

From: [Ian Shacklock](#)
To: [Jenny Jones](#)
Cc: [REDACTED]
Subject: Follow-up from last Tuesday's discussions
Date: 04 March 2013 12:23:29

Jenny and [REDACTED]

Seen we met, I have seen at least two recent documents about mooring rules. One is an official CRT guide to licences; the other is a proposal by the IWA. I will try to get both of these across to you.

I have also seen a lot of angry e-mails from [REDACTED], who are running out of patience because all their complaints to the CRT seem to be falling on deaf ears. They are now thinking about taking legal action. I need to collate, review and edit these before I can pass any of them on to you; and I don't want to overload you with information.

One of the names I gave you was [REDACTED].

[REDACTED]

Another name I gave was Councillor Martin Klute. He doesn't seem willing to get involved at the moment, because he is already entrenched in discussions with the CRT and the council's pollution and enforcement teams, so I think we should carry on without him but give him the option to comment on your first draft.

I hope this helps.

Regards, Ian

On Thursday, February 28, 2013, Ian Shacklock wrote:

Jenny and [REDACTED],

It was good to talk to you on Tuesday about an issue that is causing a lot of distress to boaters and house owners.

I can supply various links to news reports and mooring rules, etc, so please contact me if you want me to speed up any research.

I would like to view your first draft (or even just some rough notes) before I involve anybody else. I want to be able to explain to them the context of this report and how it might add value to any existing reviews, discussions, etc.

I'm afraid I'm very busy now fighting plans to pave over grass verges on the towpath, otherwise I would use my lunch break today to send you a summary of my thoughts, including things we didn't have time to cover on Tuesday.

One comment I want to make now is that, even though your report will focus on the health issues, I hope that the introduction will at least acknowledge the other issues, causes, etc. I think that Grant Shapps is part of the problem,

since he suggested that people could migrate to the water to relieve the housing shortage.

Regards, Ian

On Wednesday, February 20, 2013, Jenny Jones wrote:

Hello Ian

Do you have time to pop into City Hall and discuss the Islington canal boater issue?
Or suggest someone else if you are busy?

I'd like to put a paper to the Health and Environment Cttee, to do a short report on the topic.

jj

Jenny Jones AM
Green Party Group
London Assembly

City Hall
The Queen's Walk
London SE1 2AA
Tel: 0207 983 4391
Fax: 0207 983 4398
<http://www.london.gov.uk/profile/jenny-jones>
<http://www.youtube.com/user/JennyJonesAM>

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Email:

[REDACTED]

In writing to:

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From: [Jenny Jones](#)
To: [REDACTED]
Subject: FW: Noel Road visitor moorings: Update on Friday March 1st
Date: 07 March 2013 12:44:44

Jenny Jones AM

Green Party Group

London Assembly

City Hall

The Queen's Walk

London SE1 2AA

Tel: 0207 983 4391

Fax: 0207 983 4398

<http://www.london.gov.uk/profile/jenny-jones>

<http://www.youtube.com/user/JennyJonesAM>

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Email: [REDACTED]

In writing to:

[REDACTED] Greater London Authority, City Hall, The Queen's Walk, London SE1 2AA

From: [REDACTED]
Sent: 03 March 2013 09:56
To: Jenny Jones
Subject: Fw: Noel Road visitor moorings: Update on Friday March 1st

Jenny,

We spoke about this matter on Saturday. The emails below are forwarded as background information.

Regards

----- Original Message -----

From: [REDACTED]
To: [Ian Shacklock](#)
Sent: Saturday, March 02, 2013 7:11 PM
Subject: Re: Noel Road visitor moorings: Update on Friday March 1st

Ian,

Whilst it is legally possible to shut down a section of bank for repair or other works, it would be difficult to enforce.

The mooring situation got out of control 4 years ago when all the London enforcement officers went off sick. The sum total was that London had no enforcement officers for 18 months. The

towpath telegraph moved into action and 'squatters' moved in. They knew they could break the rules with impunity.

