

1. Moorings Issues

Questions 1 – 8 were submitted by Simon Robbins from NABO

1.1 In addition to the sites mentioned in the briefing notes, what other plans does BW London have for creating additional long term moorings in London region (including any developments in partnership and third party sites).

A. As previously stated, BW aim to create between 30 - 40 new moorings per year and we have achieved this over recent years. However, new moorings are often subject to enabling developments and BW working alongside private developers, local authorities and other third parties. Positive discussions have been held with developers over the past 12 months with regards to new moorings as part of their pre-application submission plans. This information is currently commercially sensitive, but BW will provide users with further updates as plans are made public.

1.2 What plans are there for visitor moorings in the Olympic zone?

A. During the Games, there are no plans for visitor moorings within the Olympic Park, as it will be cordoned off for security purposes. BW is liaising with the Olympic planners and police on security issues as well as looking at opportunities for visitor moorings on the waterways outside the Olympic Park.

1.3 What plans are there for any long term moorings in the Olympic Zone and as part of the Olympic legacy?

A. There are currently no agreed Olympic Legacy plans. BW is in discussion with the Olympic planners and others about the opportunities that Prescott Lock will create for long term moorings and boating activity in the future.

1.4 Please provide an update on progress with establishing long term moorings in Paddington Basin.

A. The waterspace strategy continues to remain fluid and is being developed between British Waterways and the adjoining development of Merchant Square. It will deliver mixed use moorings of which residential berths will be an appropriate element. Construction of the first phase of the Merchant Square development is expected to commence on site in September 2007. BWL will notify customers as when the development progresses.

1.5 Are there any sites in the London region being considered for new marinas?

A. There are a number of sites being considered for new marinas in the London region at the moment. However, proposals/plans are in their infancy and have not been formalised as yet. All marina applications are handled by our new marinas unit in consultation with local business units.

1.6 Are there any plans to reduce numbers of online moorings in the London Region?

A. In line with national policy, we would aim to reduce online moorings in areas which are served by new marina developments. For every 10 marina berths created, we would aim to remove 1 online mooring.

2. Sales of Boats on BW Long Term Moorings

2.1 When does BW London plan to formally contact moorers who have purchased boats on moorings in good faith to discuss arrangements should the current licence holder wish to sell on?

A. This situation is currently under review and we intend to contact customers within the next few months.

2.2. How and when will BW London be contacting other mooring customers to confirm that all other future sales of boats on BW moorings will be prohibited?

(Noting that Houseboat Certificate holders have a statutory right to assign their mooring with their boat if they so choose.)

A. This situation is currently under review and we intend to contact customers within the next few months.

3. Towpath improvement works/TfL funding

3.1 I have heard nothing from you over my request at the last user group meeting to review proposed works to ensure that improvements for boaters and facilities for temporary moorings are included. Please advise what actions you have taken on this point. What if any programme of works to improve visitors' moorings and boaters facilities was incorporated into the towpath improvement works funded by TfL?

A. Improvements for boaters are considered as part of all towpath refurbishment schemes and, where budget will allow, are implemented on site. The TfL funded works this year has included new mooring rings and a much improved section of towpath along the whole length of the Old Ford Lock visitor moorings on the Regent's Canal. Additional mooring rings have also been installed adjacent to Victoria Park.

3.2 Noting the items described in the briefing notes, what ongoing monitoring is BW undertaking to record the incidence of conflict and accidents between cyclists and other canal users?

A. It is very difficult to get an accurate picture of conflict and accidents between cyclists and other canal users as these incidents mostly go unreported to BW. However, BW has commissioned separate studies in the past 12 months to look at known areas of conflict to observe user behaviour (Regent's Canal Safety Audit) and also to look at the physical characteristics of the towpath which may contribute to conflict (London Waterways Cycling and Pedestrian Route Study). BW questioned a small sample of towpath users in advance of the recent improvements to the Regent's Canal and will repeat the survey in September to gauge feedback. In addition, TfL funds this year will help to pay for some new cycle counters to monitor number of cyclists using the towpaths.

3.3. Please confirm the proposed dates, times and locations for “two tings” events

	Date	Time	Venue
1	Friday 4 th May (PRESS LAUNCH)	7.30-9.30am	Packington Street, Islington
2	Tuesday 8 th May	5-7pm	York Way, Kings Cross
3	Thursday 10 th May	7.30-9.30am	Packington Street, Islington
4	Monday 14 th May	7.30-9.30am	Broadway Market,
5	Tuesday 15 th May	5-7pm	Broadway Market
6	Wednesday 16 th May	7.30-9.30am	York Way, Kings Cross
7	Thursday 17 th May	7.30-9.30am	Victoria Park
8	Friday 18 th May	7.30-9.30am	Royal College St, Camden
9	Tuesday 22 nd May	7.30-9.30am	Kingsland Road
10	Wednesday 23 rd May	7.30-9.30am	Royal College St, Camden
11	Thursday 24 th May	7.30-9.30am	Kingsland Road
12	Tuesday 29 th May	7.30-9.30am	Victoria Park
13	Wednesday 20 th May	5 - 7pm	Gloucester Avenue, Camden
14	Thursday 31 st May	5-7pm	Victoria Park

4. Offside vegetation / Tree Management Plan

4.1 Please provide an update on your planned maintenance programme for offside vegetation and tree management.

A. Offside vegetation maintenance works will be carried out during forthcoming winter months and areas will be tackled and prioritised in accordance with their condition/need. The tree management plan tends to focus on vegetation on the towpath side as this is where we own the majority of trees. As with the offside, maintenance works will be carried out during forthcoming winter months.

