

Revised Moorings Management Policy 2017-2023 Consultation

Consultation Process

Cambridge City Council is in the process of reviewing its River Moorings Policy. The City Council is recommending a series of changes to the current policy with the intention of a revised policy being finalised and published during 2017.

We have identified a number of options which could be realised and wish to engage with those with an interest in mooring on the River Cam, and the wider community with an interest in the river.

You can respond to this document in several different ways. You can

- Complete the online questionnaire at www.yyx.co.uk we encourage you to respond in this way if you can, but if you prefer not to you can instead
 - Request a paper version of the questionnaire by contacting us on 01223
 - Send us an email, mooringconsultations@cambridge.gov.uk, telling us your views
 - Write to us at Moorings Management Policy, Streets and Open Spaces Team, Cambridge City Council, Mill Road, Cambridge CB1 2AZ

The consultation is open to anyone who wants to take part, is completely confidential and anonymous.

Format of Consultation Questions

Each item has been provided with an outline explanation of the key points for consideration and why the City Council considers that they would benefit from a revised policy focus.

At the end of each introductory section, options have been provided for which we would welcome your response. In some cases, where more than one option can be considered, a range has been provided.

Please respond by [date] to ensure that your opinions are included in our analysis.

Once we have everyone's comments, we will produce a report summarising the views we received for consideration as part of the finalisation of the updated Moorings Management Policy.

Once the updated Moorings Management Policy is approved it will remain in place for a five year period between 2017 and 2022.

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Introduction

A number of factors which will influence the future policy direction have been identified by river users, stakeholders, local residents and the City Council. These include: increasing demand for visitor and long term licenced mooring locations, potential conflict between mooring boats and other river users such as rowing clubs, angling organisations and commercial operators such as punting as the user demand on the river and environs steadily increases.

Research undertaken by the Cam Conservators has, for example, indicated that in comparison to other waterways the River Cam had a crowded water space with over 1000 craft in a 14 mile stretch of river, this gave a density per mile of almost 6 times that of East Anglian waterways. Similarly, the research indicated that in the last 20 years that rowing had increased by 148% within the River Cam to approximately 3,000 participants.

Residents whose properties overlook and/or are adjacent to the river have also raised concerns over a number of years about the way in which the City Council operates and manages its mooring sites, particularly enforcement against illegal vessels, overstays and subletting.

The demand for licenced moorings (12 month duration) far outstrips the availability of City Council moorings and this is likely to continue at the same level or increase if the current interest in boat dwelling continues.

The principal responsibility of the City Council is to ensure the safe, responsible and proportionate use of its areas of riverbanks where mooring is permitted, and in furtherance of its statutory duties and responsibilities, where appropriate. Most importantly, the City Council must work in partnership and with due adherence to the role and responsibilities of the Cam Conservators as the statutory navigation authority for the River Cam.

The Council and the Cam Conservators are concerned about the current and potential illegal mooring sites with attendant health and safety consequences. The revised policy will propose a fair, proportionate and proactive enforcement mechanism to remove areas of existing illegal mooring and ensure that any new illegally moored vessels are quickly removed.

The City Council has previously conducted a number of consultation exercises to gauge the views, ideas and opinions of a wide range of organisations, representative bodies, individual boat owners, residents and members of the wider community in recent years. Most recently in 2015, when the Council proposed a policy for control of visitor moorings based on a Contract Law Model.

The development of the updated policy has taken account of the views previously expressed by consultees and has, where appropriate, incorporated these into the revised proposals.

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River and Riverside Activities and Functions

The River Cam provides an extremely important and valuable natural asset within the heart of Cambridge City Centre, adding to the value of the locality in a number of ways, ranging from the biodiversity of the natural environment through to the commercial benefits realised from tourism and leisure activities. Although the primary purpose of the moorings policy is to ensure the effective provision and management of the moorings provided by the City Council it also needs to reference the wider benefits and values of the river for a range of functions and activities. These include:

- The value of the River Cam as a blue corridor connecting a pattern of biodiverse, historic and recreational green infrastructure within the City.
- Hosting a range of river borne and river related active leisure pursuits including rowing, punting, events, visitor cruises, recreational boating and angling.
- Provision of a safe and accessible traffic free towpath for walkers, runners and cyclists which connects the city in an environmentally sustainable way.
- Providing high quality visitor and tourism attractions which can be accessed by visitors at a number of ability levels from quiet enjoyment through to challenging physical activity.
- Providing a variety of on-line moorings for visitor and residential moorings.