When BW finally got round to recruiting new enforcement staff there were around 400 illegally moored boats on the London's Canals , including the Lee and Stort.

The Olympic issue is a 'red herring'. BW offered paid towpath moorings in Central London for the Olympics. Many squatters took the opportunity to 'legalise' their status for the Olympic Period.. After the Olympics, on 1st October 2012, the Winter Moorings Scheme came into force. That enabled many of those on the Olympic Moorings to transfer direct to Winter Towpath moorings. These end on 31st March 2013.

Nominally, from 14 days after the 1st April 2013, any boat that has not moved on then will be in breach of CRT rules. It will be interesting to see what CRT will do then.

My guess is that there are so many squatters now that they simply cannot cope!

It is a very sorry situation. The 'squatters' are there because London Rents are unaffordable, and many argue the boats are their home. Legal proceedings can take up to two years. Then the Councils could be forced to rehouse people. They certainly do not want to be in that situation. We thus have the current 'stalemate'.

We in the [REDACTED] want the London Visitor moorings cleared of 'squatters' so that legitimate visitors to London can stay overnight. At the moment the 'squatters' are blocking all the Visitor moorings, so visiting boaters have no where to stop over.

Regards

[REDACTED]

----- Original Message -----

From: [Ian Shacklock](#)

To: [REDACTED]

Sent: Saturday, March 02, 2013 3:07 PM

Subject: Fwd: Noel Road visitor moorings: Update on Friday March 1st

[REDACTED]

See below. Gary is a local councillor, with a particular interest in council waste collection.

What is your reaction to my suggestion of a temporary suspension of mooring? Is this legally possible? Will it attract enough national publicity to expedite a solution?

Regards, Ian

----- Forwarded message -----

From: **Ian Shacklock**

Date: Saturday, March 2, 2013

Subject: Re: Noel Road visitor moorings: Update on Friday March 1st

To: Gary Doolan [REDACTED]

[REDACTED]

[REDACTED]

Dear Gary,

Thank you for these suggestions. The idea of a permanent ban on moored boats seems rather drastic, because it will be unfair on the well-intentioned visitors who obey the rules. Sadly, these types of boater rarely get a chance to use the facility due to overcrowding and overstaying.

Perhaps we could consider a temporary suspension of all mooring boats until a solution is in place. (This would not really affect genuine visitors because they already feel excluded).

The most qualified organisation to comment on this is the Inland Waterways Association (IWA). Their regional chair (Paul Strudwick) (copied) has written some proposals for addressing the current mooring crisis, and I will try to get hold of a copy of his document.

I am trying to understand how and why the situation has deteriorated so much in recent years and it would be useful to get feedback from people who have known the area for a long period. I think that the visitor moorings were first established in about 1993 and they were well run until about three years ago. The harsh winters over the last three years have added to problems because boaters are burning more fuel. There is no longer a mooring warden in evidence; and CRT have very limited resources these days. The population of continuous cruisers has risen sharply in the past ten years (based on national figures) and I think a disproportionate number of these boats have migrated to London. Many people are choosing to live on a boat, not because they are interested in navigation, but because they see it as a low cost solution to the housing shortage. They are being ill-advised, not only by existing boat dwellers but also by people such as Grant Shapps (who once suggested houseboats as a solution). Some of these people are vulnerable and I think it is very irresponsible of others to encourage them to live on vessels without advising them fully about rules and their duties to maintain their engines, dispose of their waste, etc. This problem did not happen overnight and it is unrealistic to try to resolve it in an instant; and that is why the IWA is proposing a phased reduction in boat numbers and a redistribution of mooring sites.

There are other explanations for the sudden overcrowding, such as a westbound migration of boats that were moved away from the Olympic zone; and more recently there was a mass exodus from Victoria Park after 17 boats were burgled one weekend. I can imagine that once people discover convenient locations such as Noel Road they are unwilling to return to their previous zone, and if they hear rumours that enforcement is ineffective then they never move on.

