British Waterways

PUBLIC CONSULTATION ON DEVELOPING LOCAL MOORING STRATEGIES 2009

RESPONSE ANALYSIS

Points to note

- Each question response summary contains three sets of tables – the first shows the overall response, the second shows the response from boaters and the third shows the response from non-boaters.
- For the purposes of this summary document, a boater is defined as a respondent who identified themselves as either a continuous cruiser, a residential boater or a current boat owner (leisure use) or any combination of the three. Some respondents replied as both boaters and non-boaters (that is as a representative of organisation for example). Where this was the case, the response was used as part of both the boater and non-boater data sets.
- Where the respondent decided not to assign themselves to any category listed below, their answer has not been included in either the Organisation & Land Resident data set or the Individual Boater data set. However their answer is included in the 'Overall' statistics.
- There was an element of duplication in the responses. 11 responses from boaters were verbatim copies of other responses, while 3 non-boater responses were verbatim copies. Another 5 responses from boaters used verbatim extracts from another response.

Who responded?

Number of responses	98	
A rep of a company, organisation or Local Authority (indicating which)	19	19%
Residential boater	51	53%
Current boat owner (leisure use)	19	20%
Continuous cruiser	47	48%
Inland marine business	5	5%
Business serving boaters	9	9%
Angler	2	2%
Resident living close to canal	10	10%
Parish or district councillor	4	4%
Other (state which)	1	1%

Mooring strategy steering group membership and chairing

1. Is the scope of the consultation clear? Would you include anything else in its scope?

How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		88	90%	25		72	
For how many of those that answered this question, was the scope of the consultation clear?	Clear	38	43%	21	84%	23	32%
	Not clear	50	57%	4	16%	49	68%

What else did respondents want to see in the scope and how many requested it?	Overall		Organisations & land residents		Individual boaters	
Previous moorings created without consultation included (as per ombudsman)	40	45%	1	4%	39	54%
Explanation of how it will be funded	13	15%	0	N/A	13	18%
Smaller geographical scope	5	6%	5	20%	1	1%
More communication with boaters pre consultation	5	6%	2	8%	4	6%
A simpler format	3	3%	0	N/A	3	4%
Anglers concerns/issues	1	1%	1	4%	0	N/A

2. What qualifications and skills should members of the steering group have?

How many respondents answered this question?	Overall		Organisations & land residents	Individual boaters
	82	84%	23	62

Q2 summary continues on next page

For those that answered this question, what were the top ten most valued skills/qualifications?	Overall		Organisations & land residents		Individual boaters	
Should be a boater (current or ex)	34	41%	0	N/A	32	52%
Local knowledge	14	17%	10	43%	5	8%
Priority given to primary users - boaters	11	13%	0	N/A	11	18%
Open mind	7	9%	6	26%	4	6%
Diplomacy	7	9%	6	26%	4	6%
Good communicator	7	9%	7	30%	0	N/A
Knowledge of the waterways	6	7%	4	17%	4	6%
Willingness to seek common ground	6	7%	5	22%	4	6%
Knowledge of at least one aspect of the waterways	5	6%	0	N/A	4	6%
Should be a resi boater (current or ex)	5	6%	0	N/A	0	N/A

3. Is the principle of a locally-led steering group comprising all relevant and interested parties, preparing a mooring strategy agreeable? If not what other method would you use to do this?

How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		92	94%	25		69	
Of those who responded to this question, how many found local mooring strategies agreeable?	Agreeable	30	33%	20	80%	12	17%
	Not agreeable	62	67%	5	20%	57	83%

For those who objected, what were the top five reasons/other methods suggested?	Overall		Organisations & land residents		Individual boaters	
Just need better enforcement	28	45%	2	40%	27	47%
Just need better maintenance	21	34%	1	20%	20	35%
Boaters don't get enough representation	8	13%	1	20%	7	12%
The only people on it will be those with time and an axe to grind	5	8%	1	20%	4	7%
Vociferous anti-boater movement in local area make it unworkable	3	5%	0	N/A	3	5%

NB 20 (32%) of the respondents who objected, declined to offer any reason or alternative