Social Rented Sector: Residential Moorings Considerations

Through previous consultation exercises a number of comments and statements have been put forward which would imply that there is a perceived linkage between Cambridge City Council's social housing policy and its provision/allocation of residential mooring licences.

Whilst some residential boat owners have purchased their vessel and sought residential moorings in order to reduce their housing costs in comparison to land based dwellings the same cannot be applied to those who rent within the social housing sector, for the following reasons.

The terms and conditions of the Council's annual mooring licence requires the boat to be ~~owned and~~ occupied by the licence holder as their sole dwelling. Sub-letting of the boat through rental to another individual is not permitted under the licence, therefore a tenancy agreement cannot be formed between a licence holder and a third party tenant, without transgressing the terms and conditions of licence and therefore invalidating the licence requiring its surrender.

Social rented sector tenants would normally have the expectation of security of tenure of the property they rent through the provisions of the housing acts. The temporary nature and unfixed location of the mooring licence means that security of tenure cannot be applied, even if sub-letting was permitted.

In terms of land based social rented tenancies the tenant is renting a property to an agreed standard for their particular needs, the Council does not own or intend to own any residential boats for rental, all boats in receipt of an annual licence are privately owned rather than rented, and therefore outside the boundaries of any social housing considerations, in terms of housing need.

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It should therefore be clear that the residential mooring licences provided by the City Council do not form part of its social housing policy and will in all cases be treated on the basis of a purely commercial transaction between the purchaser of the annual mooring licence and the City Council.

In the event that any boat owner should find themselves in a position in future where they required social housing consideration they would then apply to the Council or its social rented sector providers and their case would then be considered on its own merits against agreed allocation criteria.

Background to the current policy

The Cambridge City Council, Moorings Management Policy 2010, was the first such policy prepared by the Council which had the intention of describing and itemising how moorings would be provided and managed. It stated a number of purposes including:

- To set out in a single location the different decisions and conclusions that had been reached over the previous fifteen years during which the Council had taken a more proactive role in managing moorings within Council ownership.
- To ensure safe enjoyment of the river and its banks for residents and visitor alike, both on land and on the water, and to ensure the protection of wildlife and the natural environment associated with the river.
- To advise of the role of the Conservators of the River Cam as regulators of navigation through byelaws granted by The River Cam Conservancy Act 1922.

Options for revised Policy Objectives

The proposed updated policy itemises principal changes which the Council is considering from its experience of operating the policy between 2010 and 2016, and changes which have occurred or become more of an issue in the intervening period. With the overall aim being to manage the City Council Moorings in a sustainable way which meet the needs of boat owners and mooring users, balanced with the recreational and residential needs of others.

Proposed Changes include:

- Mooring licence fees to be based on length of vessel.
- Benchmarking of fees and charges with other mooring providers.
- ~~Annual mooring licences to be allocated by public auction.~~
- Visitor moorings to be managed via a Contract Law Model.
- Temporary mooring licences to be extinguished on Riverside Wall.
- Application of No Mooring Byelaws to be applied to Riverside Wall area.

Items for which consultation responses are sought follow.

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Item 1: Mooring Fees and Charges – Annual Residential Licences

Recent benchmarking of fees and charges between Cambridge City Council and a range of other mooring providers indicates that Cambridge charges considerably less than other providers for annual (12 month) licences. The benchmarking exercise also factored in the variation in associated services and facilities provided as part of the mooring licence fee and/or available for an additional fee by the various providers. In most cases, particularly at Marina sites and offline (i.e. out of navigable river channel) moorings the services and facilities were of a greater range than those provided by Cambridge City Council. However, the provider which was the most equivalent to the City Council in terms of mooring type and services was charging a fee twice that of the Council.

