



# Tidal Thames Vision



## ‘Have Your Say’ Consultation Summary



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## Introduction

In March 2015, the Port of London Authority launched the Thames Vision project which is about planning for the rivers future, so that we can make the most of its potential for the benefit of all. The Thames is the UK's busiest inland waterway, playing a vital role in everyone's lives, much of it unseen. We're confident that there is substantial untapped potential for growth: for trade, travel, leisure and sport.



**Robin Mortimer, Chief Executive of the Port of London Authority**

The goal is that a Vision for the Thames over the next 20 years will:

- Clarify the collective ambitions of stakeholders and the PLA: what we are aiming to achieve and how we can do it safely and with benefit to the environment.
- Frame future decisions on river use in a long-term context.

- Inform the wider community and interested stakeholders about the river's potential and what the plans are for its long-term future.

This Have Your Say Summary sets out the responses from businesses, organisations and individuals to the Thames Vision Project's 'Have your say' call for views.

# Sector Responses

Responses to the Port of London’s ‘Have Your Say’ consultation on the future of the Thames are presented by the organisation or as a collection of responses from members of a stated organisation (and relate to issues faced by that organisation). They are presented under sector-specific sections:

- Environment and heritage
- Inland freight
- Sport and recreation
- Passenger transport
- Residential and community
- Culture and tourism



**Katherine Riggs, Director of the Tidal Thames Vision Project**

Responses from riparian boroughs and local government, from by businesses that did not fit clearly into one of the themed sectors, and responses made by the general public

whose replies were not affiliated with a specific organisation or who structured their answer in relation to personal views rather than to the views of the organisation/business they affiliated themselves with, are presented as separate sections.

Each response includes a summary to the three questions posed in the Have Your Say call for views:

- What you value most about the tidal River Thames?
- What are your top three priorities for the future of the tidal River Thames?
- What would you like the PLA to be doing for the tidal River Thames?

Where possible, we have presented responses under three sub-headings: Value, Priorities and PLA Role). The responses are either in their original form or as para-phrased answers.

# 1. Environment and Heritage

## Key themes from the responses

- The river is an important ecological resource with rich biodiversity.
- Many historical and cultural assets along the length of the river.
- Improvements in water quality and cleanliness.
- Commercial activity.
- Habitat creation, protecting against invasive species and biodiversity safeguarding.
- PLA needs to work closer and communicate more with stakeholders, especially when considering development opportunities.
- PLA to adopt more of a coordinating role in the management of the river to help balance the priorities of different stakeholder sectors.
- Sustainability.



## 1.1. Canal and Rivers Trust

The Canal and River trust welcomes the opportunity of working with the PLA to achieve this.

### Value

- The Thames is the jewel in London's crown.

### Priorities

- For centuries the historic gateway between Britain and the world, and the setting for national celebrations.
- Enormous potential to contribute to the health and wellbeing of its users, the city, its inhabitants and visitors.
- Develop, promote and enhance links between the Thames and London's other rivers.
- Canals and docks to promote and celebrate the capital's role as an internationally important water city.
- Continue the programme of cleaning up the river - from floating litter to pollution.
- Develop major leisure opportunities on the river - giving greater access to the water for Londoners and visitors - and revive the use of the water space for national festivals and pageants.

### PLA Role

- Major leadership role to play promoting and maintaining the Thames for the benefit of the city and its inhabitants.
- Take a more prominent role with partners and communities to develop a vision for the River Thames as the centrepiece of the city's waterways.

## 1.2. Environment Agency

Regarding evidence we refer you to the Thames River Basin Management plan and the Thames Flood Risk Management plan. Both these plans are of strategic importance for the Thames catchment- of which the tidal Thames is a sub catchment. Both plans are being updated after a public consultation (published December 2015). Also refer to the TE2100 Plan and the EAs TEAM2100 asset management programme. Both of these organisations are members of the Your Tidal Thames catchment partnership.