I appreciate that most of the local residents are not too interested in the above details,

but I hope that it helps us to understand some of the causes of the mess we are in. Clearly it needs a joined up solution, and that can only happen when all the facts are in the open.

Regards, Ian

On Saturday, March 2, 2013, Gary Doolan wrote:

Dear All

Please see attached licensing conditions for canal boats including moorings, which are clearly not being applied in Islington. I think you will find that the CaRT are failing on many counts here. There is a specific mention of health and safety and refuse collection which clearly is not being adhered to and the CaRT have a duty of care regarding health and safety of residents and should be protecting them from pollution, noise, and vermin which would cause a potential spread of disease.

With these rules so clear, if residents were to take legal action the canal boat trust would clearly have difficulty defending any claims. What's the point of having regulations and then failing to enforce them when it is clearly necessary?

Cllr Gary Doolan

[REDACTED]
[REDACTED] there are now 10 boats double and triple moored, pinning those nearest the towpath that arrived first - mostly longer than 7 days ago. Since it is now Friday and things will not improve for the weekend unless action is taken, I suggest the CRT enforcement officers get here ASAP. [REDACTED]
[REDACTED]

[REDACTED]

On 1 Mar 2013, at 07:38, [REDACTED] wrote:

The attached photographs may corroborate emails from [REDACTED]. I saw the mountain of black bags [REDACTED] referred to as well but did not photograph them.

I am a big fan of the boating community in general and I can see that fly tippers or inconsiderate lunchers may play their part in some of this mess. But the evidence for dense mooring and potentially dangerous refuse accumulation is clear. The rubbish in my "litter" photograph is clearly more than sandwich wrappers. I think there has been an improvement and would also like to thank [REDACTED] for their efforts. Still, the canal side hardly remains the oasis it should be.

Finally, there was a clear smell of acrid fumes in the stretch last night at 8.30pm (I couldn't capture that with my camera!). I know we keep getting this feedback that the rules for the river are different from the rules for the road but from a public health point of view the distinction is nonsense. I would not want to be the one using this explanation in a court of law if any of my children gets sick. This pollution issue may not have the national kudos for some versus the plans to expand Heathrow airport but the environmental principle is the same and right on our doorstep.

Again, thanks to all those who are spending more time on this than I am. The effort is appreciated.



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From: [REDACTED]
To: [REDACTED]
Subject: FW: Residential Moorings
Date: 07 January 2013 10:15:37

Relevant section in red. Thank you!

From: [REDACTED]
Sent: 04 January 2013 21:23
To: [REDACTED]
Subject: Re: Residential Moorings

Thank you of sharing these and thank you to Darren for putting them to the Mayor.

They are of course broadly neutral. I don't have a huge amount of experience with these kinds of request - are answers from the mayor generally framed in the way they are below?

We are progressing conversations with the canals and rivers trust, so at least we are focusing our work in the right place.

On another note, is there a way to remain in touch with the green group's work?

I am very keen to ensure a strong sustainability focus for the community once it is set up and would really be keen for it to seek to live by the WWF / Bioregional 'one planet living' principles. I know Sutton and Peterborough are using them. Do you know of any smaller communities that may have adopted a similar approach that may be able to provide us with support or advice as we progress that part of our initiative?

Very best,

On 2 Jan 2013, at 13:30, [REDACTED] wrote:

Dear [REDACTED]

I am writing to let you know that Darren Johnson AM has now received a response to the formal questions he tabled on the topic of residential moorings at the December Mayor's Question Time. I am forwarding the exchanges onto you below.

Residential Moorings (1)

Question No: 4023 / 2012

[Darren Johnson](#)

Is the Mayor aware of the issues continuous cruisers on London's canals face in finding appropriate long term residential moorings and will he commit to using his powers and influence to help secure appropriate sites for residential moorings?

Written response from the Mayor

I am aware of the issues relating to residential moorings on London's waterways, both in terms of ensuring sufficient moorings, and ensuring their appropriate use.

