

Boating for Life

**RYA Planning and
Environmental Strategy
for Sustainable Boating**

2004 - 2009



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Environmental Strategy
for Sustainable Boating**



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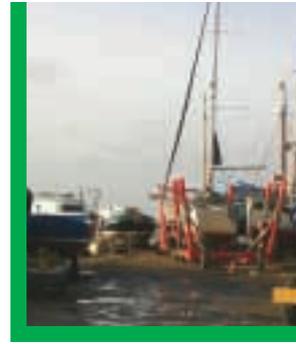
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SECTION 1

introduction



Leisure time is important; relaxing or invigorating, it should be enjoyable and contribute to the health and a sense of well-being.

Boating in its various forms has always provided a strong appeal to those seeking a contrast to everyday life, whether this be the challenges and quiet satisfactions of coastal cruising, the excitements of yacht and dinghy racing, or the thrills and spills of windsurfing. An estimated 2 million people participate in one or other form of water recreation. The commercial and political history of Britain has given much of its coastline its distinctive character. Its ports and harbours were built for the trading, fishing and naval fleets that navigated coastal waters. Today's recreational boat users are the successors to these fleets and the inheritors of their maritime traditions. They ply the same waters

and have broadly the same range of needs. This document explains what these needs are and how they can be provided within national, regional and local planning and management policies.

We welcome dialogue with planners and managers about improving recreation opportunities, within an overall strategy for sustainable use of the country's coasts, estuaries and inland waters.

We look for early and full consultation on all environmental, conservation and development matters that affect recreational boating interests.

About the RYA

The RYA was originally formed as the Yacht Racing Association in 1875 to harmonise the right-of-way and handicap rules for yacht racing. Since then the focus of the Association has extended to encompass the views of all water users under sail or power, and just after WW2, the word Racing was justifiably dropped. Then in 1952 the 'Royal' title was granted, to form the Royal Yachting Association, or the RYA as it is commonly known today.

The RYA has taken an active role in policy making that affects boat users and has been the voice of recreational boating for over a century. We represent our 100,000 personal members and over 1500 affiliated clubs representing an

estimated 500,000 boat enthusiasts, and administer training standards at over 2000 recognised training centres.

The RYA represents users of

- Cruising and racing sailboats and motor boats
- Sailing dinghies and day boats
- Windsurfers
- Personal watercraft

RYA policy is determined by its democratically elected Council and a series of expert committees.

These are almost exclusively occupied by volunteers who give large amounts of their time to helping the RYA, and it is these people who generate the policy and direction of the RYA.

The RYA, planning and the environment

The RYA has maintained close links with Government

Departments and agencies concerned with on-shore and off-shore planning, with the administration of navigation

and safety at sea, with sports organisations and with the environmental and nature conservation agencies and non-governmental organisations.

The aim of the Planning and Environmental Committee is:

- To protect boating interests and rights of access to marine and inland waters and encourage the orderly expansion of sustainable facilities for all forms of recreational boating activities

Specifically to:

- Advise other committees and departments within the RYA on planning and environmental policy matters affecting recreational boating interests.
- Propose, promote and guide the creation, extension, and development of facilities for recreational boating, encouraging Government Departments, and County, Unitary and District Planning Authorities to formulate and adopt policies that ensure that boating facilities match needs.



- To project the RYA's concern for the environment, promoting good conservation and environmental practice amongst our members and to foster good relations with other organisations concerned with the environment.
- Serve members by supplying advice and information on matters of common interest.



The Purpose of the Strategy

The purpose of this strategy and the RYA's involvement in planning and environmental management is to contribute to the sustainable use of coastal and inland waters. More specifically it aims to:

- Inform those preparing and reviewing marine, coastal and inland water plans and

management strategies that may affect recreational boating, and

- Provide a framework for the work of the planning and environmental team, both staff and volunteers within the RYA

We believe that recreational boating and the development needed to support it should be carried out in harmony with the environment and allow its qualities to be enjoyed by future generations. We welcome dialog with those who are developing or reviewing plans and management strategies that deal with any issues that could affect the interests of recreational boating and expect to be included in the consultation process. Please contact the planning and environmental team: environment@rya.org.uk

Guiding principles for planning and the environment

The RYA's guiding principles for planning and the environment are

- Promotion of recreational boating opportunities for all
- Promote the sustainable use of the coastal zone and inland waters

Development of this strategy

This strategy has been developed by the planning and environmental team at the RYA and has been through an extensive consultation procedure. Once the consultation draft was agreed by the Planning and Environmental Committee, the draft was circulated to all RYA regional and home country committee's as well as being published on the RYA website for members and other interested parties to comment. In addition a questionnaire was posted on the RYA website to gather information on individual interests and concerns relating to planning and the environment. The response to this was limited but did supply some interesting information.



SECTION 2

the policy framework and context



The aim of the RYA's planning and environmental strategy for the sustainable use of the country's coasts, estuaries and inland waters sits within the wider agenda of Government policy for sport, the environment and sustainable development.

Sport means all forms of physical activity which, through casual or organised participation, aims at expressing or improving physical fitness and mental well-being, forming social relationships or obtaining results in competition at all levels. (Sport Scotland, 2002. Sport 21: Nothing Left to Chance)

Recreational boating provides a wide range of opportunities for participation of all ages, genders and physical abilities.

