and future boaters and help spread mooring more evenly across the waterway.
- Recognize and balance the needs of all users of the waterways through better management of available space, enforcing no-mooring sections where necessary.

There is a finite amount of mooring space in the London waterway area and this strategy cannot on its own address an ongoing growth in boat numbers in the region. If numbers continue to rise in line with recent years it will be to the detriment of all users of the waterways. In this scenario, the Trust will need to undertake further work to develop possible options for how boat numbers could be managed in very busy sections of the London waterway.

Strategic headlines

To meet the objectives set out for this strategy (see page 3) the Trust has considered a wide range of evidence and views, from boaters, boating groups and other stakeholders (see appendix 6), that have led to the following strategic headlines:

1. Development of new long-term moorings to be supported and prioritised in quieter/less busy areas of the London waterway (primarily outer London)

The strategy identifies some, albeit limited, capacity for new long-term moorings along the line of the canal, in offline basins and new developments, mostly on the Grand Union and Paddington Arm, the Slough Arm, the Upper Lee, and River Stort.

Summary of proposals

- Potential for at least 1800m (about 5900ft) of new long-term offside moorings
- Potential to develop long-term mooring opportunities as part of major developments at Meridian Water (Enfield) and in the Old Oak Park Royal Development Corporation (OPDC) area
- Improvements to general towpath mooring (14 day) to increase overall capacity and make mooring safer and more convenient

2. Encourage development of long-term moorings from a diverse range of providers

Realising all the potential³ long-term mooring opportunities in London will require proposals to be brought forward by the Trust, commercial, and not-for-profit providers. The strategy seeks to facilitate and encourage long-term mooring proposals to make the most of the limited space available.

- Work with partners to consider mooring options as part of strategies developed for areas surrounding the Trust's waterways
- Produce examples of a range of existing mooring schemes provided by different providers

3. Improve provision, maintenance and management of short-stay moorings

Free short-stay moorings are essential to allow boats to navigate in and through London and play a key role in making it possible for boats to visit London's waterways. Daily sightings are proposed at most short-stay visitor moorings to ensure these moorings are available to be used by as many boaters as possible.

Summary of proposals

- 11 new short-stay visitor mooring sites* and revisions to 11 existing visitor mooring sites* with a range of reduced stay times and some re-classed as general towpath mooring (*subject to the Trust's Short Term Mooring Framework)
- Increased monitoring and management of free short-stay visitor moorings with daily sightings taken by volunteer rangers and/or Trust staff

³ The strategy has considered potential long-term mooring in terms of potentially suitable locations (taking account of the mooring principles and considerations on page 4), however other factors including land ownership, planning constraints and the cost of implementing any long-term mooring scheme will all impact on whether potential long-term mooring sites can be realised.

- Improve signage at short-stay visitor moorings and install additional mooring rings

4. Develop custom short-stay moorings to meet customer demand

A successful pilot has demonstrated demand for pre-bookable moorings. Paid-for pre-bookable moorings will provide an additional offer, alongside existing visitor and general towpath moorings, for boaters who want guaranteed mooring space when visiting London. Pilots of pre-bookable trade moorings, eco-moorings, and moorings for boat maintenance will seek to increase the services the Trust is able to offer boaters.

Summary of proposals

- Four new additional pre-bookable visitor mooring sites (chargeable) – most on sections of towpath that are not currently available for mooring or where the land is not owned by the Trust
- Pilot a part-time pre-bookable trade mooring for roving traders and other trade boats
- Pilot a pre-bookable mooring where boat maintenance can be undertaken
- Pilot an eco-mooring zone to support ‘greener boating’ and help address concerns about air pollution from generators and solid fuel stoves

5. Winter Moorings that recognise and balance the needs of all customers’ using the waterways

Winter moorings provide a temporary long-term mooring during the winter season when the Trust’s winter works programme and poor weather make navigation more difficult. In London these are in high demand and help generate income that the Trust can reinvest into maintaining and improving the waterways. The Trust will develop and improve the provision of winter moorings, whilst minimising the impact on other boaters and waterway users.

Summary of proposals

- Winter moorings provided in outer London, no winter mooring in central London
- Improve towpath mooring and boater facilities at some sites used for winter mooring

6. Better provision and management of boating facilities to meet customer need

An increase in investment in boating facilities over a number of years will support the Trust’s proposed strategy to spread mooring more evenly across the waterway. New water, waste and refuse facilities and improvements to towpath moorings will help meet the challenge of the past and predicted growth in boat numbers and improve the experience of boating in London.

Summary of proposals

- Improved boater facilities – particularly in outer London areas
- Six new water points and relocation of some to improve access
- Nine new rubbish disposal sites
- Four new pump out facilities
- Five new elsan facilities plus one re-opened elsan and potential access to one additional existing elsan facility⁴

⁴ Further budget planning and site investigations required before new facilities can be finalised

- Pilot new mobile refuse collection
- New oil disposal facilities
- Better management and renewal of boater facilities across the London waterway region
- Support the development of infrastructure for 'low impact living' (for example piloting a composting toilet waste collection point, encouraging the use of solar panels and electricity charging points)

7. Improve communication between boaters and the Trust

Giving boaters better and easier access to information and improving the channels of communication between the Trust and boaters will be essential to successfully implementing this strategy. The strategy seeks to develop new, and improve existing, methods of communication with boaters.

Summary of proposals

- Improve information for and communication with boaters in London with better online information, signage, improved use of noticeboards and the development of a new app
- Improve education and information to boaters on environmental issues, safety and other boating related topics

8. Increase business boating activity in key London waterway destinations

Several key destinations across the London waterways offer the opportunity for business boating to increase revenue for the Trust and increase the appeal of the waterways to a wider range and number of customers.

Summary of proposals

- Water-space strategies⁵ for key destinations to improve visitor experience and encourage business opportunities (with around 30 business berths) – Little Venice, Paddington Basin, Queen Elizabeth Olympic Park, and Docklands (West India Quay)
- Work with developers and partners to agree strategies⁶ to improve the waterways and their surrounding area (including Brentford, OPDC, Kensal Green, Camden, King's Cross, City Road Basin, Docklands, Queen Elizabeth Olympic Park and Meridian Water, Enfield)

9. Support activities that ensure accessible and affordable access to the water for all

London's waterways are a valuable resource that need to be shared fairly between all users. This will mean limiting and restricting mooring in some places so that access for other users is maintained, particularly low or no cost activities such as angling, canoeing, rowing, walking and cycling.

Summary of proposals

- Restrictions to some general towpath mooring to ensure safe navigation and fair sharing of the waterway for other users

⁵ The strategy will support the implementation of water space strategies already agreed for QEOP, and those in development for Little Venice, Paddington Basin and Docklands (West India Quay). A strategy for Kings Cross will be developed with partners.

⁶ Many of these strategies are already or will be led by others with the Trust contributing to their development

- Continue to work with existing adoption partners including Lower Lee Coalition Adoption, Limehouse Cut Adoption and Queen Mary University London Adoption, to care for and improve waterways across the London waterway area.
- Introduce two new 'water sport zones' on the Lee Navigation with signage and improved education and communication for boaters, and mooring restrictions where necessary (for example single mooring and/or no mooring to allow safe passing places)

Strategy proposals across the London 'character areas'

The Trust's London Waterway Partnership has identified eight 'character areas' in the London Waterways region. The capital's waterways are very diverse and different stretches have their own character – from the rural River Stort and Upper Lee to the Regent's Canal which travels through the heart of London.

1. Upper Grand Union - from Batchworth to Slough Arm junction, including the Slough Arm
2. Lower Grand Union and Paddington Arm - from Slough Arm junction to Brentford and Alperton (Bridge 12 Piggery Bridge)
3. Little Venice and Environs - from Alperton (Bridge 12 Piggery Bridge) to Camden (Bridge 14 Prince Albert Road Bridge)
4. Lower Regents and Hertford Union - from Camden (Bridge 14 Prince Albert Road Bridge) to Limehouse Basin and junction of Hertford Union and Lee Navigation (Lock 3 Bottom Lock)
5. Docklands (Including West India Docks, South Quay, Millwall Basin and Blackwall Basin)
6. Queen Elizabeth Olympic Park and surrounds (including Limehouse Cut)
7. Lower Lee Navigation - Bridge 14 (Eastway A12) to Bridge 40 – (M25)
8. Upper Lee Navigation and the River Stort – Bridge 40 – (M25) to Hertford and Bishops Stortford

The options identified as part of the mooring strategy have been set out under these character areas, and have also been considered together to try and meet mooring needs across London. The strategy takes into account the needs of both boaters and other canal users.

Maps for each of the each of the character areas are displayed alongside the specific proposals, with each marked on the map with the corresponding number. Precise locations are still to be determined once the final strategy is approved.

1. Upper Grand Union (from Batchworth to Slough Arm junction) including the Slough Arm

The western gateway to London where the canal passes through south-east Hertfordshire (and the border with the Trust's south-east waterway region at Batchworth Lock) before reaching the built-up suburbs of London. The environment north of Uxbridge is increasingly rural and passes alongside the Colne Valley Park and Aquadrome Local Nature Reserve that has been created from old gravel quarries.

The Slough Arm is a short canal branch from the Grand Union Main Line to Slough in Berkshire. This five-mile-long branch opened in 1882 to serve the brick-making industry. The last commercial traffic was carried in 1960, but as the plans to fill it in were opposed locally, the stretch was re-opened in 1975 and has remained in use since.