I will be considering these issues in conjunction with the Canal and River Trust and other stakeholders in preparing further alterations to the London Plan.

Residential Moorings (2)

Question No: 4024 / 2012

[Darren Johnson](#)

Does the Mayor see an opportunity to provide low cost housing by supporting the development of appropriate long term mooring sites?

Written response from the Mayor

This is an issue I am going to consider as part of the process of preparing further alterations to the London Plan.

Residential Moorings (3)

Question No: 4025 / 2012

[Darren Johnson](#)

Does the Mayor know about innovative approaches to residential moorings like CHUG in Kingsland Basin and Hermitage Wharf on the Thames, both of which are cooperative communities that provide a valuable sense of place to the communities they touch?

Written response from the Mayor

I will be considering this and other examples as part of the process of examining the issues surrounding residential use of London's waterways as part of the process leading up to further alterations to the London Plan over the next twelve months.

Residential Moorings (4)

Question No: 4026 / 2012



[Darren Johnson](#)

Does the Mayor see value in the opportunity to support the growth of sustainable, cohesive communities on and around London's waterways by leveraging in the skills of those who live on them?

Written response from the Mayor

I do intend looking at the scope for greater residential use of London's waterways as part of the process of preparing further alterations to the London Plan. There are a number of issues involved which I would want to ensure are properly considered before I make formal proposals, and I intend taking these matters forward in conjunction with the Canal and River Trust and other stakeholders.

Best wishes for 2013,


LONDONASSEMBLY Green Group
City Hall, The Queen's Walk, London SE1 2AA
Tel: 

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Email: 

Fax: 020 7983 4398

In writing to: [REDACTED], Greater London Authority, City Hall, The Queen's Walk, London SE1 2AA

From: [REDACTED]
Sent: 06 December 2012 18:07
To: [REDACTED]
Subject: Re: Casework/MQT - Residential Moorings

Excellent, thanks for letting me know [REDACTED]. Look forward to responses.
Best,
[REDACTED]

On 6 Dec 2012, at 10:03, [REDACTED] wrote:

Dear [REDACTED]

I am writing to you on behalf of Darren Johnson AM to let you know that Darren has tabled the following formal questions to the Mayor of London. I will forward you the Mayor's responses as soon as they are received.

Kind regards,

[REDACTED]
LONDONASSEMBLY Green Group Support Officer
City Hall, The Queen's Walk, London SE1 2AA
[REDACTED]

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Email: [REDACTED]
[REDACTED]
[REDACTED]

In writing to: [REDACTED], Greater London Authority, City Hall, The Queen's Walk, London SE1 2AA

Residential Moorings 1

Is the Mayor aware of the issues continuous cruisers on London's canals face in finding appropriate long term residential moorings and will he commit to using his powers and influence to help secure appropriate sites for residential moorings?

Residential Moorings 2

Does the Mayor see an opportunity to provide affordable housing by supporting the development of appropriate long term mooring sites?

Residential Moorings 3

Does the Mayor know about innovative approaches to residential moorings like CHUG in Kingsland Basin and Hermitage Wharf on the Thames, both of which are cooperative communities that provide a

valuable sense of place to the communities they touch?

Residential Moorings 4

Does the Mayor see value in the opportunity to support the growth of sustainable, cohesive communities on and around London's waterways by leveraging in the skills of those who live on them?

From: [REDACTED]
Sent: 04 December 2012 18:45
To: Darren Johnson
Cc: Jenny Jones; [REDACTED]; [REDACTED]
Subject: Re: Support for a community run mooring in Hackney

Darren, thank you

Questions in my mind are:

- is the mayor aware of the issues continuous cruisers on London's canals face in finding appropriate long term residential moorings?
- does the mayor see an opportunity to provide affordable housing by supporting the development of appropriate long term mooring sites?
- does the mayor know about innovative approaches to residential moorings like CHUG in Kingsland Basin and Hermitage Wharf on the Thames? Both are cooperative communities that provide a valuable sense of place to the communities they touch.
- does the mayor see value in the opportunity to support the growth of sustainable, cohesive communities on and around London's waterways by leveraging the skills of those who live on them?