The Government's policy on inland waters

The Government is committed in their policy paper on inland waters: *Waterways for Tomorrow* to encourage people to make use of the inland waterways for leisure and recreation, tourism and sport. Many waterways are well used for pleasure boating; and rowing, canoeing and sailing are widespread. The Government recognises that the waterways, as well as being a recreational resource are an important tourism resource, supporting a large holiday hire-boat industry. The document specifically states:

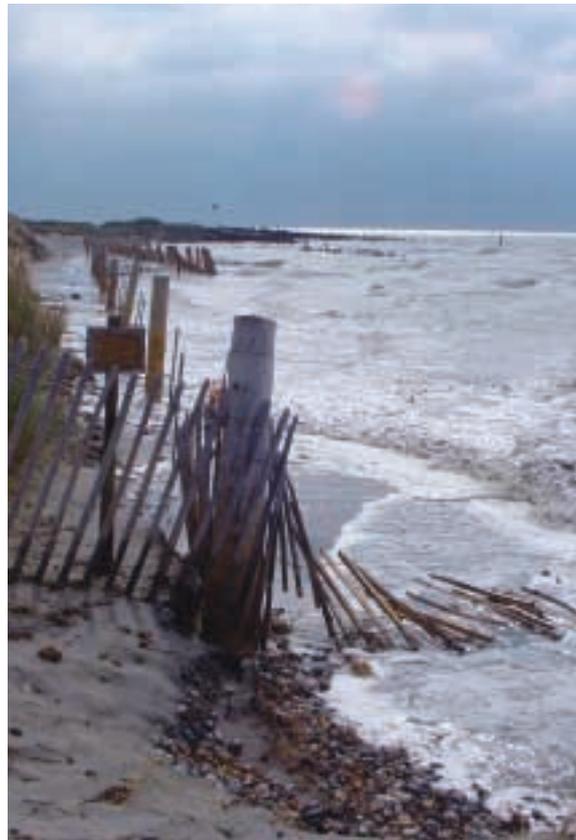
The Government wants to promote the inland waterways, encouraging a modern, integrated and sustainable approach to their use. We want to protect and conserve a vital part of our national heritage. At the same time, we want to encourage their best and, where appropriate, innovative use, maximising the opportunities they offer for leisure and recreation; urban and rural regeneration; education; and freight transport.

The Government's policy for the coast and marine environment

The vision set out in the Government's Marine Stewardship Report, *Safeguarding our Seas*, published in 2002 is to provide for clean, healthy, safe, productive and biologically diverse oceans

and seas. In order to deliver this vision, the Government states it will require:

- **Sustainable development** – so that the needs of future generations are not compromised by the actions of people today
- **Integrated management** – looking at the wider picture and developing a common understanding
- **Conservation of biological diversity** – conserving and enhancing biological diversity within the UK and contributing to the conservation of global biodiversity
- **Robust science** – understanding our marine environment better and integrating scientific knowledge into policy making
- **The precautionary principle** – sensibly erring on the side of caution where the scientific evidence is not conclusive
- **Stakeholder involvement** – involving stakeholders as an integral part of policy-making



The Government's policy for sport and physical activity

The Government has high aspirations for sport in this country. In 2000 it published the policy document *A Sporting Future for All* which although set out ideas for England, UK Sport felt that much of the thinking would extend to the whole of the UK. It set out to achieve:

- More people of all ages and all social groups taking part in sport; and
- More success for our top competitors and teams in international competition.

These aims are echoed in the mission statements of the individual country's sport councils: Sport England, Sport Scotland, Sports Council for Northern Ireland and the Sports Council for Wales (see Table 1).

Table 1: Visions of the UK's Sports Councils

SPORTS COUNCIL	VISION/ MISSION	OBJECTIVES
Sports Council for Wales	Increasing participation and performance	<ul style="list-style-type: none"> • To provide opportunities for everyone to participate and enjoy the benefits of sport, whatever their background or ability. • To develop those individuals with potential into competitors who generate national pride through Welsh sporting achievements. • To gain international recognition for Wales as a nation with a sporting culture.
Sport Scotland	Our mission is to make lasting improvements to the quality of life in Scotland by bringing recreation, in all its forms, sport and physical into the lives of everyone living in Scotland.	<p>The overall aim of this strategy is to lift Scottish sport to new heights in the new millennium, by achieving</p> <ul style="list-style-type: none"> • A country where sport is more widely available to all • A country where sporting talent is recognised and nurtured • A country achieving and sustaining world class performances in sport
Sports Council for Northern Ireland	The Sports Council for Northern Ireland aims to make sport happen for you.	<p>As a lead facilitator in the development of sport the Council will work with partners to:</p> <ul style="list-style-type: none"> • Increase and sustain committed participation, especially amongst young people; • Raise the standards of sporting excellence and promote the good reputation and efficient administration of sport; • The Council's aims will be achieved by developing the competencies of its staff who are dedicated to optimising the use of its resources
Sport England	Making England an active and successful sporting nation	<ul style="list-style-type: none"> • Working with others to create opportunities for people to get involved in sport, to stay in sport and to excel and succeed in sport at every level • Opportunities to play sport: Increase participation in sport in order to improve the health of the nation, with a focus on priority groups • Opportunities to stay in sport: Retain people in sport and active recreation through an effective network of clubs, sports facilities, coaches, volunteers and competitive opportunities • Opportunities to achieve success in sport: Making sporting success happen at the highest level

