

## Appendix E

### Stakeholder Liaison

#### Lea Rowing Club – Tottenham lock to Old Ford lock

I have been communicating with Joshua Coleman-Pecha, their club Captain.

#### **They weren't consulted prior to the proposal.**

The main thing they're after is to have room for two rowing boats with length for 4 sets of oars to pass each other in opposite directions.

There are certain stretches of their pound that they would rather we left clear

- the inside of bends
- where the river narrows

Many places where double mooring can be a problem, particularly on bends

Boats moored on either side of river can be problem.

All of these areas will be highlighted on a map.

Butties sticking out can be a problem (this to be offset against potential security issues). They're only small but they get in the way of oars.

Traveling backwards restricts their vision and they are aware that they will usually come off worse in a collision.

They recognize that people need places to live, but are concerned about the growth of numbers. Some think river is congested already, others are talking in terms of 'if not now, then soon'. At some indeterminate point in the future, they believe numbers will become unsustainable.

Their feedback to the proposals rejected them – the 7 day plans will increase traffic and they're not happy with the mooring zone between the A12 and Carpenter's Road (narrow stretch)

### Lea Valley Angling Consortium

I have been in communication with Dennis Meadhurst, their Secretary.

#### **They weren't consulted prior to the proposal.**

They are troubled that the proposal makes no attempt to protect angling hotspots from mooring. They mention the misconception that angling can be enjoyed from any area.

They have identified these hotspots and will be highlighting them on our map.

They are not fans of boats overstaying. They see them as a drain on the stretch of towpath they occupy. They are concerned that the proposals will merely lead to the boats swapping positions.

BOTH OF THESE GROUPS HIGHLIGHT OCCASIONAL SPECIAL DAYS WHERE THEY IDEALLY WOULD HAVE UNRESTRICTED USE OF THEIR CHOSEN STRETCH. THERE APPEARS TO BE NO PROCEDURE IN PLACE FOR COMMUNICATION BETWEEN USER GROUPS TO HELP FACILITATE THIS, CERTAINLY NOT WITH LOCAL CONTINUOUS CRUISERS.

### The Lea Valley Canoe Club

I spoke to Wendy, their chairwoman.

They raised no problems with us at all.

### Stonebridge Canoe And Cycle Hire

Brought up concerns about boaters who overstayed.

They considered Stonebridge congested, but they didn't mind the boaters who moved on regularly.

Their main concerns with overstayers seemed to be the way the boaters who overstayed actually behaved, rather than that they were overstaying.

Examples were offered of inconsiderate and disrespectful behaviour.

They also cited the annual pirate party as a difficult week for their business.

Particular problems raised were the estimated 2-foot drop in the pound level and party rubbish floating in the river the following day.

They were also annoyed by their canoes striking logs in the river, which they claim come from the roofs of our boats. I explained that we were unlikely to throw these in the river ourselves, but it stood as an issue.

### The Lee Valley Regional Parks Authority

I received an email from Janet Green (Partnerships Manager) on behalf of Stephen Wilkinson, their Head of Planning.

Included below is the part of the email that has relevance for London Boaters -

*“Officers will be seeking Members’ reactions to the proposals and we cannot pre-empt their opinions but we would suggest that whilst we welcome the vitality which boaters bring to the waterways, we have the following concerns -*

- Excessive numbers of boats moored for long periods of time in some locations i.e. Stonebridge Lock and Amwell including double mooring*
- Works being carried out on boats which spills over onto the towpath*
- Activities such as cutting wood and drying washing on the towpath*
- Litter accumulating adjacent to boats which have been moored for a period of time*
- Unacceptable condition of some boats*
- The use of long term moorings for residential purposes.*

*We acknowledge that BW’s enforcement of the current regulations has not been strident over the last few years and can understand that this may be part of the reason for the increase in boating numbers, and we will seek to ensure that any new proposals are adequately staffed and enforced, in fairness to all users.”*

Ms Green does not specify the numbers which her organization consider excessive, nor the problem created by double mooring. The long periods of time she refers to she later qualifies by conceding BW’s lax enforcement of the rules. Litter accumulating next to these ‘long periods of time’ boats should also cease to be an issue, should BW enforce their own rules.

The unacceptable condition of some boats is insufficiently defined and needs clarifying before we can offer any answer on that.

## Ramney Marsh Cruisers Club

The term 'continuous moorer' was used freely here.

Our aesthetic appearance often doesn't suit them and they seemed to consider our cruising patterns 'bridge-hopping' rather than a serious attempt to continuously cruise. However their co-chairman said the best thing to come out of the proposal is that it has 'given us all (the various user groups) a kick up the backside and got us talking to each other'.

Having talked to them for a while they proved very friendly and able to discuss issues they had with us quite freely and reasonably. These are listed below along with other user groups feedback.

## Summary of Research Work

The people we met during the towpath questionnaire have been overwhelmingly supportive and the results of the questionnaire reflect this.

Even allowing that many of the contacts we initially approached within other user groups were known to us, and therefore were possibly more likely to be sympathetic, the prevailing attitude we have met with has been that BW have not performed their job responsibly and that any animosity towards our activities has to be seen within that framework.

Complaints seemed to be generally directed at individual instances of inconsiderate behaviour by boaters, rather than an endemic problem with our demographic as a whole.

One complaint frequently heard was about lock moorings with boats moored on them, hindering access to the lock. Nobody who this topic has been raised with thinks this should be allowed to continue and it is a major source of animosity.

Double mooring doesn't seem to be an enormous problem for most people, but many people have had a story about a particularly annoying example of it.

Absence of space at popular visitor moorings has come up on a number of occasions.

If London Boaters wish to have the support of the cruising clubs and hire companies whose members/customers hope to use these spots enabling the provision of more available mooring space at these locations will be necessary.

Whether this could be achieved or not with the current numbers of boats and better enforcement of the 14 day rule is unproven.

Whether new restrictions of the type seen in the proposal are necessary is also unproven.