Key Issues and challenges

- Limited access points/access to transport in the upper reaches of the Grand Union in the upper Colne Valley
- Long stretches with low density of moored boats, especially in upper Colne Valley
- Increasing density of moored boats in built-up areas and near services, e.g. Uxbridge, Highline Yachting (Iver) and Packet Boat Marina
- Limited mooring space and facilities on the Slough Arm
- Towpath security and community safety
- Visitor moorings that vary in popularity between fully occupied and under-used
- Existing Visitor Mooring requires improvement
- Long distances between boater facilities

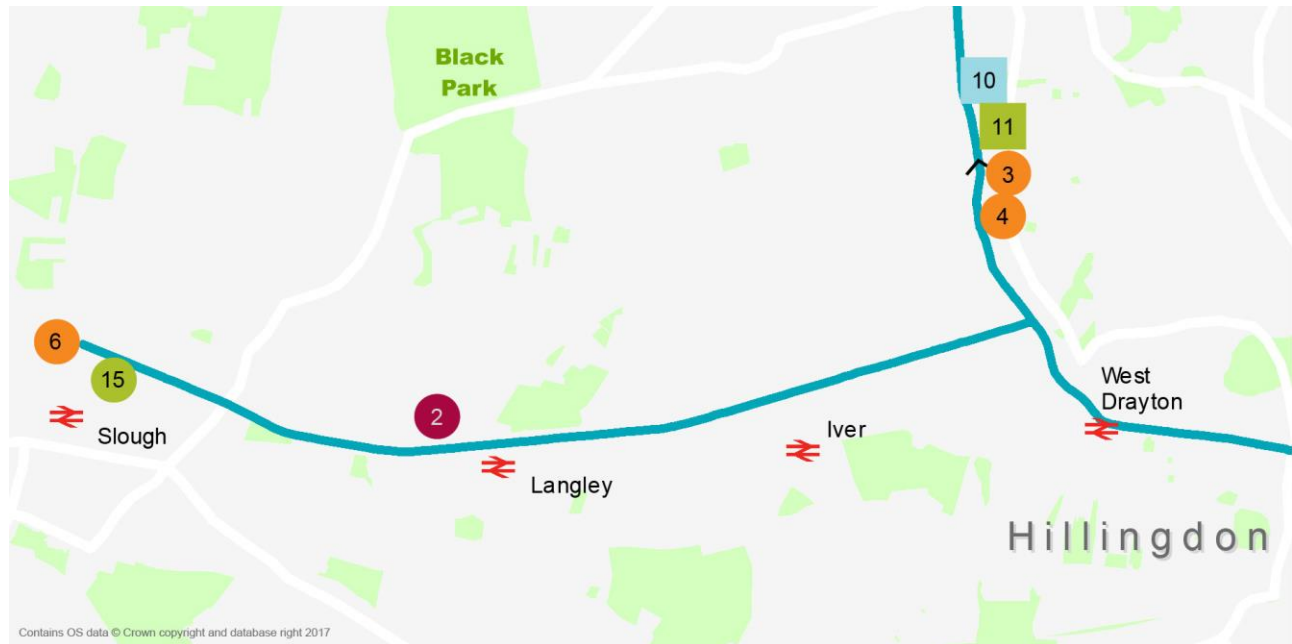
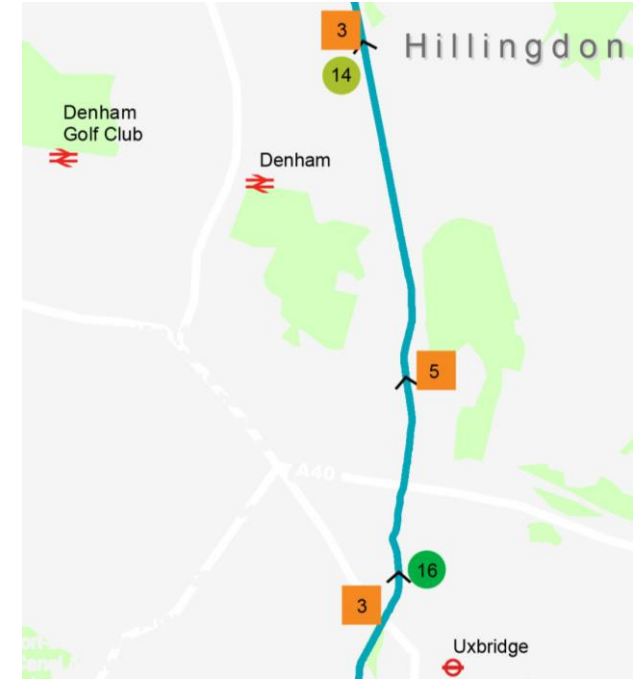
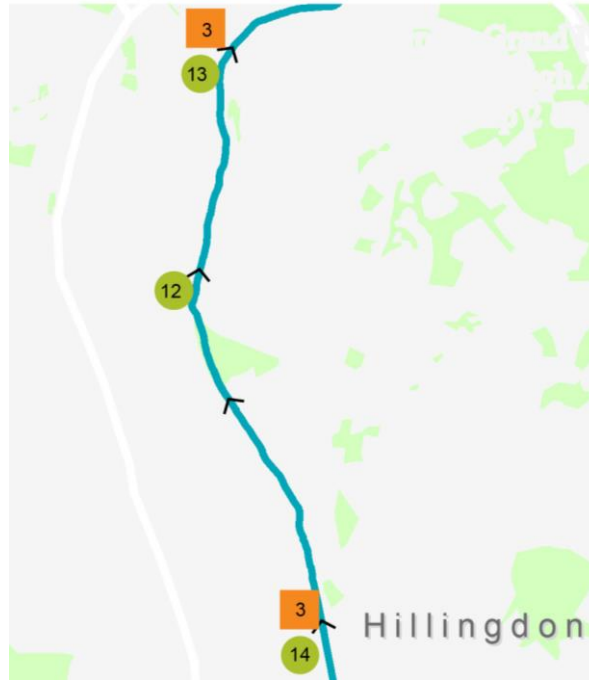
Draft London Mooring Strategy proposals

Area 1

Upper Grand Union and Slough Arm

Facility Points

- Business/Community/Trade Boating - Existing
- Business/Community/Trade Boating - Proposed
- Facility - Existing
- Facility - Proposed
- Long-term Mooring - Existing
- Long-term Mooring - Proposed
- Navigational Safety - Existing
- Navigational Safety - Proposed
- Operational Craft Mooring - Existing
- Operational Craft Mooring - Proposed
- Short Stay Mooring - Existing
- Short Stay Mooring - Proposed
- Towpath Mooring Improvement - Existing
- Towpath Mooring Improvement - Proposed



Prefix numbers on map with '1:' to refer to proposal in the draft strategy

Key proposals and opportunities

Long-term mooring

1.1: Potential for 415m (1361ft) of offside long-term permanent moorings (particularly near existing and proposed new transport hubs being developed as part of Crossrail) and where consistent with the Trust's Online Mooring Policy

General towpath moorings (14-day)

Towpath mooring largely in good condition no specific improvements required

1.2: Undertake further dredging survey on the Slough Arm and address vegetation management to improve towpath mooring

Short-stay visitor mooring

1.3: Springwell Lock Visitor Mooring, Horse & Barge Visitor Mooring, Browns Meadow Visitor Mooring, Cowley North Visitor Mooring 14-day visitor mooring to be re-classified as mix of 7-day visitor moorings and general towpath mooring (14 day)

1.4: Relax visitor moorings to 14-day from 1 November to 31 March at Cowley South

1.5: Create free 7-day short-stay visitor mooring on part of current 14-day visitor mooring at Denham Lock with remainder to be re-classified as general towpath mooring

1.6: Create free 7-day short stay visitor moorings at Slough Basin (as part of longer-term potential to create a local destination as the basin is developed)

1.7: Seek to introduce daily sightings at visitor moorings during peak summer months

1.8: Review and improve signage at all short-stay visitor moorings

Winter moorings

1.9: Canal & River Trust winter mooring offered at:
Cowley/Uxbridge, Slough Arm - Langley

Business, trade, work and community boats

1.10: Retain Trust operational work boat moorings at Cowley

Improve facilities

1.11: Improve signage at Cowley rubbish disposal point

1.12: Install new elsan point at Copper Mill Lock alongside existing water point and rubbish disposal point

1.13: Install new water point at Springwell Lock

1.14: Install new rubbish disposal point at Horse & Barge visitor mooring (Harefield) and explore possibility for new water point⁷

⁷ Further investigation of mains water connection point required

1.15: Install new elsan point and pump out at Slough Basin alongside existing water point

Maintaining safe navigation

1.16: Increase lock landing by one bollard at Lock 88 (Uxbridge Lock)

Ensure lock landings, tunnel waiting areas, and service moorings are clearly designated and that unsafe mooring on bends and bridge approaches is controlled

Improvements that have been made already alongside the development of the strategy

None

2. Lower Grand Union and Paddington Arm (from Slough Arm junction to Brentford (GU) and Bridge 12 Piggery Bridge, Alperton)

The Paddington Arm connects central London to the main branch of the Grand Union Canal near Hayes, the arm slices through West London providing a green corridor frequented by both people and wildlife. This lock-free waterway is lined with evidence of its industrial past. From old factories and warehouses to the landing platforms at Kensal Rise Cemetery, where coffins used to arrive by narrowboat, the Paddington Arm is a history enthusiast's dream. However, the canal is hardly stuck in the past and as well as taking advantage of the traditional pubs along the towpath you can enjoy fine dining, trendy cafes and buzzing bars.

Brentford Gauging Lock was once one of the busiest places on The Grand Union Canal but today the lower section of the Grand Union is a peaceful haven. The canal passes close to some of London's fine green spaces including Osterely Park and Syon House and Park and the Hanwell Flight of seven locks before it joins the River Thames.

Key Issues and challenges

- Long stretches with low density of moored boats, e.g. Southall, Perivale, Norwood
- Increasing density of moored boats, especially in built-up areas and near services, e.g. Yiewsley supermarkets, Greenford
- Visitor moorings that vary in popularity between fully occupied and under-used
- Existing Visitor Mooring signage requires improvement
- Long distances between boater facilities
- Boater facilities sites not always comprehensive
- Towpath quality is variable
- Depth at bankside is affected by siltation or sunken obstructions (including waterway wall reinforcements) in several locations