The Government's policy on sustainable development

In 1992 the United Kingdom committed itself to Agenda 21, an action programme to promote sustainable development, and signed the

Biodiversity Convention at the UN Conference on Environment and Development in Rio de Janeiro. In 1994, Sustainable Development - The UK Strategy (Cm 2426) and Biodiversity - The UK Action Plan (Cm 2428) were published. The

concept of sustainable development recognises that while economic growth is required to provide jobs and support improved standards of living, conserving and enhancing biodiversity and landscape quality is equally important (see Table 2). The RYA is supportive of the concept of sustainable development and are keenly aware of the difficulties in balancing economic, social and environmental objectives although are keen to work with relevant agencies and organisations to achieve this.

The RYA expects environmental, conservation and development proposals, which potentially compromise recreational boating interests in terms of safety, access or amenity to be supported by sound scientific evidence, and comprehensively argued cases put forward with full transparency. The RYA expects these proposals to fulfil the Government's Agenda for sustainable development.

Table 2: Sustainable development: Guiding principles and approaches¹

¹A better quality of life: a strategy for sustainable development for the UK. The UK Government. (May 1999).

Putting people at the centre

Sustainable development must enable people to enjoy a better quality of life, now and in the future. In the words of the Rio Declaration, 'human beings are at the centre of concerns for sustainable development. They are entitled to a healthy and productive life in harmony with nature.'

Taking a long term perspective

Sustainable development thinking cannot restrict itself to the life of a Parliament, or the next decade. Radical improvements have to begin now to safeguard the interests of future generations. At the same time we must meet today's needs - for example, people need warm homes, which, at present, means using predominantly fossil fuels.

Taking account of costs and benefits

Decisions must take account of a wide range of costs and benefits, including those, which cannot easily be valued in money terms. In pursuing any single objective, we should not impose disproportionate costs elsewhere. Public values, the timing of costs and benefits and risks and uncertainties should be taken into account.

Creating an open and supportive economic system

Sustainable development requires a global economic system which supports economic growth in all countries. We need to create conditions in which trade can flourish and competitiveness can act as a stimulus for growth and greater resource efficiency.

Combating poverty and social exclusion

Eradicating poverty is indispensable for sustainable development. We must help developing countries to tackle widespread abject poverty. In this country, everyone should have the opportunity to fulfil their potential, through access to high quality public services, education and employment opportunities, decent housing and good local environments.

Respecting environmental limits

Serious or irreversible damage to some aspects of the environment and resources would pose a severe threat to global society. Examples are major climate change, overuse of freshwater resources, or collapse of globally significant fish stocks. In these cases, there are likely to be limits which should not be breached. Defining such limits is difficult, so precautionary action needs to be considered.

The precautionary principle

The Rio Declaration defines the precautionary principle as 'where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation'. Precautionary action requires assessment of the costs and benefits of action, and transparency in decision-making.

Using scientific knowledge

When taking decisions, it is important to anticipate early on where scientific advice or research is needed, and to identify sources of information of high calibre. Where possible, evidence should be reviewed from a wide-ranging set of viewpoints.

Transparency, information participation and access to justice

Opportunities for access to information, participation in decision-making, and access to justice should be available to all.

Making the polluter pay.

Much environmental pollution, resource depletion and social cost occurs because those responsible are not those who bear the consequence. If the polluter, or ultimately the consumer, is made to pay for those costs, that gives incentives to reduce harm, and means that costs do not fall on society at large. At the same time, it may not always be possible for everyone to bear all such costs, particularly for essential goods and services.



SECTION 3 planning for recreational boating

Government planning guidance recognises the social and economic importance of sport and recreation as well as its benefits to individuals.

Such guidance stresses participation and encouragement of a wide range of opportunities, within an overall requirement to balance conservation and landscape values. Boating, landscape value and nature conservation need not be in conflict. Boating may be both visually acceptable and act as a visitor attraction² as well as harmonious with the environment and provide an income for the landowner or managing authority.

The concept of sustainable development for coastal and inland resources is essential. Economic and social development needs to be balanced with the conservation of habitats. The implementation of the EU Habitats Regulations³ makes the provision of facilities for recreational boating increasingly difficult. Typically the coastal locations important for recreational boating are also important for landscape (National Parks, AONB's) and conservation (SAC, SPA, SSSI).

With proper planning it should be possible to provide facilities to support all those who wish to participate in ways that do not compromise the conservation or place unreasonable pressures on coastal and waterside communities. Land use development policies should reflect local circumstances, and be compatible with other

policies in the development plan. However, experience shows that like nature conservation and shoreline management, planning for these requirements needs to be done on a strategic regional basis, as well as within local development plans. The challenge will be to identify those areas that are currently underused and could be more effectively used.