## 1.3. The Fishmongers' Company

### Value

- Its significant diversity of habitats, which support a large variety of flora and fauna, some of which are of commercial and/or ecological importance.

### Priorities

- Running through the centre of such a large city, the maintenance of such biodiversity is of high importance to ensure the continued supply of importance ecosystem services.
- Maintain/enhanced biodiversity and improved habitat quality along the full length of the river.
- Sustainable use of the Thames - greater integration of people and river.
- A far cleaner Thames through the reduction in pollution input- sewage, plastic and nutrients.

## PLA Role

- Raise standards and get the people of London to be proud of their river.
- Improve the communication between the varied stakeholders of the Thames.
- Communicate the importance of the Thames to the general public who may not directly use the river on a regular basis.
- Lend greater support to initiatives which improve the overall health of the river, both big and small.
- Greater regulation of users of the Thames by rewarding those who have made changes to their business to ensure that their activities are sustainable and have little impact upon the river (incorporate into the Thames freight standard and associated Code of Practice).



## 1.4. Greenspace Information for Greater London CIC (GIGL)

### Priorities

- Have a greater understanding of the river's natural environment through ensuring all relevant land owners and managers are contributing data to our evidence base.
- The rapid dissemination of invasive non-native species records to all relevant stakeholders to include local land owners and managers, through to the GB Non-Native Species Secretariat.
- Rapid co-ordinated action with regard to the management of invasive non-native species.

### PLA Role

- Make data pertaining to the Thames ecology available to GiGL would enhance the collective understanding of the Thames and adjacent sites.
- Access GiGL partnership data on the Thames and surrounding areas via an annual service level agreement to ensure all of its activities are informed by the best available data. Of particular interest/importance are invasive non-native species, protected sites and the associated areas of deficiency in access to nature, habitats and protected species.

## 1.5. Marine Management Organisation

Would like to highlight the Department for Transport guidance on the preparation of port master plans (2008). Extracts highlighted in relation to the questions:

- '22. Master plans should feed into regional and local planning strategies. Close liaison with regional and local planning bodies during the preparation of a master plan benefits the port by ensuring that its development intentions are represented in the appropriate spatial plans.'
- '26. ... a master plan could also usefully feed into the marine plans ... '

The remit of the Marine Management Organisation (MMO) under the Marine and Coastal Access Act (2009) (MCAA) includes development of marine plans for England's waters. The East Inshore and Offshore plans are currently the only adopted plans in place in England's waters (extending from Landguard Point to Flamborough Head).

Where an adopted marine plan is not in place, the appropriate marine policy document is the Marine Policy Statement (MPS). As such it is appropriate to set any vision developed in the context of the MPS.

## 1.6. Natural England (Essex and Kent)

### Value

- It provides a unique natural environment for wildlife and people to have access and enjoy nature.
- It provides other ecosystems services upon which we rely on and which contribute to quality of life, growing the economy and a healthy environment in accordance with sustainability principles.

### Priorities

- Making sure it positively contributes to quality of life, a growing economy and a healthy London environment.
- A connected network of landscape scale terrestrial and marine habitats:
  - Healthy/favourable condition of the designated coastal / marine habitats and species that are part of this network.
  - Delivering a better, bigger and more joined up approach to nature conservation.
  - Coastal / marine habitats and species that have space to adapt and evolve in response to climate change and sea level rise, including new habitat creation projects, building resilience and working with natural processes.
- Opportunities for access and enjoyment via completed coast paths.

## PLA Role

- PLA to work with Natural England and its partners in delivering the priorities that we have identified above.

## 1.7. North West Kent Countryside Partnership (NWKCP)

### Value

- Its biodiversity, rich heritage and vital blue infrastructure linkage.

### Priorities

- Improve water quality.
- See it as an avenue for recreation and wildlife as well as for commercial activities.
- Improving as a commercial route to take freight off the roads.
- Connect people with the river on their doorstep.