Draft London Mooring Strategy proposals

Area 2

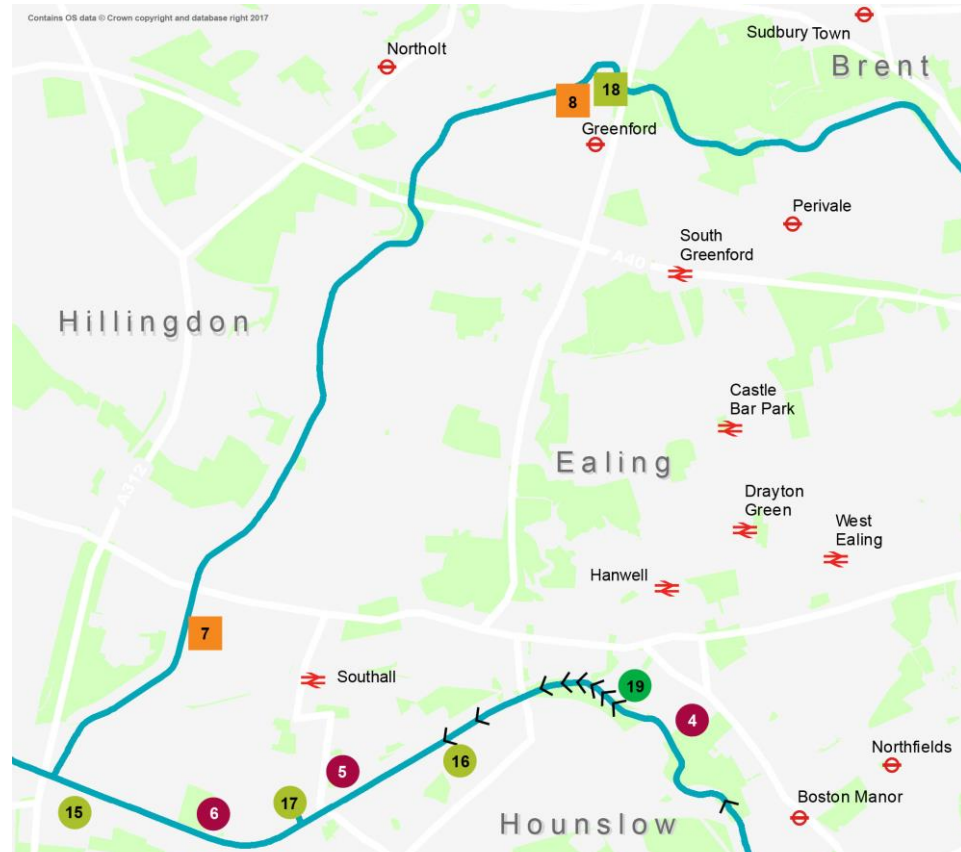
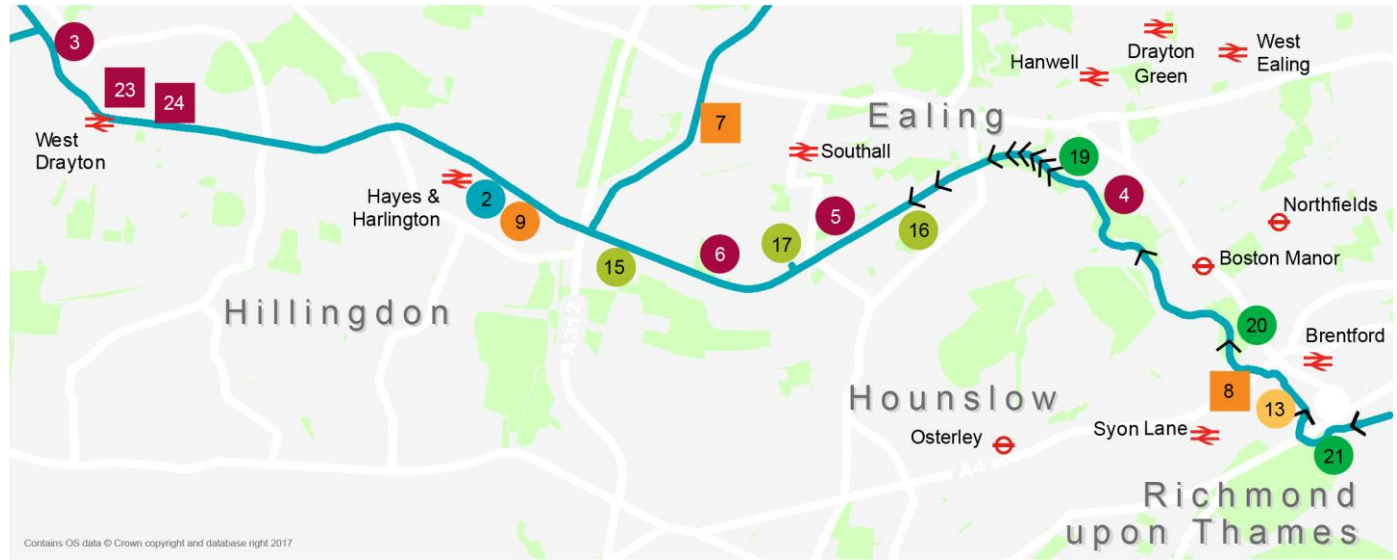
Lower Grand Union and Paddington Arm

Facility Points

- Business/Community/Trade Boating - Existing
- Business/Community/Trade Boating - Proposed
- Facility - Existing
- Facility - Proposed
- Long-term Mooring - Existing
- Long-term Mooring - Proposed
- Navigational Safety - Existing
- Navigational Safety - Proposed
- Operational Craft Mooring - Existing
- Operational Craft Mooring - Proposed
- Short Stay Mooring - Existing
- Short Stay Mooring - Proposed
- Towpath Mooring Improvement - Existing
- Towpath Mooring Improvement - Proposed

Prefix numbers on map with '2:' to refer to proposal in the draft strategy

October 2017



Key proposals and opportunities

Long-term mooring

2.1: Potential for approximately 350m (1145ft) of offside long-term permanent moorings (particularly near existing and proposed new transport hubs being developed as part of Crossrail) and where consistent with the Trust's Online Mooring Policy

2.2: The Trust's directly managed moorings (Waterside Mooring) to establish an eight berth long term narrow boat mooring at Hayes (west of bridge 200, Station Road)⁸

General towpath visitor mooring (14-day)

2.3: Improve towpath mooring with additional mooring rings west of Bridge 191 (Trout Road Bridge), Yiewsley

2.4: Potential to improve towpath mooring (subject to dredging survey) between Bridge 205B (River Brent) and Bridge 206A (Railway Bridge)

2.5: Potential to improve towpath mooring (subject to dredging survey) between Lock 90 (Hanwell Flight) and Bridge 203 (Wolf Bridge)

2.6: Improve towpath mooring dredging survey required between Bridge 202 (North Hyde Bridge) and Bridge 201 (Western Road)

Short-stay visitor mooring

2.7: Relax visitor moorings to 14-day from 1 November to 31 March at Uxbridge Road Southall visitor mooring

2.8: Brentford Visitor Mooring, and Black Horse Visitor Mooring 14-day visitor mooring to be re-classified as mix of 48-hour/7-day short-stay visitor moorings and general towpath mooring (14 day)

2.9: Introduce short-stay visitor mooring (offside mooring) with additional mooring rings at Highpoint Village (Hayes) east of Bridge 200 (Station Road Bridge)

2.10: Seek to introduce daily sightings at visitor moorings during peak summer months

2.11: Review and improve signage at all short-stay visitor moorings

Winter Mooring

2.12: Canal & River Trust winter mooring offered at; Brentford, Hayes, West Drayton, Bulls Bridge, Greenford, Southall

Business, trade, work and community boats

2.13: Potential for new community boat mooring in FMC Dock, Brentford (adjacent Brentford Guaging Lock)

Improve facilities

⁸ May be residential moorings but subject to planning permission

2.14: Improve rubbish facilities with a new weekly mobile rubbish collection boat on part of the Paddington Arm⁹

2.15: Install new pump out, elsan and rubbish disposal point at Bulls Bridge

2.16: Install elsan at Norwood Top Lock alongside existing water point and rubbish disposal point

2.17: Potential pre-bookable mooring for boat maintenance work at Adelaide Yard, Southall

2.18: Improve signage at Black Horse visitor mooring Customer Service Facilities (mooring for use of facilities only)

Maintaining safe navigation

2.19: Create new lock landing at Lock 97 (Hanwell Flight) with signage and mooring rings

2.20: Create new lock landing at Lock 99 (Clitheroes Lock) with signage and mooring rings

2.21: Single mooring only signage from Bridge 209A (Augustus Close) to 209B (Railway Bridge)

2.22: Ensure lock landings, tunnel waiting areas, and service moorings are clearly designated and that unsafe mooring on bends and bridge approaches is controlled

Improvements that have been made already alongside the development of the strategy

2.23: Improved towpath mooring with additional mooring rings at West Drayton west of Bridge 192 (Colham Bridge) alongside St Stephen's Road¹⁰

2.24: Improved towpath mooring with additional mooring rings at West Drayton east and west of Bridge 193 (Horton Bridge)¹¹

⁹ Operator and range of operation for mobile refuse facility to be determined

¹⁰ Implemented 2017

¹¹ Implemented 2017

3. Little Venice and Environs (from Bridge 12 Piggery Bridge, Alperton to Bridge 14 Prince Albert Road Bridge)

Although not far from fast roads and Paddington Station, Little Venice is an oasis of tranquility. Dozens of narrowboats, day trip boats and a water café line this calm stretch where the Grand Union meets the Regent's Canal. The pool at Little Venice is a popular destination for boaters and tourists, and it is the venue for the annual Inland Waterway Association Canal Cavalcade.

Past Little Venice the canal enters the Maida Vale tunnel and Lisson Grove before it skirts around the edge of Regent's Park where the waterway is overlooked by a vast aviary and African zone enclosures - part of London Zoo.

Key Issues and challenges

- High density of moored boats, especially near services, e.g. Little Venice
- Stretches where there are no facilities for mooring, e.g. Regent's Park
- Visitor moorings are very popular and space is at a premium
- Boater facilities experience heavy use
- Increasing demand for a range of different water space uses, e.g. paddle boarding, canoeing, self-drive day boats, trading boats, passenger boat services, visitor mooring, general mooring
- Conflict between general and short-term mooring and demand for longer term and business moorings

In parts of the Paddington Arm, depth at bankside is affected by siltation or sunken obstructions (including waterway wall reinforcements)

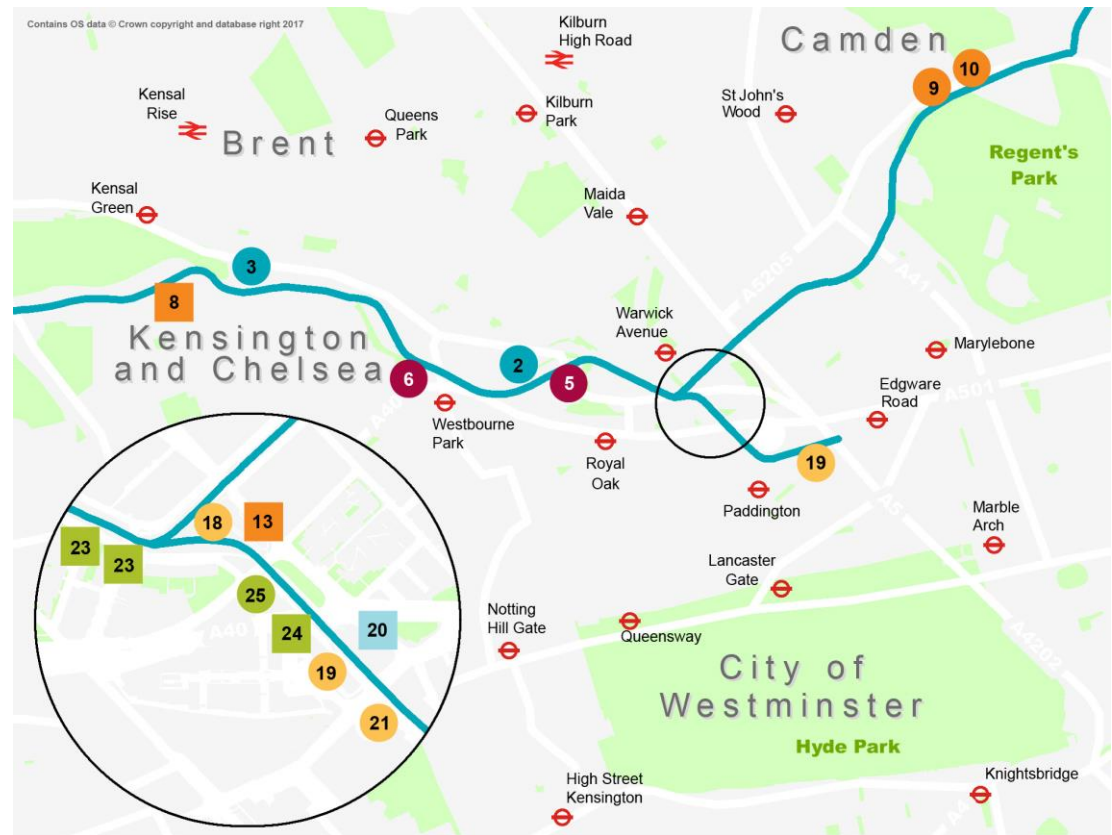
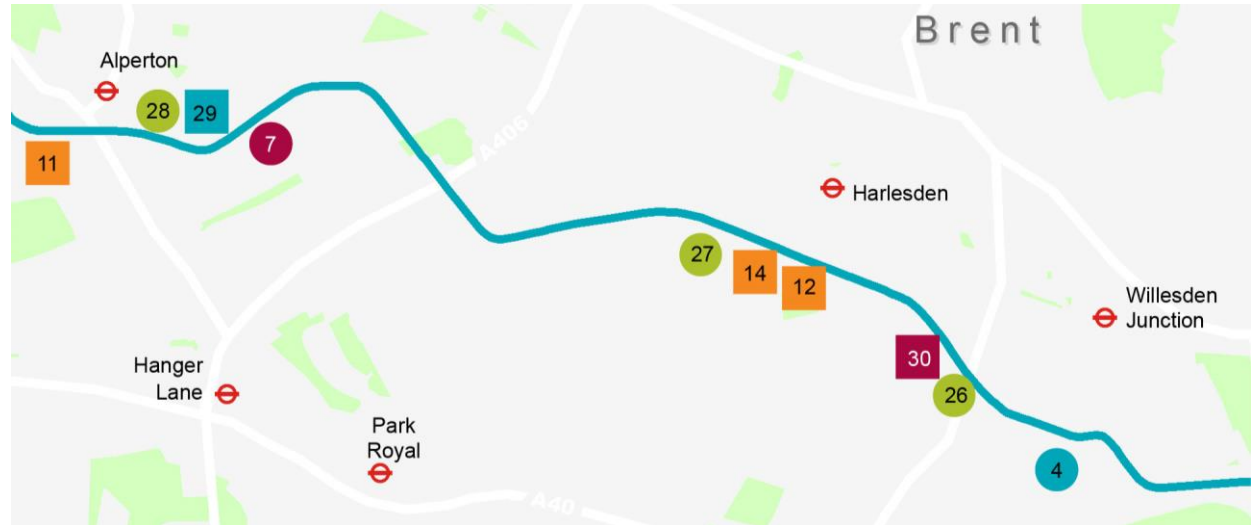
Draft London Mooring Strategy proposals