Strategic planning for moorings, visitor provision, harbours of

refuge and slipways can be expected to bring a number of benefits, such as reducing congestion at local destinations, new jobs from local service industries and increased spending in visitor towns.

We hope that local authorities, guided by Government planning advice and the evolution of European Union Directives creating Coastal and Estuary management plans and River Basin Management Plans, will take a more strategic approach to the provision of these facilities.

The needs of recreational boating

Like many sports, recreational boating requires a number of shore and water based facilities. Once afloat, boating requires little infrastructure to support its activities. Facilities will vary on the type of boating that is supported. Windsurfing will need car parking areas and an open area to rig up the board and sail. Cruising on the other hand will need marinas or moorings to keep the boat on the water and a range of shore side facilities, from toilets and showers to chandleries supplying visitors with all their needs. Dinghies and personal watercraft need launch sites and parking areas for both cars and trailers. Public transport and the use of bicycles are often not practical with the quantity of relatively heavy equipment needed for boating. Visitors arriving from the sea are generally without transport so facilities they may require, need to be close at hand.

In general, recreational boating requires:

- Clubs and teaching centres
- Moorings and marinas
- Slipways, rigging areas and beach launching sites
- Onshore facilities: car, trailer and dinghy parking, toilets, showers and waste reception
- Boat yards for building, storage, repairs and maintenance
- Harbours of refuge

Local development plans should provide for sustainable water based activity balancing society's needs for recreation with the protection of the environment and conservation of nature.

The challenge will be to balance the potentially restrictive environmental legislation in such a way that the social and economic benefits of developing such a widely participative sport are not compromised.

² Chichester Harbour AONB Visitor Survey, 2002

³ The Conservation (Natural Habitats, &c.) Regulations 1994



Clubs and teaching centres

A network of clubs and teaching centres is important for the development of the sport. The RYA's facilities strategy⁴ aims to encourage, guide and prioritise facility related projects that will further enhance accessibility to sailing and quality of opportunity during the 5 years (2001-2006). The strategy identifies the need for different types of facilities that meet different needs. For example, the strategically located 'Sailing Academies' which act as centres of excellence and are able to support the development of future Olympic sailors down to the smaller locally run clubs and training establishments which cater to a local market and entry into the sport.

The facilities required by clubs and teaching centres go beyond the clubhouse and training centre building. They may also need ancillary facilities such as dinghy storage, car parking, rigging areas, slipways and pontoons. Well-maintained facilities can be an asset to the coastal location and can provide interest for visitors. Good planning in sensitive areas can also limit any impact from activities such as launching.

⁴ Facilities Strategy for Sailing: A joint policy statement from the RYA and Sport England, 2001

⁵ RYA Development Plan 2003-07

The RYA aims to

- Enable clubs and training centres to protect their existing facilities and develop new facilities to keep the sport growing⁵.

Yacht harbours, moorings and marinas

Larger vessels, which are permanently on the water, require 'on-water storage'. There are a number of different types of berths and moorings available to the boat owner:

- Jetties and quayside moorings
- Traditional swing type of mooring accessible at different states of the tide, fore-and-aft moorings or pile moorings requiring a dinghy or ferry to get to the boat
- Pontoon berth in a marina which is easily accessible from the shore
- Dry berth ashore requiring launching on demand.

Back in 1991, PPG 17 recognised a shortage of mooring facilities for boats on inland and coastal waters. To some extent this is still the case. However this varies from place to place and is also dependant on the size of the boat. In some areas boat size has been increasing and the space for larger berths is squeezed. The demand for the convenience of a marina berth continues while moorings may lie empty. However, cost is often the deciding factor for the boat user as to which facility they may want to use.

The provision of facilities should reflect the demand. It is essential that a range of facilities is available so as not to discriminate participation on

the basis of affordability. The 2003 Moorings and Marinas survey by the BMF should help to identify the supply and demand for facilities. The RYA can help local authorities in assessing the need for facilities through their network of clubs and berth holder associations.

Dry sailing for larger boats is increasingly popular; this is typically used for racing keel boats. There are also options for schemes to be included within hard or soft sea defence works or even creeks that develop as part of managed retreat projects.

Moorings need not be permanent and can be removed during winter months.

Development plans now support green tourism, encouraging visitors who respect the natural environment and place few demands on it.

Coastal cruising is an excellent example. The economic and cultural benefits of such tourism have long been recognised by our European neighbours, where visitors by sea are welcomed and can expect to find a well facilitated pontoon berth close to the town centre, priced at municipal rates.

Visiting boats make minimal impact and bring visitors, ready to spend money, into the heart of coast towns – without all the problems of the numerous cars. Improvements to berthing and supporting facilities will encourage boats to visit.

The RYA aims to

- Continue to promote schemes that minimise adverse impacts, do not compromise nature conservation values and yet provide for the needs of people
- Retain all moorings and marina berths unless local arrangements can be made to replace those laid in congested fairways with space efficient alternatives
- Encourage careful siting and design of facilities to prevent loss of ecologically valuable shoreline or intertidal areas or provide compensation habitat elsewhere



Slipways, rigging areas and beach launching sites

Small boats and personal watercraft can be kept at home and trailed to the sea. Slipways need parking for cars, boats and trailers, and the usual conveniences. They are best located in sheltered areas close to open water. Windsurfing sites are needed both in sheltered waters and on the exposed coasts. These sites require adequate parking, washing down facilities and areas suitable for rigging sails.