4. Do you think the list potential group members is appropriate? If not, what changes would you suggest?

How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		88	90%	24		67	
How many of those who answered this question found the list appropriate/not appropriate?	Appropriate	18	20%	14	58%	8	12%
	Not appropriate	70	80%	10	42%	59	88%

For those that disagreed with the list, what were the top ten changes proposed/comments made?	Overall		Organisations & land residents		Individual boaters	
Boaters are in minority	26	37%	3	30%	22	37%
It should only be boaters/boating community	15	21%	2	20%	14	24%
Should be more unaffiliated resi boater reps	14	20%	2	20%	12	20%
Travellers Rights Group	12	17%	0	N/A	12	20%
LA's equality representatives	12	17%	0	N/A	12	20%
It should only be BW and licence fee payers	8	11%	0	N/A	8	14%
Membership should represent the level of impact	6	9%	1	10%	5	8%
No changes, no steering group	5	7%	0	N/A	5	8%
It should only be those who pay for moorings	4	6%	0	N/A	4	7%
Human rights expert	3	4%	1	10%	3	5%

5. Are you comfortable with our proposal that where possible the group should be chaired by the local canal society/trust or a local representative from either the IWA or other national boating organisation? If not, who would you suggest?

How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		81	83%	23		60	
Of those that answered, how many were comfortable/not comfortable with this proposal?	Comfortable	17	21%	14	61%	7	12%
	Not comfortable	64	79%	9	39%	53	88%

Q5 summary continues on next page

For those that were not comfortable, what were the top five alternate chair/suggestions?	Overall		Organisations & land residents		Individual boaters	
Chaired by a boater	23	36%	1	11%	20	38%
Chaired by someone truly independent	8	13%	3	33%	6	11%
Selected by and from steering group	4	6%	2	22%	0	N/A
Chaired by Equality Manager from LA	3	5%	0	N/A	3	6%
Chaired by BW	3	5%	1	11%	0	N/A
Chair should be rotated	3	5%	0	N/A	3	6%
Should be representative of boaters	3	5%	0	N/A	0	N/A
Should be local or co-opted from LA's standards committee	1	2%	1	11%	0	N/A
County Councillor	1	2%	1	11%	0	N/A

NB Of those that disagreed, 18 (29%) respondents declined to suggest an alternative.

6. Do you think that a national nominations panel would be a sensible approach for ensuring chairing and membership of the groups is appropriate?

How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		69	70%	19		52	
How many of those that answered thought this was/was not a sensible approach?	Is sensible	14	20%	14	74%	4	8%
	Is not sensible	55	80%	5	26%	48	92%

For those that disagreed, what were the alternative suggestions/comments?	Overall		Organisations & land residents		Individual boaters	
Should be decided locally	19	35%	2	40%	15	31%
It will create conflict	4	7%	0	N/A	4	8%
Too far removed	2	4%	1	20%	1	2%
It will enable BW to get its choices on the steering grp	1	2%	0	N/A	0	N/A

NB Of those that disagreed, 31 (56%) declined to suggest an alternative

7. How many members should the nominations panel have and which established national bodies should be included?

How many respondents answered this question?	Overall		Organisations & land residents	Individual boaters
	17	17%	14	7

For those that answered, what was the ideal number of nominations panel members?	Overall		Organisations & land residents		Individual boaters	
Small as possible	1	6%	1	7%	0	N/A
Three	4	24%	4	29%	0	N/A
Four or Five	1	6%	1	7%	0	N/A
An odd number >four	1	6%	0	N/A	1	14%
<six	1	6%	1	7%	1	14%
Six max	3	18%	3	21%	3	43%
For those that answered, the following were suggested as additions/amendments to the panel.						
Should proportionally reflect stakeholders (more boaters)	2	12%	0	N/A	2	29%
Residential boater representation	2	12%	2	14%	0	N/A
Environmental body	1	6%	1	7%	0	N/A
NABO should be on it	1	6%	1	7%	1	14%
Angling Trust	1	6%	1	7%	0	N/A

8. What would be an appropriate mechanism for appointing unaffiliated individuals to the group? Should there be a maximum number?