Area 3

Upper Little Venice and Environs

Facility Points

- Business/Community/Trade Boating - Existing
- Business/Community/Trade Boating - Proposed
- Facility - Existing
- Facility - Proposed
- Long-term Mooring - Existing
- Long-term Mooring - Proposed
- Navigational Safety - Existing
- Navigational Safety - Proposed
- Operational Craft Mooring - Existing
- Operational Craft Mooring - Proposed
- Short Stay Mooring - Existing
- Short Stay Mooring - Proposed
- Towpath Mooring Improvement - Existing
- Towpath Mooring Improvement - Proposed



Prefix numbers on map with '3:' to refer to proposal in the draft strategy

Key proposals and opportunities

Long-term mooring

3.1: Potential for 100m (325ft) of offside long-term permanent moorings (particularly near existing and proposed new transport hubs being developed as part of Crossrail and where consistent with the Trust's Online Mooring Policy)

3.2: Private operator to implement planning permission granted for the creation of six residential wide-beam berths at Admiral Walk, west of bridge 3 (Harrow Road Bridge)

3.3: Contribute to the development of a local strategy for Kensal Green (including the canal corridor) led by Kensington and Chelsea Council

3.4: Work with Old Oak and Park Royal Development Corporation (OPDC) to develop water space strategy for canal in the OPDC zone

General towpath visitor mooring (14-day)

3.5: Improve towpath mooring with additional mooring rings east of Bridge 3A (Cable Bridge)

3.6: Improve towpath mooring with additional mooring rings west of Bridge 4C (Great Western Road Bridge) dredging survey required

3.7: Improve towpath mooring with additional mooring rings between Bridge 11a (Hazel Grove Bridge) and Bridge 11b (Carlyon Footbridge)

3.7A: Undertake dredging survey on the Regents Canal

Short-stay visitor mooring

3.8: Re-allocate existing 14-day visitor mooring at Kensal Green to create a new free short-stay visitor mooring part 48-hour, part 7-day and de-designate remainder of existing 14-day mooring to general towpath mooring (14 days)

3.9: Create a new chargeable 7-day pre-bookable mooring close to Regents Park between Bridge 9 (Macclesfield Bridge) and Bridge 10 (Primrose Hill)¹²

3.10: Create a new free 48-hour short-stay visitor moorings close to Regents Park¹³

3.11: Install additional mooring rings and improve signage at Sainsbury's Alperton 7-day short-stay visitor mooring

3.12: Install mooring rings at Grand Junction Arms 7-day short stay visitor mooring

3.13: Retain and improve pre-bookable mooring (chargeable) in Little Venice (Rembrandt Gardens)

3.14: Retain visitor moorings as short-stay moorings all year except at Grand Junction Arms which would relax to 14-day from 1 November to 31 March

¹² Following implementation of pre-bookable moorings at Kings Cross and Olympic Park the Trust will review demand before making a final decision by 2020/21 on whether to introduce pre-bookable mooring close to Regents Park.

¹³ Following implementation of changes to other short-stay visitor mooring sites the Trust will review demand before making a final decision by 2020/21 on whether to introduce a new short-stay visitor mooring site close to Regents Park.

3.15: Seek to introduce daily sightings at visitor moorings throughout the year

3.16: Review and improve signage at all short-stay visitor moorings

Winter Mooring

3.17: Canal & River Trust winter mooring offered at; Kensal Green, Alperton near Atlip Road; and potential for additional site west of Scrubbs Lane/Railway Bridge 7-day, subject to mooring ring installation

Business, trade, work and community boats

3.18: Enhance key destinations and increase boating activity in Little Venice basin and Paddington basin through development of water space strategies

3.19: Business Boat berths concentrated close to existing towpath commercial activity between Bridge 2A (Westway A40) and Bridge 1B (The Point Footbridge)

3.20: Retain Trust operational work boat moorings on offside between Bridge 2b (Travis Perkins Footbridge) and Bridge 1 (Bishops Road Bridge)

3.21: Install mooring rings under Bridge 1 (Bishops Bridge) to create community/trip boat drop off/pick up point adjacent to Paddington Station entrance

Improve facilities

3.22: Improve rubbish facilities with a new weekly mobile rubbish collection boat

3.23: After new facilities installed in other areas, and subject to review of facilities provision in London in 2020/21, consider removal of rubbish disposal and pump-out facility from Little Venice and re-locate water point, to enhance site as a visitor destination

3.24: Improve signage at existing water point (Paddington east of Bridge 2A)

3.25: New pump out for commercial craft beside Nissan Building east of Bridge 2A, to ease pressure on Little Venice pump out

3.26: Install new water point west of Bridge 7 (Old Oak Lane) adjacent to Nash House (The Collective)

3.27: Install new water point, elsan and waste disposal at Steele Road east of Bridge 10A (Gas Pipe Bridge)

3.28: Install new water point at Atlip Road (Alperton) adjacent to new pump-out facility

Maintaining safe navigation

Ensure lock landings, tunnel waiting areas, and service moorings are clearly designated and that unsafe mooring on bends and bridge approaches is controlled

Improvements that have been made already alongside the development of the strategy

3.29: The Trust's directly managed moorings (Waterside Mooring) created three berth residential long-term mooring at Atlip Road (Alperton)¹⁴

3.30: Improved towpath mooring with additional mooring rings west of Bridge 7 (Old Oak Lane Bridge) adjacent to Nash House¹⁵

4. Lower Regents and Hertford Union (from Bridge 14 Prince Albert Road Bridge to Limehouse Basin and junction of Hertford Union and Lee Navigation (Lock 3 Bottom Lock).

Cutting through some of London's most vibrant communities, from the thriving market at Camden Lock, to the regenerated railway yards at Kings Cross and the diverse East End, this section of Regent's Canal has seen a renaissance in recent years. Limehouse Basin is the gateway at the end of the Regent's Canal sitting between the River Thames and over 2,000 miles of navigable canals. Once a dock, today it's a marina, home to narrowboats, yachts and visiting ocean-going pleasure craft.

At just 2km long, the Hertford Union Canal is the shortest of the London Waterways. It runs alongside leafy Victoria Park, with its lakes, fountain, sculptures, deer enclosure and children's playground.

Key Issues and challenges

- High density of moored boats
- Stretches where there are no facilities for mooring, e.g. Mile End to Limehouse
- Visitor moorings are very popular and space is at a premium
- Boater facilities experience heavy use
- Increasing demand for a range of different water space uses, especially in Camden, King's Cross and Haggerston, e.g. passenger boat services, trade boats, visitor mooring, general mooring
- Conflict between general and short-term mooring and demand for longer term and business moorings
- Built-up nature of the canal brings water space use into conflict with neighbouring communities
- Depth at bankside mooring is affected the design of the waterway walls, especially on the Lower Regents
- Lack of footfall and passive surveillance over some parts of the waterways, resulting in anti-social behaviour and community safety issues