On some parts of the coast there is congestion at popular and accessible slipways and on inshore waters nearby. This can be minimised by strategic planning of launching sites, with cooperation between adjacent planning authorities. Providing good facilities can ensure that any potential damage to nearby habitats is avoided. It will also enable the local management authority to provide information to the users regarding good practice and giving them information about the area.

The RYA aims to

- Support local authorities and coastal managers in the design and provision of good launching sites
- Retain existing launching sites available to the public
- Take advantage of opportunities to expand facilities where appropriate



Onshore facilities: car, trailer and dinghy parking, toilets, showers and waste reception

Facilities and supporting clubs, training centres, marinas and launch sites will be needed. Most people arriving to take part in boating activities will do so by car because of the quantity of equipment

that is needed. This leads to a demand for car parking. Any facility where people congregate will also benefit from usual visitor requirements such as toilets and waste disposal. There are Government requirements to provide waste disposal systems at all landing places (see next section). Showers are desirable and often a necessity. At basic facilities, this could simply be an open shower where people can wash down with more advanced services, such as shower blocks, where people are staying overnight.

The RYA aims to

- Support the provision of well designed onshore facilities catering to the user's needs
- Support and encourage good waste management practices by the users and providers of facilities

Boat yards for building, storage, repairs and maintenance

Local boat yards repair and maintain boats and provide winter storage ashore. Many clubs also have self run facilities where members can work on their boats. All these facilities need to be at the water's edge. Many have been lost to development that does not need a waterside site. Development of coastal sites in particular for housing is increasing and is an attractive option to the developer. This short-term economic gain is a long-term loss to those activities that require a coastal site.

Government planning guidance states that coastal sites should be safeguarded for activities that require a coastal location.

The RYA aims to

- Support planning policies designed to protect water side locations for the maintenance and storage of boats
- Support planning policies designed to safeguard coastal sites for boating related activities and public access rather than other uses that do not require a waterside location

Anchorage, sailing areas and cruising grounds

Anchorage are sheltered areas where boats can drop anchor and remain for a while. They may be used for a day visit or longer overnight visits. The requirements of an anchorage are generally protected quiet waters. These areas are also favourable for the development of aquaculture and many areas that have been popular anchorages in the past have been lost to these developments in Scotland. Close to a local club, moorings or launch site, there is likely to be a popular sailing area.

Such areas may be used for competitive sailing events as well as being valuable for training and teaching boat handling. Cruising grounds extend seaward from the clubs, moorings and marinas or launch sites. Popular routes are generally well known avoiding the various hazards.

The RYA aims to

- Raise awareness of the location and importance of quiet anchorages
- Raise awareness of the location and importance of sailing areas and cruising routes

Harbours of refuge and safety at sea – international responsibilities

Harbours of refuge are those sites, which may be natural bays and inlets or built harbours that mariners are able to access at all states of the tide to seek shelter from adverse conditions. Large numbers of boats are used for coastal cruising and voyaging to European coasts, foreign owned boats cross the English Channel and the North Sea to cruise UK waters. Harbours and marinas are more than storage places, they have a vital role in providing a haven for boats on passage. Safe navigation requires harbours of refuge at suitable intervals around the coast. In bad weather, both



cruising yachts and small commercial craft, such as fishing boats, will use these. Such harbours exist along much of the UK coast, but there are significant gaps. Their eventual creation should be planned on a strategic regional basis, and in some areas could be incorporated into sea defence works.



The RYA aims to

- Help identify locations and support the provision of harbours of refuge

RYA involvement in the planning process

The RYA would like to ensure their interests are taken into account when planning decisions or development plans are being formulated⁶. The RYA will endeavour to stay up-to-date with legislative changes and planning guidance at all levels of Government, ensuring the Regional and Home Country Committees and their local representatives are aware of any changes to the planning system and encourage the regional and local authorities to invite them into the consultation process. The Government's Planning Green Paper⁷ underlines the importance of community involvement and states that the proposed Local Development Framework which should contain a Statement of Community Involvement. The RYA welcomes this approach to planning.

⁶ See section 7, Communication.

⁷ The Green Paper applies only to England. Different planning regimes exist in Scotland and Northern Ireland. The National Assembly for Wales issues a separate consultation document.

The RYA aims to

- Involve local RYA representatives in the local planning process
- Provide information to local planning authorities on the needs of recreational boating



SECTION 4 environmental stewardship

The vision set out in the Government's Marine Stewardship Report, Safeguarding our Seas published in 2002 is to provide for clean, healthy, safe, productive and biologically diverse oceans and seas.

One of the specific objectives is to use marine resources in a sustainable and ecologically sensitive manner in order to achieve maximum environmental, social and economic benefit from the marine environment.

The RYA supports the goals set out in the report, which fit within the sustainable use of the marine environment.