### PLA Role

- Improve water quality.
- Support blue and green infrastructure.
- Control invasive species in the wider Thames catchment.
- Develop better inter-tidal areas.
- Provide wildlife themed river safaris to educate inform and entertain.
- Connect people with the river on their doorstep.

## 1.8. RSPB SE England Region

### Value

- The fact that it functions both as an internationally important commercial waterway and an internationally important place for wildlife.

### Priorities

- To maintain its function as a "hub" for migratory and wintering waterfowl.
- To create and enhance freshwater wetlands along its banks, linked by the River itself.
- To create a visitors hub on the south side of the River, allowing people to connect with the river and its associated habitats and landscapes.
- Increase appreciation of its value.

### PLA Role

- To (continue to) play an increasing role in promoting the multiple benefits of the river (economic, environmental and social).
- Maintain a high standard of stewardship and conservancy.
- Be active in publicising the PLA's role in the river environment.



## 1.9. Thames Estuary Partnership (TEP)

The TEP Charity has as its area of operation the Thames Estuary. TEP speaks to many interested parties along the Thames. We seek to represent the views of these individuals, statutory agencies and commercial organisations.

### **Value**

- The iconic river for its beauty, place making, amenity value, commercial activity, health rewards and the ecology.
- This list is not exhaustive because the Thames has so much to offer on so many fronts.

## Priorities

- Good ecological status.
- An equitable mix of commercial and leisure use, enabling the river to serve the needs of the residents of London for cultural and healthy pursuits, whilst ensuring the river maintains the structures and processes needed to service a working environment.
- Developments on the river front which maintain access to it for both commercial and leisure uses, while providing homes and employment which recognise the unique natural environment much of the Thames shoreline contains.

## PLA Role

- The biggest theme TEP has identified across a number of TEP members is a desire for the PLA to take on a co-ordinating role for the future of the Thames. The PLA is the only sensible body to perform this role, because it is the only body that has responsibility for the entire tidal Thames.

## 1.10. Thames Estuary Partnership Members

Contributors and initials:

- Corporate Risk Associates (CRA)
- River Thames Alliance (RTA)
- Biodiversity-by-design (BD)

## Value

- Its exciting combination of history, current commercial activity, huge tidal forces and biodiversity and as the cleanest Metropolitan Estuary in Europe a great environmental success story that can be further enhanced to the benefit of all. (BD)
- A vibrant healthy river. (CRA)
- Virtually impossible to quantify! The fact that it is there providing the canvas for recreation and passage must be to the fore! (RTA)

## Priorities

- Extensive restoration of marginal habitats for fish and birds and visual aesthetic. Retreat the coastal defences and create an extensive hinterland habitat as coastal parkland. (BD)
- Developing a new European Gold Standard for ecologically enriched estuarine developments. (BD)
- Putting the Thames at the core of a bid to create a new type of Urban National Park for Europe. (BD)
- Reduce the impact of pollutants. (CRA)
- Plan for flooding events. (CRA)
- Better Community engagement. (CRA)
- Provision of transit for recreational craft. (RTA)
- Keeping the river clear of debris. (RTA)
- Maintaining the same spirit and cooperation between recreational users and PLA management that now appertains. (RTA)

## PLA Role

- Increasing its remit as guardian of the Thames environment to more directly and actively embrace habitat restoration for ecosystem services (fisheries, visual aesthetic etc.) and not see this as working contrary to navigational and commercial interests, but very much more in harmony with them and as a much higher priority. (BD)
- Support the above aims (pollutants, flooding, engagement). (CRA)
- Much as now please. (RTA)

## 1.11. Wild Capital

### Value

- A habitat for wildlife; both within the water and on the river banks.
- A place where people can relax and enjoy a connection to the environment.

### Priorities

- Reduce sewage outflow.
- Manage it as an existing habitat for wildlife.
- Increase habitat creation along the edges of the river.

### PLA Role

- Continue to work towards keeping the river clean and healthy increase awareness and appreciation for the natural history of the river.
- Work towards breaking up the river walls with native plants; i.e. in horizontal troughs that will collect sediment and be naturally colonised.