¹⁴ Implemented in 2016/17

¹⁵ Implemented 2017

Draft London Mooring Strategy proposals

Area 4

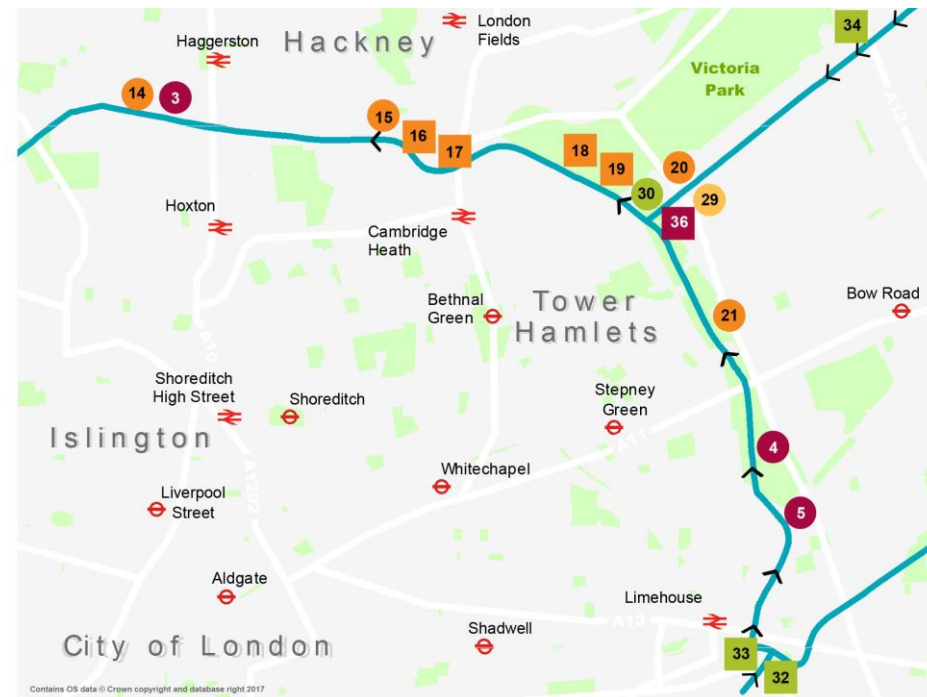
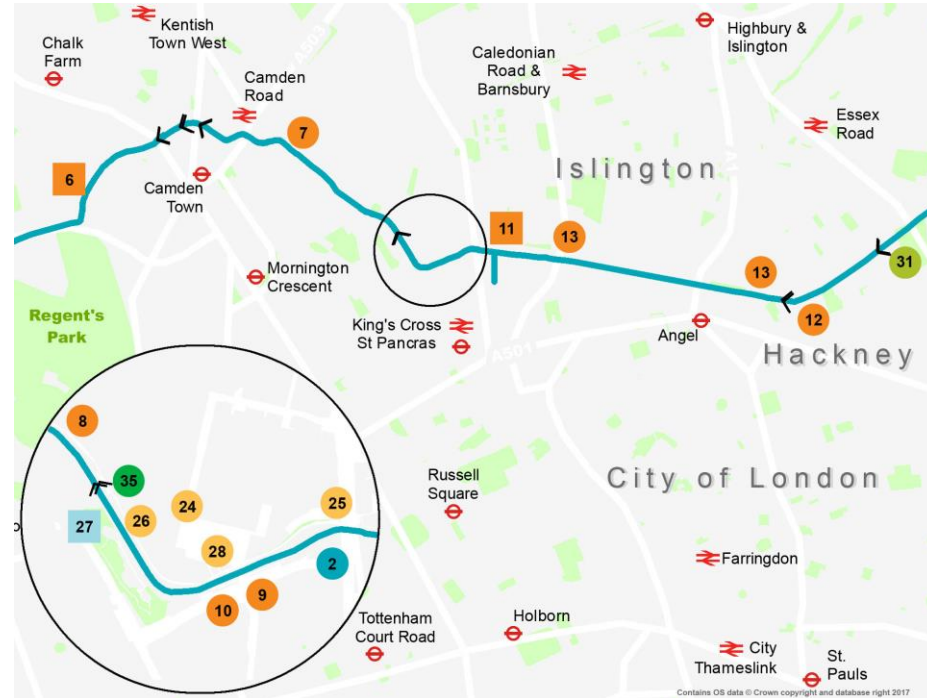
Lower Regents and Hertford Union

Facility Points

- Business/Community/Trade Boating - Existing
- Business/Community/Trade Boating - Proposed
- Facility - Existing
- Facility - Proposed
- Long-term Mooring - Existing
- Long-term Mooring - Proposed
- Navigational Safety - Existing
- Navigational Safety - Proposed
- Operational Craft Mooring - Existing
- Operational Craft Mooring - Proposed
- Short Stay Mooring - Existing
- Short Stay Mooring - Proposed
- Towpath Mooring Improvement - Existing
- Towpath Mooring Improvement - Proposed

Prefix numbers on map with '4:' to refer to proposal in the draft strategy

October 2017



Key proposals and opportunities

Long-term mooring

4.1: Potential for 140m (460ft) of offside long-term permanent moorings (particularly near existing and proposed new transport hubs) being developed and where consistent with the Trust's Online Mooring Policy

4.2 Reinststate the Trust's directly managed moorings (Waterside Mooring) at King's Cross (offside) 8 berths

General towpath visitor mooring (14-day)

4.3: Improve towpath mooring with additional mooring rings west of Bridge 44 (Kingsland Basin) – for single mooring only

4.4: Improve towpath mooring with additional mooring rings between Bridge 57 (Mile End Road Bridge) and Lock 10 (Johnsons Lock), subject to surveys of waterway wall profile

4.5: Improve towpath mooring with additional mooring rings between Bridge 59 (Victory Bridge) and Lock 11 (Salmons Lane Lock), subject to surveys of waterway wall profile

Short-stay visitor mooring

4.6: Re-classify Camden short-stay visitor mooring as part 48-hour (seasonal April – October)/part 7-day stay

4.7: Create new free 24-hour short-stay visitor mooring east of Gray's Inn Bridge 29 (Constitution Pub), Camden

4.8: Create new free 24-hour short-stay visitor mooring west of Lock 4 (St Pancras Lock) adjacent to St Pancras Cruising Club

4.9: Create new free 48-hour short-stay visitor mooring at King's Cross (offside Goods Way – land privately owned)

4.10: Create a new chargeable 7-day pre -bookable mooring (chargeable) at King's Cross (offside Goods Way – land privately owned)

4.11: Retain free 7-day short-stay visitor mooring at King's Cross (Treaty Street)

4.12: Work with Islington Council and Islington Boat Club to develop a water space strategy for City Road Basin to include new short-stay visitor mooring

4.13 Create pilot 'eco-mooring zone' to support 'greener boating' between Bridge 36 (Maiden Lane Bridge) and Bridge 38 (Froglane Bridge)

4.14: Create new free 2-hour short-stay visitor mooring between Bridge 43 (Whitmore Road) and Bridge 44 (Kingsland Basin) – overnight mooring permitted

4.15: Create new free 2-hour short-stay section as part of the existing visitor mooring at Bridge 49 (Broadway Market) – overnight mooring permitted

4.16: Re-classify current 7-day visitor mooring as 48-hour (seasonal April – October) (Broadway Market)

- 4.17: Re-classify current Broadway market 14-day visitor mooring as general towpath mooring (14-day)
- 4.18: Re-classify current 7-day visitor mooring as part 48-hour and part 7-day (Victoria Park)
- 4.19: Re-classify current 14 day visitor mooring as general towpath mooring (Victoria Park)
- 4.20: Create new free 24-hour short-stay visitor mooring on Hertford Union between Bridge 54A (Over Hertford Union) and Bridge 2 (Grove Road Bridge)
- 4.21: Create new short section of free 48-hour short-stay visitor mooring below Bridge 56 (Railway Bridge)
- 4.22: Seek to introduce daily sightings at visitor moorings during throughout the year
- 4.23: Review and Improve signage at all short-stay visitor moorings

Winter Mooring

No Canal & River Trust winter mooring offered on the Lower Regents and Hertford Union Canals

Business, trade, work and community boats

- 4.24: Work with partners to develop key destination water space strategy for King's Cross
- 4.25: Create new part-time pre-bookable trade moorings west of Bridge 36 (Maiden Lane Bridge)
- 4.26: Create new community/trip boat drop-off and pick up point below lock 4 (St Pancras Lock)
- 4.27: Retain Trust operational work boat mooring below Lock 4 (St Pancras Lock)
- 4.28: Install rings at Granary Square steps to create new community/trip boat drop-off and pick up point
- 4.29: Retain work Canal & River Trust operational boat moorings at Bow Wharf (Hertford Union)

Improve facilities

- 4.30: Introduce new oil disposal facility at Lock 8 (Old Ford Lock, Regents)
- 4.31: Re-introduce elsan point below Sturt's lock, subject to re-development of Holborn Studios
- 4.32: Improve refuse facilities for all boaters at Limehouse Basin with new secure compound and recycling
- 4.33: Improve signage of customer service facilities at Limehouse Basin
- 4.34: Improve signage of boater refuse facilities on Hertford Union at Wick Lane Bridge 6

Maintaining safe navigation

4.35: Create new lock landings below Lock 4 (St Pancras Lock) with signage and mooring rings

Ensure lock landings, tunnel waiting areas, and service moorings are clearly designated and that unsafe mooring on bends and bridge approaches is controlled

Improvements that have been made already alongside the development of the strategy

4.36: the Trust's directly managed moorings (Waterside Mooring) created four berth leisure moorings at Bow Wharf (Hertford Union)

5. Docklands

Originally built to cater for rapidly expanding shipping, London's Docklands now comprise skyscraping offices, and stylish restaurants and bars. At their busiest, London's docks employed over 100,000 people, landing goods from all over the world. After the area's commercial decline, the Docklands were regenerated as a modern business and leisure district, transforming them almost beyond recognition and giving them a new lease of life. In some areas of the docks, the boating tradition is still alive and well, with an array of moored boats and visiting vessels, from yachts and cruise ships to historic Thames barges, as well as on-water recreation. In other areas, there are opportunities to bring forward new uses that will ensure that vibrant water spaces complement the regeneration of the land around them and recreate the sense of activity that is a key part of the docks' historic character.

Key issues and challenges

- Increasing demand for large craft mooring
- Commercial opportunities
- Siltation in docks
- Large expanses of unused waterspace
- Mixed use of waterspace for leisure
- Open space character of docks

Draft London Mooring Strategy proposals

Area 5

Docklands

Facility Points

- Business/Community/Trade Boating - Existing
- Business/Community/Trade Boating - Proposed
- Facility - Existing
- Facility - Proposed
- Long-term Mooring - Existing
- Long-term Mooring - Proposed
- Navigational Safety - Existing
- Navigational Safety - Proposed
- Operational Craft Mooring - Existing
- Operational Craft Mooring - Proposed
- Short Stay Mooring - Existing
- Short Stay Mooring - Proposed
- Towpath Mooring Improvement - Existing
- Towpath Mooring Improvement - Proposed



Prefix numbers on map with '5:' to refer to proposal in the draft strategy

Key proposals and opportunities

Long-term mooring

5.1: The Trust's directly managed moorings (Waterside Mooring) to seek to create 16-berth residential mooring at Millwall Outer Dock¹⁶

5.2: Seek to develop a water space strategy for Docklands in partnership with Tower Hamlets Council

General towpath visitor mooring (14-day)

There is no general towpath mooring within Docklands

Short-stay visitor mooring

5.3: Review and improve signage at all short-stay visitor moorings

Winter Mooring

No Canal & River Trust winter mooring offered in Docklands

Business, trade, work and community boats

5.4: The Trust to oversee the development of key destination water space strategy for West India Dock with focus predominately on long term commercial moorings with a range of uses, including corporate hospitality, restaurant / café use, Church Barge. Potential for small trip boat / day hire though limitations by Crossrail bridges restrict access. Area north of new bridge potential for floating retail, commercial spaces adjacent to new Montgomery Square bridge.