Conservation and recreational boating

Many conservation initiatives to protect fresh-water and marine ecology and wildlife habitats are now in progress. Enjoyment of inland, coastal and offshore waters for recreational boating need not conflict with this work. Seeking the balance now termed 'sustainable use' requires critical appraisal of both the natural resources and how we all use it. Conservation designations are a means of achieving this balance. But designation procedures require greater transparency: they need to be better understood, and to be improved by more effective consultation with those whose interests they affect. The RYA will encourage boat users to make sure their activities do not harm vulnerable habitats. Minor limitations on the use of the fresh-water and marine environment are a small price to pay for the benefits that sensibly managed conservation work will bring. However, the balance of social, economic and environmental objectives that underpin the concept of sustainable development should be realised.

The RYA aims to

- Support appropriate designations and resist those which would unnecessarily limit or prohibit recreational use of the coast
- Support management arrangements and careful planning enabling conservation and recreational boating interests to continue in harmony
- Support management based on good scientific research into user impacts
- Ensure boating interests are represented on advisory and management committees and work together with organisations to achieve sustainable use of coastal areas
- Promote environmental good practice through RYA training schemes

Landscape designations: AONB, National Parks

Areas of Outstanding Natural Beauty and National Parks are established for the protection of the area's natural beauty. One of the purposes of a National Park is to promote the public enjoyment of the area. Boating is intrinsically a sustainable activity and many people take part to enjoy the peaceful surroundings of these areas.

The RYA aims to

- Support management arrangements and careful planning enabling landscape and recreational boating interests to continue in harmony
- Ensure boating interests are represented on advisory and management committees and work together with organisations to achieve sustainable use of these designated areas
- Supports opportunities to expand public enjoyment of these areas from the water.

Boating can play an important role in achieving the promotion of the public enjoyment of these areas, examples are Chichester Harbour, the Broads and the Lake District. We support the careful management and balance of different interests to ensure wide ranges of users, including recreational boating interests, are able to enjoy these areas. Boating in these areas can be a major attraction to visitors who have no desire to go on the water. Areas like the Broads were designated partly for their water-based recreational value.

The management of these areas can work with the RYA and the industry to encourage public enjoyment of the area from the water.



Water quality

Whilst advances are being made to improve the UK's water quality on both inland and coastal waters, brought about by the EU Water Framework Directive and the Bathing Water Directive, many standards are set for swimmers. Thousands of people who enjoy water contact sports such as swimming, windsurfing and surfing, dinghy sailing, canoeing and diving need equivalent protection from the risk of illness caused by viruses and other pathogens released into coastal and inland waters. Sewage and industrial discharges into areas with substantial recreational use should be subject to water quality standards; and be given effective treatment as a matter of priority. The ambitious Water Framework Directive will introduce new River Basin Management Plans which are likely to bring benefits for recreational boating and well as potentially imposing requirements on boating.

The RYA aims to

- Support government initiatives to improve water quality
- Participate in the production of River Basin Management Plans
- Ensure that our own boating activities are environmentally sound



Waste management

All landing places are required by Government to provide waste disposal facilities. We actively support these Port Waste Management Regulations promoted by the Department of Transport to end the disposal of rubbish at sea, and will promote provision of better disposal facilities at ports, harbours and other landing places. There is also a duty of care that the user actually uses these facilities and complies with the Regulations themselves.

The RYA aims to

- Promote and encourage good practice in waste management by recreational boat users
- Encourage providers of facilities to dispose of waste responsibly and provide adequate and appropriate waste disposal facilities.



SECTION 5

integrated coastal and inland water management

Driven by EU directives and the increased pressure on the marine environment, the Government is moving towards an integrated coastal management strategy and looking at the possibilities of marine spatial planning.



The RYA will continue to be involved in consultations on these issues and will promote good practice and awareness amongst its members to appreciate the needs of all sea users and the sensitivities of the conservation interests.

Local coastal and inland water management plans

Local coastal management plans may cover European Marine Sites, Special Areas of Conservation, AONB's and National Parks, estuaries or harbour authority areas. We support the formation of local management groups to do this work, but their success will depend on the full involvement of recreational users in the plan making process. Together with our regional committees and affiliated clubs, we will make best use of opportunities for such involvement.

The RYA aims to

- Support management and advisory groups and provide RYA representatives on local management groups who support the sustainable use of the coast for recreational boating
- Ensure the costs of implementing local management plans are spread fairly and not recovered inequitably from recreational users

Coastal bylaws and regulation

Users of coastal waters enjoy the free public right of navigation. But freedom of navigation does not confer freedom of behaviour. This particularly applies to the effects of speed: the creation of noise, wash, damage to the natural environment and the disregard for the safety and quiet enjoyment of others.

The International Rules for the Prevention of Collisions at Sea, modified as necessary in harbour authority areas, are an effective code, which regulates movement of vessels in tidal waters. Landward observers often imagine the movements

of boats to be haphazard and uncoordinated and do not realise that there are 'rules of the road' at sea. Most participants behave sensibly without threat of sanctions, and will respond to informed advice. Common sense, and the peer group pressure that has evolved in recreational boating through its strong club culture, will ensure that good management measures are respected. Nevertheless, bad behaviour on the water is highly visible and attracts attention, particularly when close to the shore. There is a widespread view that instances of bad behaviour are increasing, usually attributed to a small proportion of motorised craft. The need for active management is likely to be limited to dealing with this category of user. The most straightforward means of regulation will be speed limits for motorised craft in harbours, estuaries and off bathing beaches. These can be relaxed in defined areas to create zones for particular activities, which would otherwise be incompatible for general use of the water space. Byelaw regulations should only be used where self-regulation has failed and when they are cost effective in terms of financial as well as social costs.



