

CRT GASLIGHTING

From time to time, CRT comes out with statements saying boaters are using up too much of their funds. However the truth is very different.

In fact over the years, boaters pay more and more. The last published Annual Report in 2019/20 stated that CRT received £41.6 million in income from 'Boating and mooring', of which 21.6 million was from boat licences.

On the other hand when asked how much they spent on boater facilities in the same year, it was just over 2 million. Of course, more is spent on the upkeep of the waterways than boater facilities, however it would be near impossible to tell how much each waterway user should pay for what.

Nevertheless, in general it looks like we as boaters put in a load more than we take out. So next time CRT says something like 'too many boats are causing too much strain on facilities', call it what it is: **bullshit**.

CRT TO SPREAD MISERY WESTWARDS?

In a recent meeting NBTA had with CRT, it was divulged that the trust believes that there are too many boats in West London and parts of Grand Union.

Many imagined that CRT would focus their cull on Central and the East, but this has turned out not to be the case. They have now added more locations into their 'Areas of High Demand policy'. Some of these places are amongst the most empty parts of the London waterways. Even places outside London have been added to this 'policy', including the Grand Union as far north as Milton Keynes.

CRT seems to be gearing up to clear boats out of these areas. We must organise to stop them, NBTA London will do what we can. However, it would be good if there was a Grand Union branch of the NBTA.

K&A MOORINGS SAVED

It is not only CRT who seem intent on making life harder for boaters without a home mooring.

Bath & North East Somerset Council (BANES) were planning to get rid of a stretch of 14 day moorings in Saltford, on the River Avon. Well, that was until a boater with the support of the Community Law Partnership challenged them with a Judicial Review of the Council's decision.

The Council then backed down from removing the 14 day moorings. They will now remain as 14 day moorings for everyone to use if they want.

**A win somewhere
is a win for us all.**

MORE SPACE TAKEN AT KINGS X



WINTER 2021: **CRT LIE, WE DEFY!**



NOT IMPOSING SAFETY ZONES:

CRT LIE

CONSULTING WITH BOATERS:

CRT LIE

BEING TRANSPARENT:

CRT LIE

Boaters won a great victory when we forced CRT to back down on the "safety zones" by our collective action.

But even as they were telling us that they would withdraw the "safety zone" proposals and consult with boaters and other users on safety, they were already planning to impose the red sections of those same proposals which ban mooring altogether.

Two open air planning meetings in Broxbourne and Hackney gave an overwhelming feeling of resistance to these new 'no mooring' sites.

Many are already defying these restrictions and more are planning to do the same.

Join the action to defy the new 'no mooring' signs'!



**INSIDE: ANGEL FESTIVAL : A LESSON IN CRT OPACITY.
SAFETY ZONES VICTORY: CRT RENEGES ON PROMISES**

RIVER LEE “SAFETY ZONES”

BOATERS’ VICTORY, CRT DECEIT

On September 1st 2021, Canal and River Trust (CRT) climbed down on implementing their River Lee “Safety Zones” proposals, which would have effectively removed 550 mooring spaces between Tottenham & Old Ford Locks and in Broxbourne.

Citing safety, particularly that of rowers from the rowing clubs on these two stretches, and fair use of the navigation, the proposals were founded on sketchy data and only negatively affected boaters, and especially boaters without home moorings.

The pushback against the proposals by the boating community in London and beyond, described in an online meeting by CRT London and South-East Regional Director Ros Daniels as “these people”, eventually forced CRT into an independently moderated stakeholder engagement exercise. This only happened because boaters came together to organise against the zones; in the “These People” Zoom meeting CRT showed no willingness to compromise on their proposals.

The engagement report, also published on September 1st, highlighted CRT’s total disregard for the needs of boaters on the river Lee and made six headline recommendations. One of these was to create a navigation forum of stakeholders to explore safety concerns and solutions. CRT accepted the findings of the report, effectively leaving their proposals in tatters.

In a matter of a few months, boaters managed to force CRT into an humiliating retreat from a key policy initiative which would have negatively impacted our ability to remain on the water. Quite rightly, the

boating community celebrated this victory and the power of their collective action. NBTA London were invited to put forward representatives for the navigation forum, and two boaters were selected to take part.

As well as the navigation forum recommendation, the engagement moderators Hopkins Van Mil (HVM) recommended that CRT properly enforce existing rules and regulations. In typical CRT fashion, they have sidestepped the report by finding their own loophole to justify what they want to do anyway. Just a month after the report, CRT has taken this as a cue to enforce all the stretches earmarked as “no mooring” in their safety zones – over 3000 metres on the lower Lee and 1300 metres at Broxbourne. And they are outsourcing much of the enforcement to District Enforcement.

CRT seem to have failed to learn from getting their nose bloodied over the initial “safety zone” debacle. Instead of consulting on which of these no mooring sites are reasonable – and some of them might be – they are instead trying to barge through what is effectively a watered down version of a proposal which united thousands of boaters against them.

We continue to be “These People”.

Boaters prepare to defy the new no mooring zones in Broxbourne



ANGEL FESTIVAL

A LESSON IN CRT TRANSPARENCY OPACITY

September saw the return of the Angel Canal Festival after a one year break due to Covid. The festival, which goes back over 30 years, and is now organised by Canal and River Trust (CRT), is a pleasant day out with boat trips, music, food and various stalls, both general and canal specific.

As the only organisation whose remit is defending the interests of London’s boaters without a home mooring, NBTA London thought it would be a good idea to have a stall there. After all such organisations as the Inland Waterways Association (IWA) usually have a presence at the event.

Naturally there were a few hoops to get through – having liability insurance and a risk assessment in particular – and even a few extra ones such as justifying what we intended to do there. Eventually CRT came back to us saying that there was no longer any space for us. But a few probing questions revealed that this was not the case and secured the real reason for CRT’s refusal:

“As discussed the Canal & River Trust are concerned about the language and anti-Trust sentiment on your website which goes against the values of our organisation and the community feel of the Angel Canal Festival. We recognise that steps are being taken on both sides to constructively work together towards a better future working relationship, but this is still work in progress. As this is the first event of this size and nature the Trust has held since before the pandemic we want it to be enjoyed by the community and feel that we’re not able to have your organisation represented at the event.”

It seems that boaters without a home mooring are not part of the “community” CRT claims to be serving or the *Rosie and Jim* vision it wants to promote at its events. The question has to be asked: how can we build a “better relationship” with an organisation which falls back on lies to cover up its disdain for us?

We are still “These People”.

We are the London branch of the **National Barge Travellers Association (NBTA)**, an organization open to all but run by boaters without a home mooring. We campaign for the rights of boat dwellers.

We hold a monthly meeting on the last Sunday of the month at 4pm. The meetings are held on line, with phone access if you prefer. **Everyone welcome!**

Joining details: <https://8x8.vc/nbta/nbta>

Alternatively, you can use the dial in details: +44 330 808 1706 PIN: 45925961#

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