5.5: Broaden business boating opportunities in South Dock

5.6: Maintain deep water berths at South Quay and Thames Quay for super yacht mooring and ensure turning circle defined by Wood Wharf masterplan is protected to allow large vessels to swing in the dock

5.7: Develop Canal & River Trust managed fully serviced, deep water visitor moorings for vessels up to 40m as part of Wood Wharf development

5.8: Maintain water sports activity in Millwall Outer Dock

5.9: Seek to maintain mooring for Lord Amory (Sea Scouts) with additional moorings for small sailing dinghies / canoes and retain slipway access from lockside operational area

Improve facilities

No changes to facilities proposed

Maintaining safe navigation

No specific proposals

¹⁶ Subject to planning permission

Improvements that have been made already alongside the development of the strategy

5.10: Permission granted to 15 berth residential mooring in Blackwall Basin

6. Olympic Park and surrounds (including Limehouse Cut)

The six kilometres of rivers in Queen Elizabeth Olympic Park were once a key transport network and source of power for the industries that lined the river. The London 2012 Olympic and Paralympic Games saw the waterways transformed from post-industrial decline to become the veins of Queen Elizabeth Olympic Park.

The Limehouse Cut is a historic landmark – the oldest canal in London. The canal is at the heart of the area's industrial heritage, dating back to 1766. It links the River Thames at Limehouse Basin to the River Lee in Bromley-by-Bow. A floating towpath forms part of a waterside walk along the canal, exploring a recently regenerated area of East London.

Key Issues and challenges

- High density of moored boats on the Lower Lee is in contrast to low density on the Limehouse Cut
- Stretches where there are no facilities for mooring, e.g. Limehouse Cut
- Currently limited visitor mooring provision
- Lack of footfall and passive surveillance over some parts of the waterways, resulting in anti-social behaviour and community safety issues
- Boater facilities experience heavy use
- Increasing demand for a range of different water space uses, linked to area regeneration

Draft London Mooring Strategy proposals

Area 6

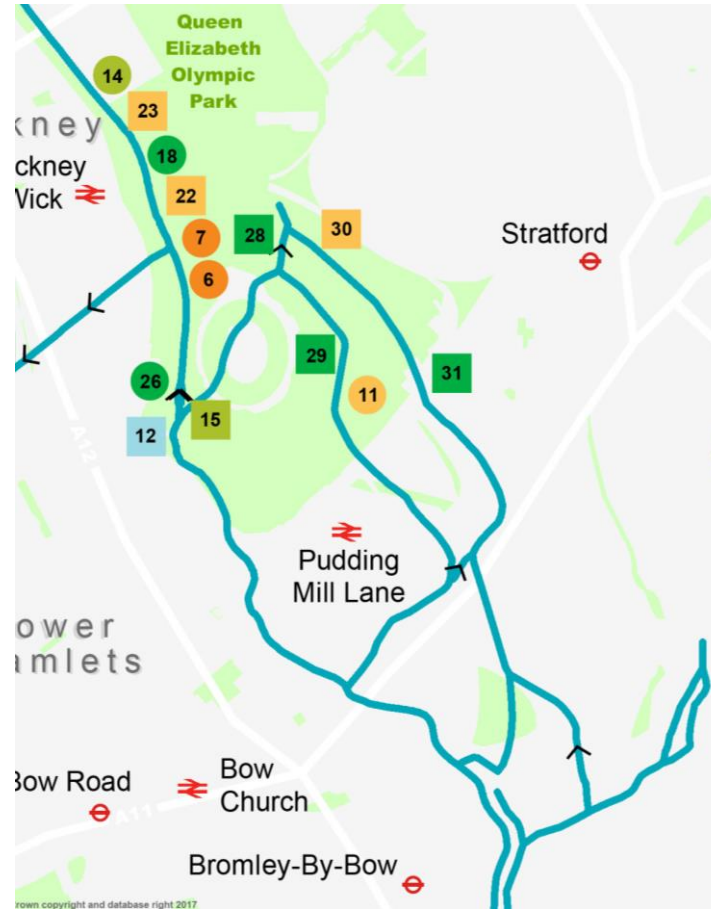
QEOP and surrounds (inc. Limehouse Cut)

Facility Points

- Business/Community/Trade Boating - Existing
- Business/Community/Trade Boating - Proposed
- Facility - Existing
- Facility - Proposed
- Long-term Mooring - Existing
- Long-term Mooring - Proposed
- Navigational Safety - Existing
- Navigational Safety - Proposed
- Operational Craft Mooring - Existing
- Operational Craft Mooring - Proposed
- Short Stay Mooring - Existing
- Short Stay Mooring - Proposed
- Towpath Mooring Improvement - Existing
- Towpath Mooring Improvement - Proposed

Prefix numbers on map with '6:' to refer to proposal in the draft strategy

October 2017



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Key proposals and opportunities

Long-term mooring

6.1: Potential to create 180 metre (590 ft) new offside long-term moorings on Limehouse Cut / River Lee where consistent with mooring criteria agreed with Lee Valley Regional Park Authority (LVRPA) and the Trust's Online Mooring Policy

6.2: Planning permission submitted (by another party) for the creation of 10-berth residential mooring east of Bridge 4 (Bow Common Land), North side of Limehouse Cut between Upper North Street, Watts Grove

6.3: Work with partners to explore potential appropriate opportunities for long-term offside work/live moorings

General towpath visitor mooring (14-day)

6.4: Improve towpath mooring with additional mooring rings (avoiding towpath obstruction by installing rings into the face of the wall where appropriate) on the Limehouse Cut between Bridge 8 (Ropemakers Field Footbridge) and Bridge 1 (A12)

Short-stay visitor mooring

6.5: Create a new 7-day pre-bookable mooring (chargeable) on Limehouse Cut near to Bartlett Park)¹⁷

6.6: Create new free 48-hour short-stay visitor moorings on Lee Navigation adjacent to Olympic Park

6.7: Create new 7-day pre-bookable moorings (chargeable) on Lee Navigation adjacent to Olympic Park

6.8: Retain visitor moorings as short-stay moorings all year

6.9: Seek to introduce daily sightings at visitor moorings throughout the year

6.10: Review and improve signage at all short-stay visitor moorings

Winter Mooring

No Canal & River Trust winter mooring offered in Olympic Park and surrounding area

Business, trade, work and community boats

6.11: Work with London Legacy Development Corporation to further develop key destination water space within the Queen Elizabeth Olympic Park (QEOP)

6.12: Retain Trust operational work boat moorings at Dace Road (Old Ford Lock, Lee)

6.13: Retain work Canal & River Trust operational boat moorings at Lock 20 (Bow Locks)

¹⁷ Following implementation of pre-bookable moorings at Kings Cross and Olympic Park the Trust will review demand before making a final decision by 2020/21 on whether to introduce pre-bookable mooring on Limehouse Cut near to Bartlett Park (subject to implementation of the Bartlett Park masterplan by Tower Hamlets Council).

Improve facilities

6.14: Introduce public boater refuse facilities alongside existing water point at East Wick moorings

6.15: Improve Old Ford Lock 19 (Dace Road) boater facilities with secure refuse compound, water point re-located water away from lock, and external elsan point at facilities block

6.16: Re-open water point near to Lock 20 (Bow Locks)

Maintaining safe navigation

6.17: No-mooring in the Queen Elizabeth Olympic Park (QEOP) waterways. Where necessary additional enforcement to be carried out by external agency

6.18: No-mooring or single mooring only signage from Bridge 11 (Carpenters Road) to East Wick Trade Moorings (Here East)

6.19: 'No-mooring' signage under Bridge 14A (Newham Way)

6.20: 'No-mooring' signage on Limehouse Cut bend approaching the Basin, between Bridge 7 (Railway Bridge) and Bridge 9 (Footbridge)

Ensure lock landings, tunnel waiting areas, and service moorings are clearly designated and that unsafe mooring on bends and bridge approaches is controlled

6.26 Install 'water sport zone' signage between Lock 19 (Old Ford Lock) and Lock 17 (Tottenham Lock) (also in section seven - 7.30)

Improvements that have been made already alongside the development of the strategy

6.21: The Trust's directly managed moorings (Waterside Mooring) created six berth leisure wide or narrow beam moorings east of Bridge 5 (Burdett Road)

6.22 : Sweet Water trade moorings created south of Bridge 11 (Carpenters Road A115)

6.23 : East Wick trade moorings created between Bridge 14A (Newham Way) and Bridge 12 (Railway bridge)

6.24: Worked with Limehouse Cut adoption group to develop water sport and environmental activity in Limehouse Cut and Queen Elizabeth Olympic Park (QEOP)

6.25: Worked with Tower Hamlets council to agree plans to open up towpath and improve links between Bartlett Park and Limehouse Cut with landscaping and the installation of a Disability Discrimination Act (DDA) compliant pontoon to provide better access to the water (due to be installed 2017/18)

6.27: Worked with London Legacy Development Corporation (LLDC) to produce the Olympic Legacy Waterways Framework

6.28: Completed the restoration of Carpenters Road Lock

6.29: Re-opened the stadium loop to navigation

6.30: Introduced business boating berths at Stratford Waterfront

6.31: Introduced pre-bookable navigation of the Waterworks River

7. Lower Lee Navigation Bridge 14 (Eastway A12) to Bridge 40 (M25)

The Lower Lee – stretching from the Queen Elizabeth Olympic Park to the M25 - is characterized by large areas of former industrial development, much of which is undergoing or is planned for regeneration. A major regeneration scheme is planned at Meridian Waters in Enfield that will see the thousands of new homes and jobs created on land alongside the Lee Navigation.

Key Issues and challenges

- Density of moored boats has increased in the southern section, but reduces further north
- Currently no visitor moorings exist in this area
- Boater facilities are spaced at long intervals and experience heavy use
- Growing boats numbers and moorings demand leading to conflict with use of water space by unpowered craft
- Lack of footfall and passive surveillance over some parts of the waterways, resulting in anti-social behaviour and community safety issues, especially in the Hackney Marshes and Tottenham areas