Therefore, in terms of being able to charge a mooring licence fee which is closer to that of other providers the Council wishes to consider a number of options and seeks views on what would be most acceptable to the majority of the community. Broadly the options would be for the Council;

- to hold fees at the same baseline level increased each year by the Consumer Price Index, inflation or similar ratio; **or**
- substantially increase fees by a baseline adjustment to bring them in line with other providers ~~or~~
- ~~• let the market determine rates by auctioning the licences on an annual basis (though subject to a minimum bid).~~

~~This latter method is being increasingly used by the Canals and Rivers Trust to allocate licences in areas of high demand and low licence availability.~~

~~Within Cambridge, those currently in possession of an annual mooring licence, have generally had their licence renewed each year. If the option of auctioning licences was adopted they would be disadvantaged in relation to their current position, as they would have no guarantee of having a licence in future, however, those currently on the waiting list with little short term prospect of getting a licence, would have the benefit of being able to bid equally on an annual basis for the available licences.~~

The income received from licence fees is used to pay for the operational costs of the service. For the Council to be able to consider investing in improving facilities a higher level of income is needed from the fees for licences.

Option 1.1: Hold fees at the current baseline level increased annually by CPI or similar.

Do you consider that annual licences fees would best be held at current levels with a modest annual increase determined by inflation or similar measures? If not, why?

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Option 1.2: Substantially increase baseline fees to bring them in line with current providers providing similar facilities elsewhere in the country. (This would most likely require a doubling of the current charge of £1,0500 per year).

Would you support this option and if so, do you have any views on what would be an appropriate percentage increase? If not, why?

Option 1.3: Do you have any alternative method for determining fees and charges?

~~Option 1.3: Auction all licences on an annual basis allowing the market to determine the optimum licence fee with a minimum of £1,100 per year~~

~~Would you support the principle of auctioning all licences on an annual basis? If not, why?~~

~~Option 1.4: Auction only vacant licences on an annual basis to the current waiting list, continuing to annually renew existing licence holders with a minimum bid of £1,100.~~

~~Would you support this option, which is likely to be fairer to existing licence holders? If not, why?~~

~~Option 1.5: Auction only vacant licences on an annual basis to the current waiting list, and to auction ALL annually licences after a year. This option gives a years notice to existing licence holders with a minimum bid of £1,100.~~

~~Would you support this option, if not, why?~~

~~Option 1.6: The length of the licences auctioned as in Option 1.3, 1.4 and 1.5 would be for two years~~

~~Would you support this length of time? If not, why?~~

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Item 2: Mooring Fees and Charges – Visitor Moorings

Cambridge City Council took a committee decision to manage visitor moorings through a Contract Law Model approach in March 2016 with the intention to fully install this model for operational and enforcement purposes during the fiscal year 2017/2018.

It was agreed by committee that there would be no charge for visitor moorings provided that a maximum mooring period of 48 hours and no return to the mooring within 7 calendar days was complied with.

To ensure the effective management and enforcement of the visitor moorings, it was considered that a penalty charge should be applied to those who overstay the permitted times on the visitor moorings or return within a period of less than 7 days.

The penalty charge needs to be set at a sufficient enough level to act as a deterrent and to cover the costs of enforcing the management arrangements. For example, East Cambridgeshire District Council has set the penalty charge at £100.00 for each overstay period of 24 hours or part thereof, and this has demonstrably reduced the number of those overstaying on visitor moorings. It is therefore recommended that Cambridge City Council set an equivalent level of penalty charge.

Option 2.1: A penalty charge of £100.00 be set for each 24-hour period or part thereof when a boat overstays on a designated visitor mooring and enforced through a Contract Law Model.

Do you consider that this is a proportionate penalty charge? If not, what level of charge would you support?

Item 3: Differential Pricing by Vessel Length and/or Beam (Width)

Cambridge City Council currently charges a single licence fee irrespective of boat length or width (beam). Comments from previous consultation indicates that this has been perceived as being unfair by owners of shorter vessels who have to pay the same fee but occupy less mooring space on the bankside. They have cited that other mooring facilities charge by boat length rather than a fixed fee.