How many respondents answered this question?	Overall		Organisations & land residents	Individual boaters
	65	66%	19	50

Q8 summary continues on next page

Of those that answered, the top three suggested mechanisms were	Overall		Organisations & land residents		Individual boaters	
They should be encouraged to propose a representative	9	14%	5	26%	4	8%
Steering group should appoint where needed	8	12%	6	32%	4	8%
Open door policy/should represent themselves	8	12%	0	N/A	4	8%

Those that answered this question felt that the following limits should be placed on unaffiliated members	Overall		Organisations & land residents		Individual boaters	
No limit	36	55%	2	11%	35	70%
Should reflect the number of unaffiliated indivduals	10	15%	0	N/A	10	20%
Max two	5	8%	3	16%	2	4%
Max three	2	3%	2	11%	2	4%
As few as possible	1	2%	1	5%	0	N/A
Max = 20% of committee size	1	2%	1	5%	0	N/A
Max one - selected by BWAF	1	2%	1	5%	1	2%
Max ten	1	2%	1	5%	0	N/A

NB 4 (6%) respondents felt that affiliation was irrelevant

9. If you reject the options we have outlined, what alternative would you prefer?

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How many respondents answered this question?	Overall		Organisations & land residents	Individual boaters
	68	69%	5	61

Q9 summary continues on next page

What were the alternatives suggested by respondents?	Overall		Organisations & land residents		Individual boaters	
BW should use current powers more effectively	64	94%	4	80%	58	95%
Better maintenance	28	41%	2	40%	26	43%
Better comms & relationships between BW & boaters	11	16%	1	20%	9	15%
Voluntary code of conduct for boaters	4	6%	0	N/A	4	7%
Boater education re imp of mooring restrictions	2	3%	0	N/A	2	3%
No more hire boats than currently exists	1	1%	0	N/A	1	2%
Spread trade throughout whole of K&A	1	1%	0	N/A	1	2%
Lengthen visitor moorings	1	1%	0	N/A	1	2%
More visitor moorings	1	1%	0	N/A	1	2%
Liveaboarders to take responsibility for public perception	1	1%	0	N/A	1	2%

NB Some respondents accepted the principle of steering groups but would prefer an alternative solution and hence answered both

Steering group tasks

10. Are you content with the role outlined for BW in the proposals? (see e.g. paras 4.5, 4.10, 4.14)

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How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		79	81%	20		63	
Of those that responded, how many were/were not happy with BW's role?	Happy	15	19%	12	60%	4	6%
	Not happy	64	81%	8	40%	59	94%

Q10 summary continues on next page

What reasons/comments give for their disagreement with BW's role?	Overall		Organisations & land residents		Individual boaters	
Boaters should be making all the mooring decisions	11	17%	0	N/A	11	19%
BW shouldn't be able to veto steering group strategy	8	13%	1	13%	6	10%
BW should be chair	4	6%	1	13%	2	3%
Shouldn't be involved with chair/steering group nominations	3	5%	1	13%	2	3%
BW has already decided on the outcome	2	3%	0	N/A	1	2%
Seek nominations for chair more widely	2	3%	0	N/A	1	2%

NB 42 respondents (66%) chose not to explain why they disagreed

11. Would you prefer it if the draft strategy was also reviewed by another party before public consultation? If so, who?

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How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		79	81%	20		62	
How many of those who responded wanted the draft strategy reviewed by another party?	Yes	62	78%	6	30%	56	90%
	No	17	22%	14	70%	6	10%

For those who did want the draft strategy reviewed by another party, who were the top ten?	Overall		Organisations & land residents		Individual boaters	
Travellers rights expert	35	56%	1	17%	34	61%
Human rights lawyers	26	42%	1	17%	25	45%
Equality expert	18	29%	1	17%	17	30%
National Bargee Travellers Association	10	16%	0	N/A	10	18%
BW licence payers	8	13%	0	N/A	8	14%
NABO	7	11%	0	N/A	7	13%
Someone who appreciates residential boaters & knows relevant law	3	5%	0	N/A	3	5%
Friends, Families and Travellers	3	5%	0	N/A	3	5%
All boaters it would affect	2	3%	0	N/A	2	4%
County councils	2	3%	1	17%	0	N/A

12. Do you agree with the method of arbitration in para 4.15? If not how would you resolve disagreements between BW and the steering group?