## 1.12. Historic England

We focus attention on matters that will best serve to conserve the cultural characteristics of the tidal Thames that make it a unique place.

### Value

- The Thames provides an important archaeological and historic resource.
- Contains within it and adjacent to it cultural features and characteristics that have shaped our settlement of the tidal Thames throughout history.

## Priorities

- How consideration of the historic environment will inform on-going development and the redesign and redevelopment of existing features, locations and places which may comprise heritage assets of recognised national significance or local importance.
- Engagement with strategic planning tools used by the PLA which would enable; early discussion about possible risk to the known historic environment, agreement about the assessment exercises to be completed, and how new design might best enhance historically sensitive places.

## PLA Role

The PLA is ideally placed to play an essential role in historic environment management.

- PLA to apply full consideration of cultural heritage as a matter directly relevant to all areas of responsibility.
- Future programmes of work will benefit from strategic assessment of how the historic environment might be impacted.
- Constant monitoring of Thames traffic to help safeguard vulnerable sites.

### 1.13. Southwark Cathedral

## Value

- The cleanliness of the River Thames.
- The view from the Cathedral.

## Priorities

- Cleanliness of the River Thames.
- The protection of view of the river from the cathedral.
- The possibility of a pier at Southwark Cathedral for river boats.
- Accessibility.
- Monitoring of water levels (do not want the Cathedral in the flood zone).

## 1.14. The Wellington Trust

### Value

- The business of the River as a national water highway.

### Priorities

- Keeping it safe for navigation and berthing.
- Safety and integrity of the Embankment banks.
- Controlling vessels wash.

### PLA Role

- Support the heritage of the river as part of a national education programme.

## 2. Inland Freight

### Key themes from the responses

- Maintain and develop piers/wharves/container facilities that are essential for the functioning of inland freight.
- Balance the future development of freight and passenger traffic.
- PLA to promote and encourage river use.
- PLA to have more control over river and riverside decision making processes.



## 2.1. Cory Environmental

### Value

- Ability to utilise a natural resource to move a large volume of a relatively low value cargo in an environmentally friendly and sustainable manner has been key to the economic viability and growth of this business.

### Priorities

- To maintain and develop further the river infrastructure of piers and wharves in order to be able to encourage more trade onto the river.
- To further develop both freight volumes and passenger traffic into and through London.
- To maintain a balance in the development of both freight and passenger traffic where one is not to the detriment of the other.

### PLA Role

- Protect and safeguard wharves for commercial/industrial use at current or greater throughputs in order to protect against residential creep into operational areas.
- Continue to monitor and pro-actively manage siltation of the river channel.
- Provide incentives to operators, contractors and to those awarding the contracts to spread their operations across both tides in a 24 hour period.
- Raise safety standards on the river through encouraging operators to invest more in the training.

## 2.2. GPS Marine

Very pessimistic about what the intra port freight market might look like after TTT.

- Cannot live on major contracts alone. Need a base line of work which keeps the operation together between major projects so that we can take advantage of the possibilities afforded by major projects when they happen.
- Any vision has to take account of this need for a steady underlying level of trade and the decreasing number of wharves, particularly upriver.

### Value

- The opportunity to exploit projects that take place in London adjacent to the river or in a location where use can be made of the diminishing stock of wharves.

### Priorities

- Continuing availability of wharves and disposal facilities adjacent to the River to serve the spoil trade.
- A move to locate all concrete batching facilities on riparian sites.
- The development of the container facilities on the River to facilitate barge loading, together with the creation of distribution hubs upstream to keep heavy lorries off the capital's roads.

### PLA Role

- Establish what the PLA and the river's operators can do to meet the challenges above and make London's perceived needs post 2020 clear to those who matter in good time.



## 2.3. J Clubb Ltd

### Value

- The opportunity to import large consignments of sea dredged marine aggregates for processing into our freehold wharf at Denton, Gravesend.
- Ability to load coasters and motorised barges at Denton for onward shipment of processed construction aggregates to destinations much further inland into London up the tidal Thames.