The same argument has been raised in the case of wide beam vessels which occupy a greater area of water than narrow beam boats of equivalent length and therefore more should be charged for these vessels.

There is however less support for this latter proposal as this does not appear to be applied as a cost criterion by other mooring providers. In the case of mooring sites where double mooring of vessels is permitted there may be some support for this charge, i.e. the wide beam vessel is in effect occupying two narrow beam moorings. As Cambridge City Council does not permit double mooring this situation does not arise.

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The 2016 benchmarking exercise in comparison to other providers, indicates that the majority of other providers base their charges on the length of vessel. It is therefore recommended that Cambridge should adopt a pricing policy based on length of boat. This will have the added benefit of reducing the total area required for mooring if shorter boats were encouraged as a result of the revised pricing policy.

That an additional charge based on beam should not be applied at this stage but should be reviewed if future benchmarking exercises indicate that other providers are basing their charges on this criterion.

Option 3.1: Mooring fees to be based on length of vessel.

Do you support this change? If not, why?

Option 3.2: Additional charges for wide beam vessels not to be applied at this stage.

Do you support this proposal? If not, why?

Item 4: Riverside Wall Moorings

Until recently the Riverside Wall area was not previously considered to be within the ownership of Cambridge City Council and therefore did not fall within the enforcement jurisdiction of the City Council.

The area is not covered by Cam Conservator byelaws and this has permitted the area to be occupied by a number of illegally moored vessels for a substantial period of time. Now this area is known to be within the ownership of the City Council it is imperative that the issues within this area are effectively resolved.

The Council previously consulted on the issues at Riverside Wall. The consultation received 32 responses from stakeholder groups and in excess of 500 individual responses from boat owners, residents and leisure users. There were a number of valid issues, concerns and suggestions raised by respondents and this serves to illustrate the complexity of dealing with a number of bodies with competing views and agendas. However, the overriding factor from the City Council's perspective is the need to address, as soon as practicable, the identified health and safety concerns arising from the unsuitability of the site for mooring purposes.

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These are principally:

- The lack of suitable boat mooring points, with boat owners currently mooring on the guard rail which separates the river from the highway;
- The lack of safe access for those embarking and disembarking from vessels which currently requires boat owners to climb from their vessel onto and then over the railing adjacent to the highway and perform a similar exercise in reverse when returning to their vessel;
- That the barrier rail between the upper level roadway and the river is a highway barrier to contain and prevent vehicles from dropping into the river should an accident occur and is not designed to take the weight of moored boats.

Council Officers have considered what options might be available to make the site safer for mooring vessels should it be proposed to regularise the site as a licenced mooring area.

This has included the consideration of the use of floating pontoons combined with steps/stairs to then take people safely from the pontoon at bank level up to the pavement at ground level.

Dependent on the finalised design of the proposal it would most likely reduce the availability of mooring space at Riverside Wall, this in itself is not a major factor as some of the site is currently occupied by seemingly abandoned vessels and in addition if the City Council chose to designate the site for licenced mooring purposes it would be their responsibility in conjunction with Cam Conservators to determine how many moored boats the site could safely accommodate, within a managed site.

The Cam Conservators have indicated that if the City Council were to apply to them for permission to install proposed pontoon access with associated mooring points, that this would be refused as it would reduce the navigation width of the river at that point to an unacceptable level, coupled with the fact that the wall itself is not designed to take the weight of moored vessels.

The Environment Agency would also have to approve the proposal and they have indicated that in principle they would be likely to support the view of the Cam Conservators, if they were to oppose the proposal.

Another valid consideration is the extent of the financial expenditure required to install the pontoons and river access, this is likely to be a considerable sum and the question would be why this site would be given priority over existing licenced mooring areas which would also benefit from improved expenditure on facilities and should take precedence over the Riverside railings.

As there is no safe access to and from moored vessels and the adjoining bank at a higher level and there is no acceptable access solution which would not reduce the river to a width which endangered navigation and therefore would not be permitted, the Council has concluded that the vessels mooring in this area need to be removed as soon as practicable.