4.2 Particular spots where navigation is significantly narrowed or forward vision obscured that I have observed recently include:

- Bulls Bridge Junction to Uxbridge Road (Paddington Arm), (bridges 21 to 20)
- Horsenden Hill by the golf course and the country park, (bridges 12 to 15).
- Bridge hole by Black Horse pub (bridge 15).
- Between Bridges 16 and 18 at Greenford.
- Park Royal between North Circular Aqueduct on the turn approaching Bridge 10 heading East from the north Circular aqueduct.
- West Drayton to Bulls Bridge (between bridges 193 and 200)

When are works programmed to take place at these or any other locations?

A. Thank you for your feedback. We have no specific timescales for the above locations as yet but Jon Guest will consider these comments when planning future works. Jon is attending tomorrow's meeting so please feel free to discuss in more detail if necessary.

4.2 Who should boaters report other locations of concern to?

A. Jon Guest on 020 7987 7236.

Alternatively, please email jon.guest@britishwaterways.co.uk

5. Waterspace Strategies

5.1 Despite a previous undertaking to do so (May 2006) relevant Waterspace strategies still do not appear to be available for public viewing through the BW London website. Please confirm the appropriate URL, or if not posted, please confirm the reasons for the delay.

A. The strategies/documents listed below are currently being uploaded to our website www.britishwaterways.co.uk/london and customers will be able to view/download within the next 2-3 weeks. The plans were not all previously available in disc format, which unfortunately led to a delay website posting.

- Paddington Basin
- Return to the Regent's
- Hertford Union Canal
- Rural Regeneration,
- Waterways & Development Plans
- Under Lock and Quay
- Grand Union Canal Paddington Branch

6. City Mill Lock

6.1 Please confirm progress with seeking funding for automation of the lock (as reported in October 06 notes circulated in advance of that round of meetings.)

A. There is no progress to report on this. Restoration of City Mill Lock remains a priority for BW and is one of a number of works to be taken forward in and around the Olympic Park.

7. Old Oak Sidings

7.1 Please confirm the tonnage of materials that have been transferred through this site since opening.

A. BW does not have these figures as this is a matter for Powerday.

7.2 Who should potential operators contact (either in BW or at Powerday Ltd) if they are interested in making proposals to use this facility?

A. Powerday.

8. Taranchewer (Dedicated water-borne refuse plant)

Please confirm the state of the Taranchewer and when the boat will be returned to service.

- A. The Taranchewer is currently out of service. It is currently being repaired and should be back in operation within the next 2 weeks.

- 9. City Road Basin** (update requested by Roger Squires, IWA) - the UG update report (please see below) gave the most up-to-date information on this scheme, however, if you have any more specific questions please contact James Lazarus (Senior Development Manager) at james.lazarus@britishwaterways.co.uk Alternatively, please call James on 020 7985 7206.

Plans for the regeneration of City Road Basin in Islington have taken another step forward with London Borough of Islington granting full planning permission for 259 City Road. The development is a joint venture between Groveworld, Miller Developments and British Waterways and is part of a major masterplan to transform this historic Regent's Canal site and open it up to full public access for the first time. The plans comprise a new building at the southern (City Road) end of the basin with 295 new apartments (incl. 93 affordable homes) and new public open space.

Cllr James Kempton, Leader of London Borough of Islington, says: "As well as providing new homes for people on low and modest incomes, the basin's development will create a new civic space for people to enjoy, along with leisure facilities like restaurants, a health centre with doctor's surgery and new premises for Islington Boat Club."

Work will start mid 2007 to transform the head of the basin and construction of the 259 City Road Basin tower is expected to begin towards the end of 2007 – extract from UG update report.

- 10. Dredging** (update requested by Roger Squires, IWA):

Tottenham - spot dredging was undertaken in April 2007 to remove the high levels of silt generated from the inflows of vegetation from Pymmes Brook.

Turkey Street Brook - spot dredging was undertaken in March 2007.

Dredging 2007/08 - dredging works on the GU canal (Brentford & Stockley Park) to facilitate mooring improvements and freight are expected to commence in late summer.

- 11. Moorings at Limehouse** (update requested by Roger Squires, IWA):

Limehouse Basin is now leased to BWML and as such any additional moorings would have to be instigated and installed by them. Our Boating Business Manager (Gareth Stephens) has confirmed that he is personally not aware of any plans to increase the mooring capacity at this location. Gareth is attending the meeting so will be happy to answer any further questions which you may have.

12. **Hunsdon Lock** (update requested by Craig Haslam) - the problem appears to be being caused by the culvert opposed to the paddle gear. We intend to investigate this problem and will carry out any necessary repairs during the 2007/08 winter stoppage programme. The lock gates will also be replaced during this stoppage.
13. **Hertford Lock** (update requested by Craig Haslam) - the castings inside the existing paddle gear are broken. We have ordered replacement castings and delivery is expected within the next 4-6 weeks. The new castings will be installed upon receipt.

Stanstead Lock footbridge (update requested by Craig Haslam) - as previously advised, the old walkway was not designed correctly for the lock gates and caused the early demise of the previous gates. We recognise that a third walkway would be beneficial to boaters. However, as there two other ways of crossing the lock an additional walkway does not form part of our current priority works programme.