Draft London Mooring Strategy proposals

Area 7

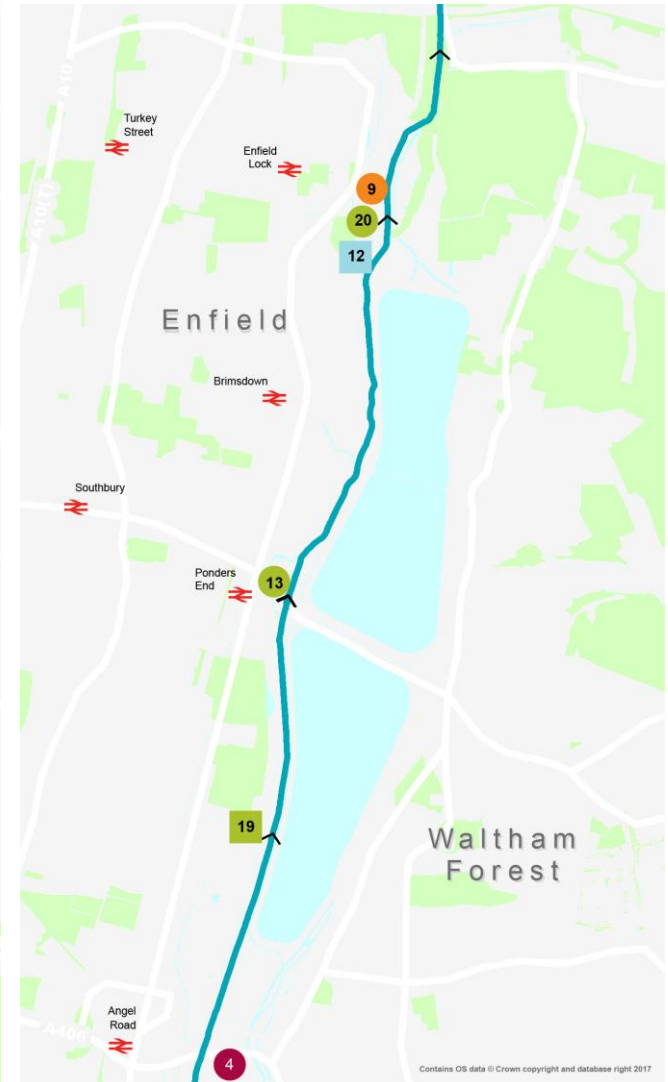
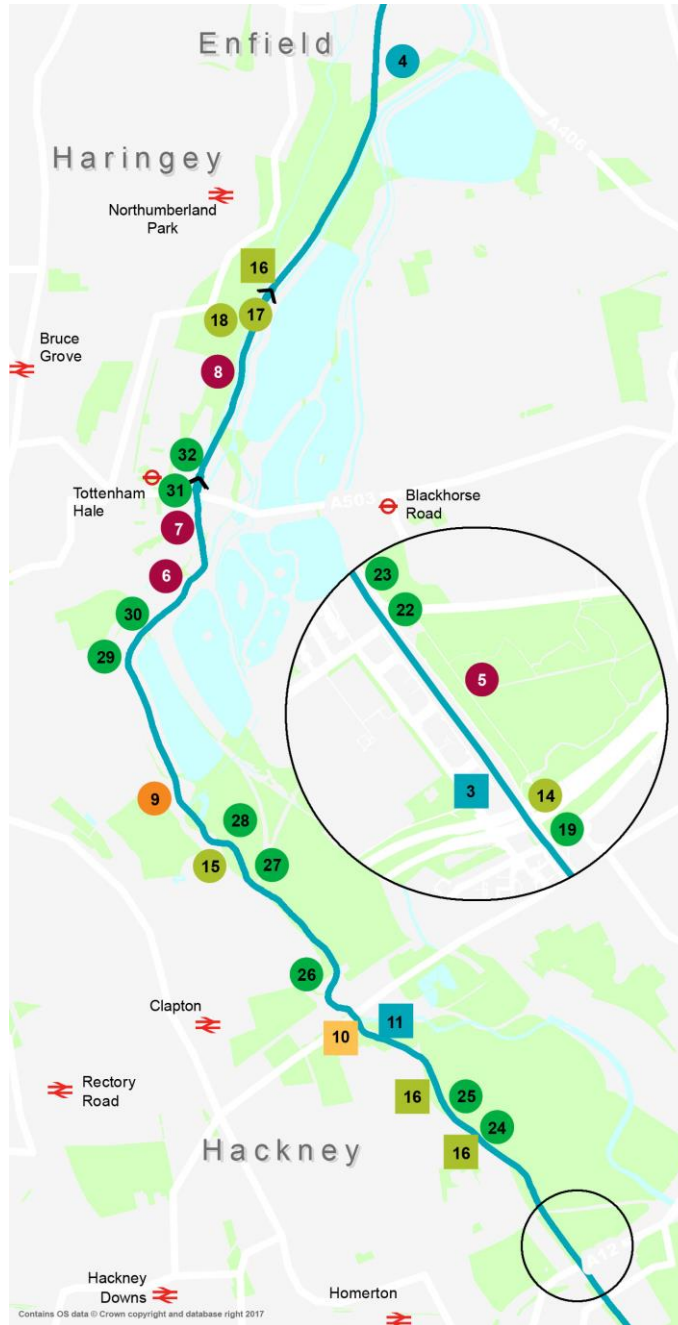
Lower Lee Bridge 14 (A12) to Bridge 40 (M25)

Facility Points

- Business/Community/Trade Boating - Existing
- Business/Community/Trade Boating - Proposed
- Facility - Existing
- Facility - Proposed
- Long-term Mooring - Existing
- Long-term Mooring - Proposed
- Navigational Safety - Existing
- Navigational Safety - Proposed
- Operational Craft Mooring - Existing
- Operational Craft Mooring - Proposed
- Short Stay Mooring - Existing
- Short Stay Mooring - Proposed
- Towpath Mooring Improvement - Existing
- Towpath Mooring Improvement - Proposed

Prefix numbers on map with '7:' to refer to proposal in the draft strategy

October 2017



Key proposals and opportunities

Long-term mooring

7.1: Potential to create 310 metre (1017 ft) new offside long-term moorings where consistent with mooring criteria agreed with Lee Valley regional Park Authority (LVRPA) and the Trust's Online Mooring Policy

7.2: Work with Lee Valley Regional Park Authority (LVRPA) to agree criteria for mooring and mooring strategy for the Lee Navigation within Lee Valley Park

7.3: The Trust's directly managed moorings (Waterside Mooring) created four berth leisure wide beam boat moorings at Matchmaker's Wharf (Lee Navigation)

7.4: Seek to work the local planning authority to develop potential for online and offline mooring opportunities and other improvements to the waterway environment as part of the developments in the Meridian Water area

General towpath visitor mooring (14-day)

7.5: Improve towpath mooring (for maximum double mooring only) with potential¹⁸ dredging and additional mooring rings between Bridge 14 (A12) and Bridge 15 (Marshgate Bridge)

7.6: Improve towpath mooring with additional mooring rings between Bridge 22A and Bridge 23 (Railway Bridge)

7.7: Improve towpath mooring with additional mooring rings between Bridge 23 (Railway Bridge) and Bridge 24 (Ferry Lane Bridge)

7.8: Improve towpath mooring with potential dredging¹⁹ and additional mooring rings between Lock 17 (Tottenham Lock) and Lock 16 (Stonebridge Lock)

Short-stay visitor mooring

7.9: Create section of 48-hour short-stay visitor moorings at Springfield Park and Enfield

Winter Mooring

No Canal & River Trust winter mooring offered on the Lower Lee

Business, trade, work and community boats

7.10: Retain community Boat mooring adjacent to Princess of Wales Pub, south of Bridge 18 (Lea Bridge)

7.11: Retain Trust operational work boat moorings on offside between Bridge 17a and Bridge 18, install rings for workboats, improve signage and configure to widen available navigation channel

7.12: Retain Trust operational work boat moorings at Enfield

Improve facilities

¹⁸ Subject to dredging survey

¹⁹ Subject to dredging survey

7.13: Improve facilities at Ponders End Lock install rubbish disposal alongside existing (newly installed water points)

7.14: Potential pre-bookable mooring for boat work maintenance under Bridge 14 (A12), subject to site management plan in partnership with London Legacy Development Corporation and London Borough of Hackney²⁰

7.15: Investigate potential for opening un-used elsan facility at Leaside Trust to public use

7.16: Improve signage for refuse bins at Cow Bridge (Pond Lane Bridge 16), Waterworks Bridge 17 and at Stonebridge Lock Customer Service Facilities

7.17: Introduce new oil disposal facility at Stonebridge

7.18: Pilot composting toilet waste collection facility at Stonebridge

7.19: Improve facilities at Picketts Lock relocate water point from the lock

7.20: Install new pump out, elsan and rubbish disposal at Enfield

Maintaining safe navigation

7.21: Where navigation width gives rise to hazards maintain intermittent short sections of no-mooring to ensure safe refuge for unpowered boats

7.22: No-mooring signage under Bridge 15 (Marshgate Bridge)

7.23: Towpath mooring north of 15 (Marshgate Bridge) single narrowboat mooring only signage

7.24: No-mooring signage under Bridge 16 (Pond Lane)

7.25: Single mooring only signage from Bridge 17 (Waterworks Lane) to Bridge 18 (A104)

7.26: No-mooring signage opposite oxbow lake between Southwold Road and Bridge 19 (Wilton Point Footbridge), due to water control and flood risk issues

7.27: Single mooring only signage between Bridge 19A (Ferry Bridge) and towpath opposite Leaside Trust

7.28: No-mooring signage from towpath opposite Leaside Trust to Bridge 20 (Horseshoe Bridge)

7.29: Single mooring only signage between towpath adjacent to Leabank View and Bridge 21A

7.30: No-mooring signage under and from area immediately south of Bridge 21B and 22A

7.31: Install 'water sport zone' signage between Lock 19 (Old Ford Lock) and Lock 17 (Tottenham Lock)

7.32: Create new lock landings at Lock 17 (Tottenham Lock) with signage and mooring rings

Ensure lock landings, tunnel waiting areas, and service moorings are clearly designated and that unsafe mooring on bends and bridge approaches is controlled

²⁰ May be subject to planning consent

Improvements that have been made already alongside the development of the strategy

Towpath improvement works completed between Tottenham and Stonebridge

8. Upper Lee Navigation from Bridge 40 (M25) to Hertford and the River Stort

The upper Lee and Stort connects the London waterways to the market towns and countryside of Hertfordshire. The river was improved between Hertford and the River Thames under an Act of 1767 and was increasingly used as a water supply. The improvement works encouraged industry - such as small arms manufacture, gunpowder mills and furniture-making.

The River Lee is a natural river that has been improved for navigation, with many straight sections added in this section to shorten the route. The river is at the heart of the Lee Valley Regional Park, which provides green open spaces, nature reserves and sporting activities (including the Lee Valley White Water Centre near Waltham Cross) close to many built up urban areas.

The River Stort joins the Lee a few miles below Hertford. Its narrower, more meandering course is of a totally different character. Together, the two rivers comprise over 40 miles of navigable waterways run through the valley which since 1967 has been managed by the Lee Valley Regional Park Authority.