The Council is also considering the option of requesting that the Cam Conservators designate the Riverside Wall area as a 'No Mooring Zone' to facilitate the prevention of illegal mooring reoccurring after the site has been cleared.

In addition to the health and safety issues, damage to the railings has been caused by people moving materials and belongings over them to and from moored boats with consequential costs to the council in mending and repainting the railings.

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Option 4.1: Serve notice to quit on all occupied and unoccupied vessels currently moored at Riverside Wall giving a three-month notice period for occupiers to voluntarily vacate the site. ~~Those on the Councils waiting list would be offered alternative mooring facilities by auction as set out in item 1.~~

Do you support the view that the Council has limited options in this matter and agree with the eviction proposal? If not what would you propose as a solution?

Option 4.2: As with 4.1 but with all those that on the Regulated Mooring Scheme for Riverside are provided with moorings off Council land.

Do you support this proposal? If not, why?

Option 4.23: Designate Riverside Wall as a 'no mooring zone' through the powers of the Cam Conservators.

Do you support this proposal? If not, why?

Option 4.4: Do you have any additional solutions you would like us to consider?

Item 5: Enforcement Policy Development with Delegated Powers

Previous consultation indicated a level of dissatisfaction with the way in which the Council managed its mooring sites, particularly in terms of illegally moored vessels or those failing to comply with the terms and condition of the mooring licence. It is therefore considered that a number of areas of Moorings Management would benefit from an updated and integrated enforcement policy which would permit consistent and transparent action to be taken within an agreed framework. The primary purpose would be to communicate and facilitate the ability of the Council to take proportionate action when illegal mooring or licence transgressions occurred.

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The Enforcement Policy for Moorings would be aligned within the Council's Corporate Enforcement Policy to ensure consistency of approach and alignment with the core purpose and objectives of the Council.

A principal of the enforcement activity would be that of punitive action and resort to the Civil Courts, (for example, eviction notices or possession orders) would only be triggered after attempts at voluntary compliance with the mooring management requirements, had been unsuccessful.

The process for voluntary compliance with regulations would be itemised within the policy with defined timescales for responses to prevent delay or cases dragging on before action was started. This would have the added benefit of defining the delivery expectations of the policy, by itemising the series of actions which had to be taken after a trigger event had occurred. This would include process mapping so that staff with responsibility for applying the policy would clearly understand the steps and stages to be followed.

The enforcement process would define the responsibilities and contact details of individual officers and service units within the Council, such as Streets & Open Spaces, Enforcement Officers and Legal Services. This would also assist in preventing local interpretation and reduce the discretion to give cases a lower priority against other workload demands or to make individual arrangements with transgressors which didn't comply with fair and transparent processes.

By setting time scales for the completion of each stage, combined with a series of standard letters and forms the administration of the process will be simplified and more efficient.

A similar approach will be prepared for Civil Court proceedings with expected response times to map the outline of the process.

The same will be produced for the action required by the Council to expedite, communicate and enforce court decisions.

The effective delivery of the enforcement process will, dependent on the extent and numbers of proceedings need a level of dedicated staff resources to be committed. Financial resources will also have to be committed to pay court costs and for removal of abandoned or possessed vessels should that prove necessary. In the latter case some or all of the costs may be recovered from the scrappage value of the vessel.

It is recommended that the management and delivery of the process is structured through a system of delegated powers whereby appropriately experienced officers would deliver the process without further recourse to Committee. Final approval to proceed in an individual case would be signed off by a senior council officer.

For the revised enforcement policy to be successful it is important that the various sections of the Council who would be required to deliver the policy are involved in its preparation and development and that they make the required commitment of staff and resources for delivery.

It is anticipated that once the new policy is in place and current enforcement cases are cleared that the requirement for future enforcement action will be greatly reduced.

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Option 5.1: Introduction of a revised enforcement policy with powers delegated to Council officers.

Do you support the introduction of a revised enforcement policy? If not, why?

Item 6: Optimum Location/Number/Type of Mooring Berths - Visitor, Licenced & Commercial

As has been confirmed by the previous River Cam moorings research reports, widespread consultation with stakeholder groups and individuals and the River Cam Conservators as the navigation authority and a key City Council partner, the River Cam has to accommodate a wide range of potentially competing demands, this covers both the waterway, bankside activities and the needs of residential and commercial property occupiers.