### Priorities

- More existing commercially operating wharves should be safeguarded.
- Press Government to provide funds/grants to enable shift from road to water transport.
- The PLA must be preserved and take over the responsibilities currently duplicated by the MMO.

### PLA Role

- To have more control over the Thames and more influence over development on the wharves along the Thames.
- Re-capture any wharves that become available and preserve them for freight activities.

## 2.4. Lafarge

### Value

- The ability to bring large shipments into and out of the heart of the UK's biggest market via the most sustainable means.

### Priorities

- Ability to use the tidal River Thames as a conduit for the transportation of construction materials while recognising and preserving areas of historical, ecological and environmental importance.
- Encourage the use of river-borne commuter traffic into London from the north Kent area (for example to link-in with the development of Ebbsfleet and the Paramount Swanscombe project).
- Maintain a safe integration of use for both commercial and pleasure purposes.

### PLA Role

- Support and promote initiatives for commercial use of the tidal River Thames via the planning process.
- Promote and encourage the use of the tidal River Thames as a transport route.

## 3. Sport and Recreation

### Key themes from the responses

- The freedom, tranquillity and diverse uses of the river offers.
- Maintain and where needed improve safety for recreational users
- A more visible PLA (on and off the river).
- Environment and wildlife habitat improvements.
- Accessibility issues.
- Greater enforcement of littering, speeding and excessive wash.
- Water quality and litter issues.
- Reduced costs.
- Mooring sites and other facilities.



### 3.1. Auriol Kensington Rowing Club

#### Responses by members of the club:

##### Value

- The way in which so many disparate interest groups are accommodated on the river.
- Freedom to access and use for a diversity of recreation.
- Sculling and rowing.
- Pleasure trips.
- Sailing.
- The fact that it is tidal and ever changing.

##### Priorities

- Enhancing the overall river environment for the benefit of all, not to specific vested interests, commercial or otherwise.
- Enhancing the safety environment on the river, whilst maintaining the effectiveness of current river activities and allowing new interests, where appropriate.
- Continuing the fine work of cleaning up the river by putting pressure on the relevant authorities to desist from discharging waste into the river.
- Control the Japanese Knotweed on the banks especially the Middlesex stretch from Barnes Bridge to Chiswick Bridge where it is rampant.
- Cleaner water free from sewage spills especially from Mogden/Isleworth Eyot to enable more wildlife.
- Continued river closures to enable racing events on the river especially the Heads races which involve thousands of people.

##### PLA Role

- Enhance its presence to river users, instead of merely being seen patrolling up and down in boats (e.g. crews could drop in occasionally on rowing/sailing clubs or make a presence on-shore at local regattas, guest appearances at club safety briefings).
- Continue to educate, advise and police safety and navigation by all users so that many can use it safely and simultaneously.
- It would be nice to see more industrial traffic but I guess that day is gone.

### 3.2. Canoe Wild and Kayaking London

#### Value

- Dynamic piece of water and the ability to navigate in safety all states of the tide.

#### Priorities

- Protecting the environment/wildlife.
- Preserving the Thames past and present.
- Looking to the future in a way which makes us all responsible for promoting the Tideway.

#### PLA Role

- The PLA does a fantastic job, difficult to say what they could do better as your brief is so wide.
- It would be good to see the PLA getting more national recognition for the work you do.

### 3.3. Gravesend Rowing Club

#### Value

- What the river provides.

#### Priorities

- Safe, easy accessibility to the river for sporting and leisure activities.

### 3.4. Sons of the Thames Rowing Club

#### Responses by members of the club:

##### Value

- The ability to get away from the crowds and pollution on a substantial body of water.
- The more specific health and recreational opportunities of rowing.
- The wildlife and water fowl.
- Coxing boats on it.

