

NAG Mooring Sub Group Notes

18 September 2019

Location

Aqua House, Birmingham

Attendees

Matthew Symonds, Mike Carter, Lee Wilshire, Loraine Grainger, Alice Young, Ben Jacobs

Apologies

Jon Horsfall

Welcome & Introductions

Action

MS Welcomed everyone to the meeting and gave apologies.

1. **Matters from the notes of the last meeting**

Action 1: MS to look in to how the good mooring advice can be disseminated better through BU and notice boards
- A poster based on the mooring advice in the Boater's Handbook is being designed

Action 2: MS to contact Sue Cawson about HNBC advice
- MS has emailed SC, the HNBC haven't got any mooring advice that can be used.

Action 3: MS will request a report from boat licensing on age of craft data for a future meeting
- on agenda

Action 4: MS will circulate any information BSS are able to provide on age of craft.
- on agenda

Action 5: AY to forward details of the conference. – done

Action 6: MS will update the draft short-term mooring before further internal consultation before the full NAG considers the revised policy.

– done (on agenda)

Action 6: MS to circulate winter mooring plans when finalised

– done

Action 7: MS to look at the boat data further to try to identify types of craft using the busier areas and which areas show the highest levels of 14 day overstays. MS to speak to GIS to see if additional layers can be places on the heat-maps for example railway stations and customer service facilities so that we can see what (if any) influence these may have on the mooring of boats.

– on agenda

Action 8: all to forward any specific details on winding holes to MS and he will get the local teams to follow these up.

- none received, all to send any details

2. Short-term mooring framework – update

MS reported that NAG feedback on the draft updated short-term mooring framework has been reviewed and the final draft is now with Julie Sharman for the exec to sign it off.

3. Winter moorings 2019/20 / review of winter moorings from 2020/21

MC gave an update on 2019/20 winter moorings and the planned review of winter moorings going forward. The group discussed the potential scope for the review of winter moorings. Comments included;

- If continuous cruiser boats use WM where they want to be, would there be an argument for the creation of permanent moorings?
- Some felt WM are essential for some boaters, but that they are over-populated in some areas that reduce the availability of mooring space for genuine continuous cruisers.
- There are pros and cons for WM depending on what the motivation is for having winter moorings, for example those working long hours find having a winter mooring convenient during the winter. It would be interesting to understand what the motivation /reason why boaters take a winter mooring (e.g. wanting/needing to be in a certain location etc).
- Some of the WM are unaffordable particularly for those with larger boats. For vulnerable boaters, some claim housing benefit for a WM which they cannot claim for CCing. Universal credit may cover 'alternative housing costs' which could include the CC licence.
- Some boaters (including vulnerable boaters) don't like the offline WM option as they lose the sense of community that they get with online moorings.

- The cost of private offline WM provision is a disincentive for some CC boaters, however the details of how much private providers charge is not readily available.
- It would be difficult to align the Trust's online mooring to private offline provision as the offer is very different. It is not clear how much private offline WM capacity there is.
- On the K&A, extending the short-stay visitor moorings to 14 day during the winter could be a sort of 'give and take' option if there were no WMs available, however this would impact on those who want to moor for short periods in the winter months.
- Could the number of places where boats can moor for 14 days during the winter be increased? Generally not supportive of increasing the 14 day maximum mooring period to 28 days.
- Reducing the winter mooring offer would impact on those expect these to be available and plan their movement around it.
- The most vulnerable boaters would be less likely to be affected by any reduction in WM as the equalities process can cover their needs as part of adjustments, but the 10% of CC boaters that take WM who are generally compliant may move towards being non-compliant without a WM.
- WM have historically been linked to winter stoppages, could their provision be linked to the stoppage process so that they are provided close to where there are stoppages. It was noted that winter stoppages already ensure that there one north-south and east-west through route remains open.

Action 1: MS to provide an update on the review of WM at the next meeting

4. Managing areas of high demand

MS gave an overview of the 2018 boat sighting data for the busiest part of the Trust's waterway in central London. It was acknowledged that the Trust sighting data is only a snapshot and won't capture all boat sightings, however it is large sample so gives a good indication of boat movement in the busy areas.

The group discussed their perception of boat numbers in the busy London waterways. It would be helpful to understand the number of boats with adjustments in London.

It would be interesting to understand more about the movement pattern of boats sighted in London's busy areas but that travelled beyond the red and amber areas.

Adding additional layers such as facilities, transport, crime hot-spots would be interesting to see whether busy areas are linked to other factors.

Any measures used to manage the areas of high demand would need to carefully consider what impact there may be of knocking-on the issues to other areas.

What impact does the existing enforcement action have on boat movement in London? Do boats start moving when action is taken against them?

It would be helpful to speak to boaters in the areas of high demand to better understand their motivations for being in these areas. Understanding the 'why' might help understand what the solution should be.

Maintaining and managing short-stay visitor moorings to ensure access for all is part of the solution. 48 hour short-stay moorings that are properly managed could enable/encourage through flow of boats.

Establishing an area where boats could stay for a maximum number of days in any year would make it accessible for all.

Action 2: MS to look at the number of boats in London receiving adjustments

Action 3: MS to see what boat sighting data reveals about boats sighted in busy areas but that move well beyond London

Action 4: MS to speak with GIS to add additional layers onto the areas of high demand maps

Action 5: MS to hold a presentation/discussion on areas of high demand at the next London forum meeting in October

5. Age of boats – what we know

MS gave a summary of the age of craft data compiled by the BSS. The Trust's web licensing data only has limited information about the age of craft.

There was a discussion on the need to access the hull safety of craft. The BSS scheme does not do this and there are no plans to do so as BSS is focussed on third party risk. The group discussed concerns that increased risk of hull failure from aged boats could lead to increased recovery costs for sunken boats being passed to the Trust as well as increased risk of environmental pollution.

The group suggested that the issue of hull safety is considered by the Trust and that further analysis is done of data age of boats and recorded failures. The group were also interested if any analysis could be done on age of boats in the busy areas of high demand in London.

The group asked for clarification on what the Trusts licence support officers do if they see a craft where they have concern that it might sink – what do they do?

Action 6: MS to look at whether any more detail can be extracted from sighting data and the age of craft data.

Action 7: NAG to consider the age of craft concerns

Action 8: MS to seek clarification on the process applied when licence support officers have concerns about boats at risk of sinking.

6. Any other business

No other business

Next meetings:

Wednesday 20 November 2019

Wednesday 22 January 2020

Wednesday 18 March 2020