Please let me know if these are along the right lines...and let me know if more detail is useful.

Very best,

[REDACTED]

On 4 Dec 2012, at 13:13, Darren Johnson
<xxxxxx.xxxxxxx@xxxxxx.xxx.xx> wrote:

[REDACTED]

Many thanks for getting in touch. I am afraid my diary is now overloaded between now and Christmas so I'm not able to do a site visit at the moment. However, I would certainly be happy to table a formal question to the Mayor of London given the difficulties you all seem to be experiencing in getting things moving on this project. It is certainly an initiative I welcome and happy to support.

The deadline for questions to the Mayor is fast approaching so I would need to put something together in the next 24 hours. Let me know what specific points you would like me to address in a formal question if you think one would be useful.

Regards

Darren

Darren Johnson AM
Green Party Member

London Assembly

City Hall

Queens Walk

London SE1 2AA

020 7983 4388

<http://www.london.gov.uk/profile/darren-johnson>

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From: [REDACTED]
Sent: 04 December 2012 09:10
To: Jenny Jones
Cc: Darren Johnson; [REDACTED]; [REDACTED]
Subject: Re: Support for a community run mooring in Hackney

Jenny, thanks for your prompt reply and offer of support.

Darren, I wonder if you and I could arrange to meet and should your diary permit, Jenny, you could join us?

I can run through our plans thus far. It would be interesting to get your views on how they may fit into broader London strategies, perhaps the blue ribbon network in particular.

If that sounds good, could you drop over a few options for times to meet in the coming weeks.

Very best,

[REDACTED]

On 3 Dec 2012, at 09:21, Jenny Jones
<XXXXX.XXXXX@XXXXXX.XXX.XX> wrote:

Hello [REDACTED]

This sounds like an excellent idea and I'm happy to support where I can, given diary pressure constraints.

However, my colleague Darren Johnson AM is now our lead on transport issues, so I'm copying him in.

Best wishes

Jenny

From: [REDACTED]

Sent: Sunday, December 02, 2012 11:28 PM

To: Jenny Jones

Subject: Support for a community run mooring in Hackney

Hi Jenny,

Hope this finds you well.

I am in the early stages of creating a social enterprise that will seek to develop a community run mooring for a small number of narrow boats on the River Lee. I am in early stage discussions with the Canals and Rivers Trust and in the process of reaching out to stakeholders who may be interested in the initiative. Hence my email to you.

There are many issues that are challenging for those who live on narrow boats in Hackney, as you will know. Developing more permanent sites for mooring, with sensitivity of course, could help address many of these issues, whilst also helping deliver on key strategic objectives around affordable housing and sustainability. I'd be really keen to talk through our plans with you and gauge the extent to which you would be prepared to support them.

I have an initial concept note which I can share with you, but would appreciate the opportunity to meet face-to-face in order to discuss in more depth. If your interest is piqued by the above, perhaps we could meet briefly in the coming weeks to explore more?

thanks in advance for your time,

[REDACTED]

--

[REDACTED]

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From: [REDACTED]
To: [Jenny Jones](#)
Cc: ["Ian Shacklock"](#); [REDACTED]
Subject: Re: How green are our boats?
Date: 06 February 2013 09:26:17

Hi all

I think this is something that can be tackled by the community air pollution group that the Council has established. There is a similar issue with barbecue smoke in open spaces in the borough. We seem to be the only borough in London actively encouraging barbecues! Islington Greens are going to try to get [REDACTED] to visit with his particle counter in the summer when barbecue smoke is an issue to establish any evidence to back claims that the smoke is damaging to health.

[REDACTED] is in [REDACTED], but on his return we could possibly get him to visit the towpath with the particle counter. Much easier to make a case for behaviour change if there is evidence that there is an impact on health.