Similarly, the level of use of the river and environs for leisure activities has increased in recent years and there is a requirement to balance the level of activity to ensure that the quality and sustainability of the resource is not significantly reduced or irreparably damaged.

The Cam Conservators in permitting and licensing boats navigating and traversing the river have to ensure wherever practicable the health and safety of users of the river in the knowledge that the skill level and ability of waterway users will vary according to their experience. The frequency, type and volume of use at any particular time is likely to exacerbate the risk and likelihood of an accident occurring.

The need to manage potential conflict between different legitimate uses of the river and the bankside is also an important role for the City Council and its partners. The Cam Conservators continue to be consulted and fully involved in any decisions by the Council to increase or decrease moorings numbers and remove illegally moored vessels or unlicensed activities.

In general, all mooring facilities provided by CCC are considered to be at an optimum level and therefore there is no proposal to increase the availability of moorings within any of the three categories as part of the current policy review.

This is in part due to the critical need to resolve the issue of illegal moorings at Riverside Wall. When the number of illegally moored vessels is added to the permitted visitor and licenced moorings this exceeds the total level which the City Council and Cam Conservators consider that the river can reasonably accommodate. The health and safety risks at Riverside Wall is noted elsewhere within this consultation document.

When the totality of the differing viewpoints of stakeholders and individuals with an interest in the river is currently taken into account there would perhaps be an argument to support the future reduction of mooring berths to benefit the overall locality. This would include visual and view point opportunities, ecological and biodiversity considerations, facilitating river bank leisure pursuits such as angling.

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That argument is for consideration but the proposal is that the approved site locations, length of riverbank, number of licenced and commercial moorings will remain as follows:

Visitor Moorings	8/9
Licenced Moorings	70
Commercial Moorings	4

Option 6.1: Location type and number of mooring berths.

Do you support the City Council in retaining the current location numbers and type of mooring berths? If not, why?

Option 6.2: Future reduction in the extent and number of mooring berths provided.

Would you support a reduction in the overall length of riverbank provided/number of mooring berths? If not, why?

Option 6.3: Would you support an increase in the number of Residential Mooring Licences from 70 to accommodate those displaced from Riverside? Licences would not be issued to the waiting list until the number of licences returns to and drops below 70.

Item 7: Provision of Winter Mooring Berths

The consideration of a request for winter moorings to be provided by the City Council was raised as part of the 2015 mooring consultation exercise. The proposal would be to create temporary mooring licences for a maximum of three months. Such licensing would run from October through to the end of March.

Although it was not specified in the consultation responses, the only area available would be on the areas currently utilised for 48 -hour visitor moorings, on the basis that these would be quieter during the winter months.

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In the case of other mooring providers, the use of winter moorings is to provide a home mooring for those categories of boat owners who would otherwise be classified for navigation and mooring purposes as continuous cruisers i.e. they continually traverse the waterway and temporarily moor during the spring and summer months rather than have a home mooring. Winter Moorings are therefore designed to provide a longer stay berth during the winter months when navigation is less attractive or more difficult due to weather conditions.

Council Officers and Cam Conservancy have considered the option of winter moorings and cannot identify what benefits this proposal would have, given the current issues and high level of demand for long stay licenced moorings.

Encouraging more boats into the locality during a traditionally quieter period for relatively long stays is likely to be counterproductive and increase pressure on the river and associated uses. The area(s) occupied by visitor moorings currently are some of the most scenic areas bordering residential areas and greenspace.

The currently reduced number of visitors during the winter months assists in the restoration of these areas by reducing environmental disturbance to the water course and river bank. This also provides the opportunity for essential maintenance to be carried out without having to relocate moored boats.

Whilst this would be an opportunity for increased income through the issuing of temporary winter licences at 25% of the 12-month licence fee, this would require additional staff resources to manage and administer the scheme and ensure that the duration, terms and conditions of the licence are enforced.

It is therefore recommended that winter moorings are not supported at this time.