Key Issues and challenges

- Some locations popular for mooring, while long stretches have a low density of mooring
- Bankside vegetation has an influence on mooring opportunities
- Fast flow of water can affect safe mooring, especially where there is poor mooring practice
- Visitor moorings are limited
- Boater facilities are spaced at long intervals and experience heavy use
- Increasing demand for mooring in popular locations affecting access for fishing
- Growing boats numbers and moorings demand leading to conflict with use of water space by unpowered craft
- Depth at bankside affected by siltation caused by other watercourses running into the Lee Navigation, e.g. at Tottenham

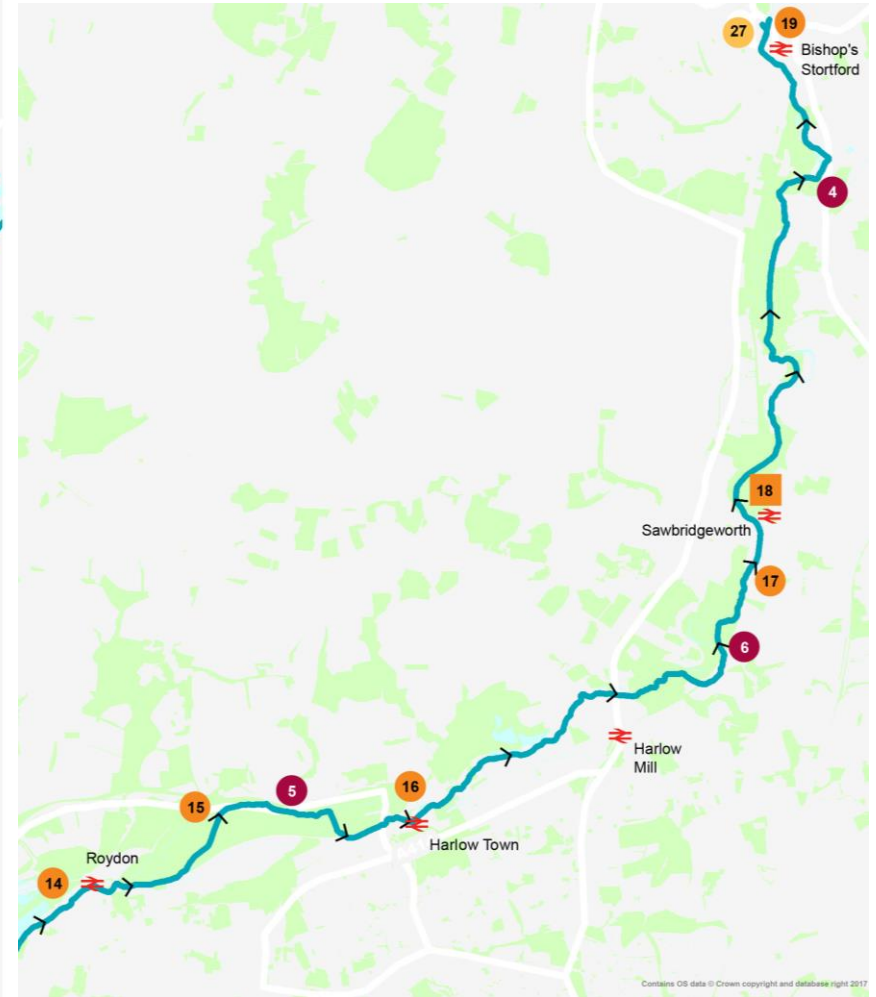
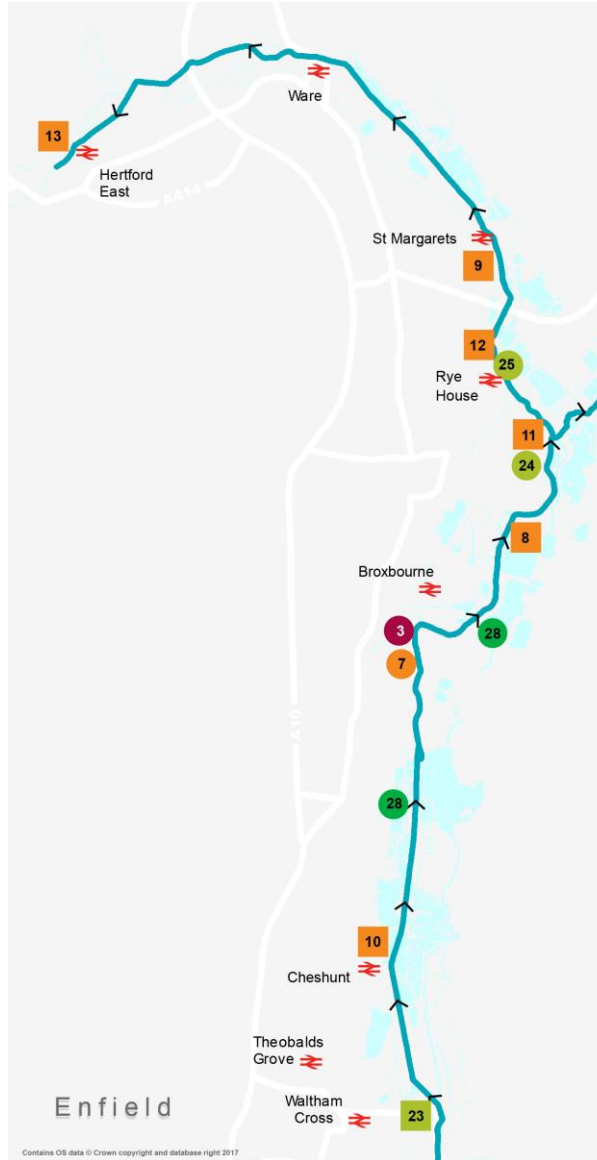
Draft London Mooring Strategy proposals

Area 8

Upper Lee Navigation and River Stort

Facility Points

- Business/Community/Trade Boating - Existing
- Business/Community/Trade Boating - Proposed
- Facility - Existing
- Facility - Proposed
- Long-term Mooring - Existing
- Long-term Mooring - Proposed
- Navigational Safety - Existing
- Navigational Safety - Proposed
- Operational Craft Mooring - Existing
- Operational Craft Mooring - Proposed
- Short Stay Mooring - Existing
- Short Stay Mooring - Proposed
- Towpath Mooring Improvement - Existing
- Towpath Mooring Improvement - Proposed



Prefix numbers on map with '8:' to refer to proposal in the draft strategy

Key proposals and opportunities

Long-term mooring

8.1: Potential to create 310 metre (1017 ft) new offside long-term moorings where consistent with mooring criteria agreed with Lee Valley Regional Park Authority (LVRPA) and the Trust's Online Mooring Policy

8.2: Work with Lee Valley Regional Park Authority (LVRPA) to agree criteria for mooring and mooring strategy for the Lee Navigation within Lee Valley Park

General towpath visitor mooring (14-day)

8.3: Work with Lee Valley Regional Park Authority (LVRPA) to manage towpath* moorings at Broxbourne to ensure safe access to the water for rowers and other non-powered craft. (*the towpath in Broxbourne is owned by LVRPA)

8.4: Improve towpath mooring with additional mooring rings at Bishops Stortford between Bridge 49B (Railway Bridge) and Lock 2 (Twyford Lock)

8.5: Improve towpath mooring with improved vegetation management between Lock 12 Hunsdon Mill Lock and Harlow

8.6: Improve towpath mooring with improved vegetation management between Lock 8 (Harlow Mill Lock) and Lock 6 (Sheering Mill Lock)

Short-stay visitor mooring

8.7: Work with Lee Valley Regional Park Authority (LVRPA) to identify and install a 48-hour short-stay visitor mooring at Broxbourne

8.8: Re-classify Dobbs Weir short-stay visitor mooring 24-hour (seasonal April – October)

8.9: Re-classify part of 48-hour short-stay visitor mooring at Stanstead (Stanstead Abbotts) as 14-day

8.10: Re-classify Cheshunt 14-day visitor mooring as part 48-hour and relax part to general towpath mooring (14 day)

8.11: Re-classify Fieldes Weir Visitor Mooring 14-day visitor mooring as part 48-hour and relax part to general towpath mooring (14 day)

8.12: Re-classify Rye House Quay Visitor Mooring 14-day visitor mooring as part 48-hour and relax part to general towpath mooring (14 day)

8.13: Re-classify Hertford Visitor Mooring 14-day visitor mooring as part 48-hour and relax part to general towpath mooring (14-day)

8.14: Seek to create new 48-hour short-stay visitor mooring at Bridge 5 (Roydon Mill Road Bridge)²¹

8.15: Seek to create new 7-day short-stay visitor mooring at Lock 12 (Hunsdon Mill Lock)²²

²¹ Subject to identifying a suitable site with partners

²² Subject to identifying a suitable site with partners

- 8.16: Relocate Harlow 48-hour visitor mooring (Burnt Mill Lock) to outside the Moorhen pub
- 8.17: Seek to create new 48-hour short-stay visitor mooring at Lock 6 (Sheering Mill Lock)²³
- 8.18: Re-classify part of current 14-day visitor mooring as 48-hour (Sawbridgeworth Visitor Mooring)
- 8.19: Re-classify Bishop Stortford Visitor Mooring 14-day visitor mooring as part 48-hour and relax part to general towpath mooring (14-day)
- 8.20: Retain visitor moorings as short-stay moorings all year
- 8.21: Seek to introduce daily sightings at visitor moorings throughout the year
- 8.22: Review and Improve signage at all short-stay visitor moorings

Improve facilities

- 8.23: Re-open existing facilities at Hazelmere (Waltham Cross) (water, pump out, toilet and refuse disposal point)
- 8.24: Improve facilities at Fieldes Weir install rubbish disposal alongside existing water point and elsan. Improve signage for facilities (choice between 8.24 or 8.25 subject to further feasibility study)
- 8.25: or install new rubbish disposal facility at Rye House (choice between 8.24 or 8.25 subject to further feasibility study)

Winter Mooring

- 8.26: Canal & River Trust winter mooring offered at;
Dobbs Weir, Broxbourne, Waltham Cross, Cheshunt, Enfield, Stanstead Abbots, Ware

Business, trade, work and community boats

- 8.27: Develop trip/hire boat mooring in Bishops Stortford in line with Waterside Stortford strategy

Maintaining safe navigation

- 8.28: Install 'water sport zone' signage between Lock 8 (Aqueduct Lock) and Lock 7 (Carthage Lock)

Ensure lock landings, tunnel waiting areas, and service moorings are clearly designated and that unsafe mooring on bends and bridge approaches is controlled

²³ Subject to identifying a suitable site with partners

9. Non-area specific proposals

The following proposals would be applied across the London waterway region where appropriate

9.1: New Online Mooring Policy to assess appropriate long-term mooring locations

9.2: Create case studies of independently developed long-term mooring schemes

9.3: In areas with high density mooring and where navigation width is limited seek to maintain intermittent short sections of no-mooring to ensure safe refuge for unpowered boats

9.4: Work with boaters and boating organisations to facilitate boater education and information to ensure better boating and mooring.

9.5: Develop a new app to provide easier and quicker access to information and improve communication with boaters (for example stoppage information, temporary issues with facilities, potentially capacity at certain mooring locations and promoting good practice such as conserving water resources)

9.6: Publish information on accessible moorings (including through the new app)

9.7: Roll out yellow mooring bollards across London at facilities and lock landings to identify moorings that are only to be used when accessing facilities or locks

9.8: Establish a working group to identify ways to encourage and support more environmentally friendly boating (for example solar power usage and composting toilet facilities).

9.9: Work with angling groups to support fishing opportunities and inform education to boaters

9.10: Work with angling groups to identify and create angling pitches adjacent to appropriate lock landings and access points

9.11 Work with local groups to support unpowered craft sport and leisure boating opportunities and to inform education to boaters

9.12 Work with boaters and other stakeholders to address concerns about personal safety on the towpath by supporting the establishment of a 'Canal Watch' scheme.