##### Priorities

- The completion of the Thames Tideway Tunnel so that raw sewage is no longer discharged into the river.
- Improved habitat for wildlife and waterfowl (e.g. reed beds at the banks).
- The promotion of human powered, recreational water craft, and the reduction of noisy, polluting motorised craft.
- Safety.
- Recreational and sport rowing and sailing.

##### PLA Role

- Reclassify the Upper Tideway (above Wandsworth Bridge) to restrict the wash that motor vessels are entitled to create.
- Police speeding more rigorously and recognise that human-powered craft pose very little threat to others while creating almost no noise, pollution or wash.
- Charge more fairly for pontoons.
- Dredging the sandbars that are growing since the barrier.
- Extend working the slacks up to Richmond, instead of Coll Regs.
- Teach the umpires in the Boat Race where the stream is.

### 3.5. Tideway Scullers School

Response by a member of the club:

#### Value

- Freedom to go out rowing on a safe, clean bit of river.

#### Priorities

- Clean water.
- Considerate behaviour from powered vessels to rowing boats (and visa versa).
- Continued ability to hold rowing events for the wider rowing community to enjoy.

#### PLA Role

- Support events where there are NTM's - grassroots events need the support, not just the Oxford Cambridge boat race.



### 3.6. Emanuel School

#### Value

- Rowing recreational for juniors.

#### Priorities

- Keeping it clean enough to use for recreational sport.
- Keeping it flowing sufficiently to keep rowing safe.
- Keeping the banks managed.

#### PLA Role

- Facilitating the above.

### 3.7. Women's Eights Head of the River Race

#### Value

- Bringing together so many people from different walks of life.
- Creating a haven of peace within a hectic city - being one of the most uplifting places to exercise.

#### Priorities

- To connect activities on the river to the environment it passes through.
- To see more people using the river as a means of transport, recreation, work and 'the 6th London Great Park'.
- To create the cleanest river in the world.

#### PLA Role

- Co-ordinate all stakeholders in such a way and really drive a process forwards that increases the awareness of the benefits that the River Thames has to offer everyone both on and off the water then that would be fantastic.

### 3.8. Gravesend Sailing Club

#### Response by members of the club:

##### Value

- It breathes life into London, a working river that is essential for recreational purposes.
- Without the Thames London would be a much reduced city. Nearly every major capital city in Europe has a vibrant river pulsing through it.
- The ability to sail close to home.
- Tradition and accessibility.

##### Priorities

- Better access.
- More recreational use.
- More public riverside spaces.
- Accessibility, co-operation and enjoyment.
- That commercial gain does not destroy pleasure sailing.
- Riverside walkways.
- Leisure and sport facilities that use the river.

##### PLA Role

- Reducing costs to leisure users.
- Providing more in terms of mooring facilities.
- Ensure dredging is adequately carried.
- Ensure ships do not discharge their holding tanks as was happening last year and denied by the PLA even though photographic evidence was supplied.
- Ensure safety for all those who use the tidal Thames both in leisure and commercial activities.
- Ensure pilot boats are aware the danger their wash causes to moored boats on deep river moorings causes if speed is excessive.
- To be its guardian.

### 3.9. Greenwich Yacht Club

Responses from the commodore and members of the club:

#### Value

- The access and freedom that the tidal Thames affords to boat owners who can moor and use their boats in London.
- The potential for future generations to enjoy it.
- Its vibrancy and interest for leisure boating.

#### Priorities

- A safer environment for non commercial river users (review of passage plans for all high speed craft and clipper ferries). Reduce their speed and following wash whilst passing GYC and it's moorings in Bugsby Reach.
- More visitor moorings should be established within the tidal Thames to enable visiting small boats to come up to Greenwich and contribute to the local economy.
- Keep the River Works licence costs at the level they currently are at. The club was founded on "affordable boating on the River Thames" and long may it continue.
- To maintain and enhance its accessibility to all.
- To keep it pollution free and with as much natural wildlife as possible.
- To keep it safe for all users.