A well-designed management plan will distinguish navigation and water safety management from actions needed to promote nature conservation; it will provide a reasoned justification for each of these objectives.

The RYA aims to

- Promote and provide advice to local and harbour authorities on the management of water users
- Promote good practice and responsibility amongst sea users
- We will continue to improve and expand our training and other initiatives to encourage the safe and responsible use of boats

Offshore industries and renewable energy

Dredging, oil and gas extraction and more recently the offshore renewable energy industry have an impact on recreational boating. Whilst many of these initiatives can be implemented so as to have little impact on the recreational boater, we will ensure their interests are taken into account. The recent surge of offshore renewable energy projects has created a new issue and focus for recreational boating. Lack of spatial information on recreational boating in terms of cruising routes, anchorages, etc has to some extent compromised our ability to actively inform Government Consultation.

The RYA aims to

- Protect recreational boating in terms of navigational safety and loss of amenity
- Be involved in Government consultations regarding offshore industries and renewable energy
- Work with developers and Government to identify the best way to move forward for all interests: the marine environment and its users and the offshore industries and renewable energy sector
- Improve information on recreational boating interests to have a substantive and informed input into the best siting of new developments and initiatives



Aquaculture development

Aquaculture and the development of fish farms have an impact on recreational boating. The areas suitable for these types of developments are also important cruising anchorages. Much of the popularity of boating along the West Coast of Scotland are the quiet anchorages and unspoilt coastline. The increasing number of aquaculture developments in Scotland is threatening this important area for recreation and source of income to the local economy. The main impacts are in terms of loss of anchorages, and the navigational risks from entanglement.

The RYA aims to

- Protect important recreational anchorages
- Ensure the importance of the local boating industry as well as the aquaculture industry, is recognised and not compromised.
- Work with the local authorities, Crown Estate and fish farm developers to find a way that provides for the long-term sustainable use of these coastal areas.





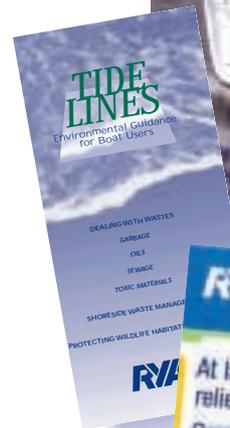
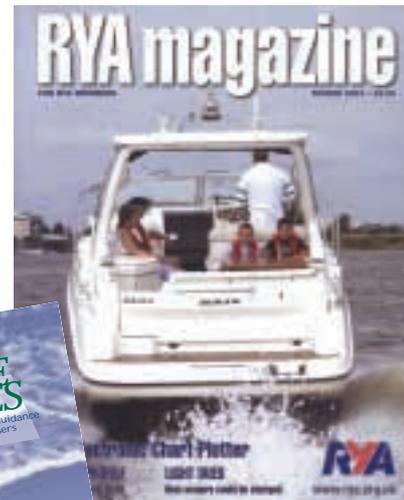
SECTION 6 education and information

Boat users enjoy a free public right of navigation in UK coastal waters, but with this right come obligations. These are not only towards other users, but also to minimise the effects of recreational boating on the environment, natural habitats and species.

Large parts of the coast have been given statutory designation to protect their nature conservation and amenity importance. If these designations are to work, conservation measures need public acceptance and support. Involvement of recreational boating in management is vital. If users are to behave responsibly, they need to be aware of their potential impact on the environment as well as being aware of what may constitute a sensitive area and where the designated areas are.

The RYA aims to

- Provide and support initiatives that provide good practice advice to recreational boat users
- Improve means of collating and retrieving information on recreational boating interests
- Make information available to Government departments, conservation bodies, local and harbour authorities, planning authorities and other management groups regarding recreational boating interests



SECTION 7 communication



Communication is vital to effective management. The RYA is represented through its staffed headquarters in Hamble and the home countries (Scotland, Wales and Northern Ireland) as well as the volunteer led regional committees.

Through these representatives, the RYA would like to make itself available to outside organisations needing to understand recreational boating issues. Internally the network of various representatives both staff and volunteers is complex. Ensuring good communications will improve our input into the coastal planning and management process.

The RYA aims to

- Support and improve communication between Government departments, conservation bodies, local and harbour authorities, planning authorities and other management groups and the RYA.
- Improve internal communication between RYA staff, representatives and members through email forums, the website and other means.