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How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		45	46%	20		29	
Of the respondents how many agreed/disagreed with the method of arbitration?	Agreed	15	33%	13	65%	4	14%
	Disagreed	30	67%	7	35%	25	86%

What other suggestions were made for arbitration by those that disagreed?	Overall		Organisations & land residents		Individual boaters	
Should be a wholly independent body	6	20%	3	43%	3	12%
Should be voted on locally	1	3%	0	N/A	1	4%
Should use mediation	1	3%	1	14%	1	4%
Other comments made were:						
No (no other explanation given)	20	67%	1	14%	19	76%
Because BW has already decided outcome	2	7%	0	N/A	2	8%
Will create unnecessary conflict between BW and others	1	3%	0	N/A	1	4%
Disagreements would make strategy unworkable	1	3%	1	14%	0	N/A

Timescale

13. Are any of the stages too short/too long? Which ones?

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How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		45	46%	14		33	
From those that answered, how many felt some (or all) the stages were about right/too short or long?	About right	9	20%	5	36%	2	6%
	Too short/long	37	82%	9	64%	31	94%

Q13 summary continues on next page

For those that felt some of the stages were too short/long, which ones in particular were noted?	Overall		Organisations & land residents		Individual boaters	
All too short	34	92%	4	44%	29	94%
Evidence gathering should be 4 months not two	3	8%	2	22%	1	3%
Analyse & report feedback…' too short	1	3%	1	11%	1	3%

NB 3 respondents (7%) also commented that the consultation should take place outside of summer

14. Are any stages missing? If so, which ones?

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How many respondents answered this question?		Overall		Organisations & land residents		Individual boaters	
		29	30%	13		19	
How many of those who responded felt there were/were not stages missing?	Stages missing	17	59%	4	31%	14	74%
	No stages missing	12	41%	9	69%	5	26%

For those who thought some stages were missing, which ones did they want to add?	Overall		Organisations & land residents		Individual boaters	
Consultation with boaters	9	53%	2	50%	7	50%
Consultation with NABO	5	29%	1	25%	4	29%
Consulting locally on need for local steering group	3	18%	1	25%	3	21%
Consult with experts on equality/human/traveller rights	3	18%	1	25%	3	21%
Assessing impact on indigenous boating community	2	12%	1	25%	1	7%
Advertising for steer group members and interviewing	1	6%	0	N/A	1	7%

Any other comments?

Number of respondents making general comments	Overall	Organisations & land residents	Individual boaters
	20	5	16

What comments were made (and by how many)?	Overall		Organisations & land residents		Individual boaters	
The questions are leading	6	30%	0	N/A	6	38%
If a boater has put down roots (>15yrs) then special allowances need to be made in local strategy	4	20%	2	40%	2	13%
The outcome of cons'tn and strat are pre-determined	4	20%	1	20%	3	19%
Enforcement is the key issue (lack of)	4	20%	0	N/A	4	25%
Consultations hard to read	3	15%	0	N/A	3	19%
Interpretation of S17 needs to resolved first	3	15%	2	40%	1	6%
BW are unfit for purpose	2	10%	0	N/A	2	13%
BW & BANES need to work more closely together	2	10%	1	20%	1	6%
The current problems are a result of BW negligence	2	10%	1	20%	1	6%
All changes to moorings should be consulted on	2	10%	0	N/A	2	13%
BW needs to commit enough resources for the new strategy to be implemented successfully	2	10%	0	N/A	2	13%
Too complicated	1	5%	0	N/A	1	6%
One of the key steering group tasks should be funding of and how to implement	1	5%	1	20%	0	N/A
Ultimate result will be unfair	1	5%	0	N/A	1	6%
Good to see innovative developments	1	5%	1	20%	0	N/A
Need tight code of conduct for steering groups	1	5%	1	20%	1	6%

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