#### PLA Role

- More publications, talks and seminars to inform river users of what the PLA does and for who (help dispel commercial favouritism myth).
- Sensible by-laws for river users.
- Instigate a twelve knot maximum speed limit throughout the Tidal Thames.
- Provide more facilities e.g. moorings, pontoons and slipways for leisure users.



### 3.10. London Corinthians Sailing Club

**Response by the commodore and members of the club:**

#### Value

- Oasis of life, beauty, exercise and relaxation which can seem a million miles from the city, but in the city.
- Its availability to everyone from rowers to sailors to commercial business.
- The sporting opportunities which it provides: dinghy sailing, rowing, kayaking etc.
- The ever changing Thames scenery and light.
- The open view, the water, the sailing, the wildlife and the walks along the riverbank.
- The fresh air off the surface of the water is extremely beneficial to all Londoners. It just makes everyone healthier and happier to see it.

#### Priorities

- Keeping it clean.
- Keeping it open to all.
- Look after the wildlife in/on it.
- Maximise the indigenous biodiversity, beauty and cleanliness of the river and riverside.

- Maximise ecologically-sound sport.
- Maximise river and riverside leisure.
- Preservation of the Thames for tourist and on the water pleasure use.
- Whilst understanding the need for commercial and tourist traffic in the reaches near the centre, I would like the reaches above Wandsworth Bridge to continue to be a viable water sporting area.
- Prevention - where possible (as it is probably not within the PLA's remit) of high rise development spreading upstream- as a sailor dependant on wind, I'm not a fan of high raise building.
- Improvement in water quality and reduction of flotsam etc.
- Trade, leisure and safety.

### PLA Role

- Keep it clean.
- Keep it open to all.
- Look after the wildlife in/on it.
- Pursue/champion policies for clean river with minimum disruption to, and enhancement of, current assets.
- Stop, and increase penalties for, dumping and littering; introduce non-incursive sewerage improvements.
- Preserve natural areas from further building incursion: building in built up areas only at suitable heights/set back; preserve all wind passages for sailing; maintain and enhance generous riverside pathways; preserve current areas of riverside meadow.
- Manage and maximise indigenous bio-diversity including above, re-introduction of rare species and culling of intrusive non-indigenous species; preserve and manage current areas of riverside meadow and most eyots as indigenous wildlife sanctuaries.
- Promote and grow use of all transport, leisure facilities; houseboats etc with power which does not pollute the river: sailing; rowing; solar/wind power etc (including PLA's own boats). Ensure all commuter/trade/leisure solutions are green.
- Maintain "leisure timeslots" when goods delivery and commuting transport use is minimised where it conflicts with leisure (ie weekends and after 18:30pm commute for weekdays in summer);
- Promote managed fishing of supportable stocks (for leisure and commerce)
- Managing culling policies to maintain indigenous bio-diversity.

- Within priorities/constraints above, take suitable opportunities to enhance leisure facilities on the river including riverside pubs, café, hotels, and sports facilities.
- Maintain the river above Wandsworth Bridge as a viable sporting are for rowing, sailing, canoeing etc.
- Re-introduce dredging in some areas - Low tide navigation is a real hazard due to the river bed movements.
- As the PLA does a really meaningful and good job - Carry on as you are.
- Encouraging trade, leisure and safety, and protecting wildlife wherever possible.

### **3.11. Ranelagh Sailing Club**

This submission addresses principally the future manager of the Upper Tideway. We also wish to contribute views on the management issues identified in the project and therefore RSC is keen to participate in the proposed consultations.

The grant of a River Works Licence by the PLA to Fulham Football Club for a commercial / residential development encroaching (up to eleven metres) out into the river has caused RSC and other river users concern with the future well-being of the Thames and to lose confidence in the PLA Board and to question the adequacy of the PLA Act 1968.

It is hoped that the Thames will be safe-guarded and enhanced by the outcome of this Project.

The Board's decision can only be explained by the political expediency of football and the opportunity for substantial financial gain.

It is clear that the Board no longer holds to its declared duty that the improvement and conserving of the Thames prohibits river works that do not have a river related use and which are for an extension of developable land.