SECTION 8

summary of policies

TOPIC	POLICY
Guiding principles	<p>GP1 Promotion of recreational boating opportunities for all</p> <p>GP2 Promote the sustainable use of the coastal zone and inland waters</p>
Planning for recreational boating	<p>Clubs and training centres</p> <p>PL1 Enable clubs and training centres to protect their existing facilities and develop new facilities to keep the sport growing.</p> <p>Moorings and marinas</p> <p>PL2 Continue to promote schemes that minimise adverse impacts, do not compromise nature conservation values and yet provide for the needs of people</p> <p>PL3 Retain all moorings and marina berths unless local arrangements can be made to replace those laid in congested fairways with space efficient alternatives</p> <p>PL4 Encourage careful siting and design of facilities to prevent loss of ecologically valuable shoreline or intertidal areas or provide compensation habitat elsewhere</p> <p>Slipways, rigging areas and beach launching sites</p> <p>PL5 Support local authorities and coastal managers in the design and provision of good launching sites</p> <p>PL6 Retain all existing launching sites available to the public</p> <p>PL7 Take advantage of opportunities to expand facilities where appropriate</p> <p>Onshore facilities: car, trailer and dinghy parking, toilets, showers and waste reception</p> <p>PL8 Support the provision of well designed onshore facilities catering to the user's needs</p> <p>PL9 Support and encourage good waste management practices by the users and providers of facilities</p> <p>Boat yards for building, storage, repairs and maintenance</p> <p>PL10 Support planning policies designed to protect waterside locations for maintenance and storage of boats</p> <p>PL11 Support planning policies designed to safeguard coastal sites for boating related activities and public access rather than other uses that do not require a waterside location</p> <p>Anchorage, sailing areas and cruising grounds</p> <p>PL12 Raise awareness of the location and importance of quiet anchorages</p> <p>PL13 Raise awareness of the location and importance of sailing areas and cruising routes</p> <p>Harbours of refuge and safety at sea – international responsibilities</p> <p>PL14 Help identify locations and support the provision of harbours of refuge</p> <p>RYA involvement in the planning process</p> <p>PL15 Involve local RYA representatives in the local planning process</p> <p>PL16 Provide information to local planning authorities on the needs of recreational boating</p>
Environmental stewardship	<p>Conservation and recreational boating</p> <p>ES1 Support appropriate designations and resist those which would unnecessarily limit or prohibit recreational use of the coast</p> <p>ES2 Support management arrangements and careful planning enabling conservation and recreational boating interests to continue in harmony</p> <p>ES3 Support management based on good scientific research into user impacts</p> <p>ES4 Ensure boating interests are represented on advisory and management committees and work together with organisations to achieve sustainable use of coastal areas</p> <p>ES5 Promote environmental good practice through RYA training schemes</p>

TOPIC	POLICY
	<p>Landscape designations: AONB, National Parks</p> <p>ES6 Support management arrangements and careful planning enabling landscape and recreational boating interests to continue in harmony</p> <p>ES7 Ensure boating interests are represented on advisory and management committees and work together with organisations to achieve sustainable use of these designated areas</p> <p>ES8 Supports opportunities to expand public enjoyment of these areas from the water.</p>
	<p>Water quality</p> <p>ES9 Support government initiatives to improve water quality</p> <p>ES10 Participate in the production of River Basin Management Plans</p> <p>ES11 Ensure that our own boating activities are environmentally sound</p>
	<p>Waste management</p> <p>ES12 Promote and encourage good practice in waste management by recreational boat users</p> <p>ES13 Encourage providers of facilities to dispose of waste responsibly and provide adequate and appropriate waste disposal facilities.</p>
Integrated coastal and inland water management	<p>Local coastal and inland water management plans</p> <p>IM1 Support management and advisory groups and provide RYA representatives on these groups who will support the sustainable use of the coast for recreational boating</p> <p>IM2 Ensure the costs of implementing local management plans are spread fairly and not recovered inequitably from recreational users</p>
	<p>Coastal bylaws and regulation</p> <p>IM3 Promote and provide advice to local and harbour authorities on the management of water users</p> <p>IM4 Promote good practice and responsibility amongst sea users</p> <p>IM5 We will continue to improve and expand our training and other initiatives to encourage the safe and responsible use of boats</p>
	<p>Offshore industries and renewable energy</p> <p>IM6 Protect recreational boating in terms of navigational safety and loss of amenity</p> <p>IM7 Be involved in Government consultations regarding offshore industries and renewable energy</p> <p>IM8 Work with developers and Government to identify the best way forward for the marine environment and its users and the offshore industries and renewable energy sector</p> <p>IM9 Improve information on recreational boating interests to have a substantive and informed input into the best siting of new developments and initiatives</p>
	<p>Aquaculture development</p> <p>IM10 Protect important recreational anchorages</p> <p>IM10 Ensure the importance of the local boating industry as well as the aquaculture industry, is recognised and not compromised.</p> <p>IM11 Work with the local authorities, Crown Estate and fish farm developers to find a way that provides for the long-term sustainable use of these coastal areas.</p>
Education and information	<p>EI1 Provide and support initiatives that provide good practice advice to recreational boat users</p> <p>EI2 Improve means of collating and retrieving information on recreational boating interests</p> <p>EI3 Make information available to Government departments, conservation bodies, local and harbour authorities, planning authorities and other management groups regarding recreational boating interests</p>
Communication	<p>CO1 Support and improve communication between Government departments, conservation bodies, local and harbour authorities, planning authorities and other management groups and RYA.</p> <p>CO2 Improve internal communication between RYA staff, representatives and members through email forums, the website and other means.</p>