Option 7.1: Establishment of short term licenced winter moorings.

Do you support the Council's position not to establish winter mooring sites?

If not, why?

Item 8: Management of Waiting Lists

The Council has maintained waiting lists of those who met the eligibility criteria for annual mooring licences for a number of years. The waiting list had to be closed to new entrants in 2014 due to the level of demand and limited supply which indicated that it would take an unrealistically long time scale before all the current list could be provided with a licence.

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The waiting list has been managed on a chronological basis, that is, those who had been on the waiting list for the longest time were next in line for when a licence became available. Due to the limited number of licences surrendered each year, and as current licence holders had an almost automatic right of renewal providing they had adhered to the conditions of the licence in the previous 12 months, there was no realistic likelihood of the waiting list participants being accommodated within the medium to longer terms.

If no other changes are agreed to the current system of allocating annual mooring licences, it is proposed that the waiting list remain closed to new applicants for the foreseeable future and/or all those on the current waiting list have been allocated a mooring licence.

~~However if the option of auctioning all mooring licences on an annual basis be supported and progressed, it is proposed that the eligibility of being able to bid for an auctioned licence would be restricted to all current licence holders and all those on the closed waiting list. In effect this would provide a potential annual auction list of around 200 participants.~~

~~This would in effect simplify the management of the waiting list as it would remove the chronological basis of the current process. As everyone would have an equal chance on an annual basis of getting a licence rather than have to wait years for someone to give their licence up. Those who failed to win a licence at the annual auction would then return to the waiting list until the following year.~~

Option 8.1: Retention of closed waiting list

Do you support the waiting list remaining closed to new applicants for the foreseeable future? If not, why?

~~Option 8.2: Restricting the eligibility of auctioned licences to all those on the current closed waiting list.~~

~~Do you support this principle if the decision to auction all licences on an annual basis is introduced? If not, why?~~

Option 8.2: Those displaced at Riverside are offered Residential Mooring Licences on the Regulated Moorings before those on the waiting list to assist those who are impacted by the decision to remove moorings from Riverside.

Do you support this? If not, why?

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Item 9: Other items

We have identified a number of options which could be realised. Are there any additional items you would like us to consider when revising the River Moorings Policy?

You can respond to this document in several different ways. You can

- Complete the online questionnaire at www.yyx.co.uk we encourage you to respond in this way if you can, but if you prefer not to you can instead...
 - Request a paper version of the questionnaire by contacting us on 01223
 - Send us an email, mooringconsultations@cambridge.gov.uk, telling us your views
 - Write to us at Moorings Management Policy, Streets and Open Spaces Team, Cambridge City Council, Mill Road, Cambridge CB1 2AZ

The consultation is open to anyone who wants to take part, is completely confidential and anonymous.

Equality Monitoring Form

Why are we monitoring equality?

All services are familiar with the idea of monitoring performance, measuring how well the service is performing against agreed objectives and targets.

Equality monitoring is simply checking whether the service is performing well for all customers.

What are we going to do with the data?

The data provided in this questionnaire is strictly confidential and will only be used to make things better, tells us where to direct our services, if the services currently on offer are being used and if there are additional services required for a better future.

This is to make sure the Council is being fair and that people from all backgrounds are represented. The details you give are protected by strict laws.

Contact details:

If you would like this form in an alternative format ie larger font, brail, or need assistance, please contact: Cerise Bradford, Asset Development Officer on 01223 458203 or via email: cerise.bradford@cambridge.gov.uk.

For further information on equality monitoring, please contact: Suzanne Goff, Strategy Officer, 01223 457174 or via email: Suzanne.goff@cambridge.gov.uk

Thank you for taking the time to complete the Equality Monitoring form

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Please use columns 1-5 to represent each member of your household

Age

What age were you on your last birthday?

Do you have a long term medical condition/critical illness?

Yes

Yes, affecting mobility

Yes, affecting hearing

Yes, affecting vision

Yes, a learning disability

Yes, a mental ill-health

Yes, another form of disability, please specify

No

Prefer not to say

Gender

How would you describe your gender? M / F / X?

Please put an 'X' in this box if you would rather not complete this form