Jenny Thanks for offer of coming to a public meeting, if there is any opportunity i'll let you know.

[REDACTED]

[REDACTED]

On 6 Feb 2013, at 08:47, Jenny Jones wrote:

Hi Ian

Good to see you at the vigil.

I don't have the time/resources to do much research myself on this at the moment, but will think about the possibility of working on it through the Health and Environment Cttee.

Do please keep in touch.

jj

Jenny Jones AM

Green Party Group

London Assembly

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Tel: [REDACTED]

Fax: 020 7983 4398

In writing to:

[REDACTED] Greater London Authority, City Hall, The Queen's Walk,
London SE1 2AA

From: Ian Shacklock [mailto:[REDACTED]]
Sent: 05 February 2013 20:49
To: Jenny Jones
Cc: [REDACTED]
Subject: Re: How green are our boats?

Hi Jenny,

I can supply news clippings (from the Islington Tribune and Evening Standard) that make it very clear that some of the residents are very distressed by noise and other types of pollution from boats.

The worst affected stretch is Noel Road (East of the tunnel). This is in a cutting where residents have short gardens and tall homes and the smoke lingers. I think the cold winters in the last 3 years have aggravated the problems, because boaters are burning more wood for longer.

Another stretch is between York Way and Caledonian Road. This has recently been assigned to winter moorings. Most of the buildings are right up against the towpath and the residents are unhappy.

By contrast, residents opposite Victoria Park do not seem to complain, because they have long gardens and the terrain is flat.

So I don't think we need another public meeting yet to find out residents' views - [REDACTED] can confirm the strong feelings that were expressed last Thursday.

Instead I think we need to do some analysis of different boaters' budgets, habits, fuel types, etc, and to mark out the best and worse case scenarios.

I wonder whether we could do a week-long controlled experiment at the Islington Visitor moorings, whereby all boaters are forced to obey the rules and burn only smokeless fuels and turn their engines and generators off at 8pm. If we measure pollution levels throughout this week and if the air quality is still poor, then we know there is a serious problem that is unrelated to bad behaviour.

By the way I won't be putting this on the Friends of Regent's Canal agenda for the time being, because we need to take a neutral position until we've got some proper facts to work with.

Regards, Ian

On Tuesday, February 5, 2013, Jenny Jones wrote:

Hi Ian

I too have concerns.

I'm wondering if there is a public meeting any time soon that I could attend to hear what local residents are thinking?

jj

Jenny Jones AM

Green Party Group

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<http://www.london.gov.uk/profile/jenny-jones>

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Email: [REDACTED]

Tel: [REDACTED]

Fax: 020 7983 4398

In writing to:

[REDACTED] Greater London Authority, City Hall, The Queen's Walk,
London SE1 2AA

From: Ian Shacklock [mailto:[REDACTED]]
Sent: 05 February 2013 10:10
To: Jenny Jones
Cc: [REDACTED]
Subject: How green are our boats?

Hi Jenny,

I am concerned about the pollution ranking of narrowboats, particularly in the wake of an Air Quality workshop I attended last Thursday.

I understand that boat dwellers usually have a lower carbon footprint than house dwellers, and this is what attracts a lot of well meaning people to a water-borne lifestyle.

But unless they have permanent moorings with an electricity supply they tend to run their diesel engines and/or generators for hours on end.

I now anticipate a lot of bad press for boaters; some will seek to address the problem and others will claim that certain laws don't apply to them. This could be a turning point for continuous cruisers because they could end up alienating environmentalists as well as residents and wealthier boaters. I have mentioned this to somebody at London Boaters so I hope they will start to think about this. They will probably need to change their habits or their location.

My biggest concern is that ordinary people could be driven off the waterways forever and it will just be rich individuals and corporates on the water, and certainly not the sort of users we need to revive freight by water.

Do you share my concerns and do you think this situation is worth reviewing?

Regards, Ian

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