At a recent public meeting the PLA's Chief Executive disclosed that the licencing process would become easier as the PLA was to take over the MMO's responsibilities. It is essential that consultation on this intention is held with river users and that it should form part of the Vision Project.

There are a number of options for the future manager of the Tidal Thames that should be explored as part of the consultations on any changes to the PLA / MMO regimes and as part of the Vision Project.

In regards to the management of the upper river, the main potential managers are:

- The PLA subject to a new or amended Act that gives priority to safeguarding and encouraging the safety and amenity of river users and has due regard to environmental issues along the lines of the Marine and Access Act 2009 with appropriate enhancements.
- The MMO with some further strengthening of its legislation.
- Combined PLA / MMO where the PLA is responsible for navigation and the MMO for the management of the river, including licencing.
- The Environmental Agency now responsible for the non-tidal reaches of the Thames (if not changed shortly).
- The Canal and River Trust now responsible for most of the national waterways including those in and around central London.
- The London Mayor. Promoter of the Thames through the London Plan and the Blue Ribbon Policies.
- A Not For Profit Trust in partnership with one of the above in which the ownership of the riverbed would be vested with a regime that prohibits financial gain overriding the safety and amenity of river users and which must safeguard the good of the Thames and its environment.

### 3.12. Shadwell Sailing Club

**Response by members of the club:**

#### **Value**

- Dinghy sailing.
- The fact that we are able to still use the tidal Thames for recreational purposes, particularly for small boats (dinghies) and kayaks.

## Priorities

- Thames Tideway Tunnel and managing construction impacts.
- Increases in fast commercial traffic.
- Increasing recreational use of the river.
- Continue to be able to use it for recreational purposes.
- Not increasing (in an ideal world, decrease) the use of the river for the high speed tours.
- Ensure that all river users abide by the correct rules and show some respect to other users (we often have issues with some of the smaller tour boat operators).

## PLA Role

- Any possibility of short term, a few hours/overnight visitor moorings.
- Balancing the commercial use against the community use, ensuring the river is safe for both sets of users, working with communities to increase the recreational use.

### 3.13. Twickenham Yacht Club

Response by a member of the club:

## Value

- Challenging dinghy sailing.

## Priorities

- Affordability for enthusiasts - rates impact club charges impact usage.
- Accessibility - control of overhanging trees impacts sailors, improves views / dredging improves sailing area.
- Technology - provide more online information - tides, events etc.

## PLA Role

- Improve communications by creating apps.
- Improved web presence.
- Ensure safety and security through regular patrols.
- Be sensitive to planning applications that impact river usage.

### 3.14. Upnor Sailing Club

#### Value

- Well controlled.
- Good environment policies.
- Not over developed.
- Good balance between economic, environmental & leisure activities.

#### Priorities

- No "Boris Island" airport or Cliffe Marshes/Isle of Grain airport.
- Restrict development on the banks to brown field sites.
- Maintain water quality.

#### PLA Role

- Continue much as now.
- Would like to see UK generally use sea/river/canal transport where possible. The PLA has a role to play in this.

### 3.15. Royal Yachting Association

#### Value

The Thames is a river that can be and is enjoyed by a large number of boaters, participating in all types of recreational boating activity, from dinghy sailing to motor cruising.

#### Priorities

- Maintain free access by ensuring that developments do not encroach.
- Enhance the river as a safe and enjoyable place for recreational boating.
- Encourage visiting boaters from around the UK and from overseas.
- Develop recreational boating facilities and to foster more boating opportunities.

## PLA Role

- Address the shortage of visitors' moorings and marina berths on the river. In particular there is a need for short-term or overnight moorings to enable less powerful vessels to sit out a foul tide when navigating the river.
- Recognise in its Vision the importance of balancing the differing needs of the current and projected levels of commercial and recreational vessel traffic using the river.

### 3.16. North Kent Yachting Association

#### Value

- The ability to use it (as a leisure sailor) with relatively little constraint beyond the normal 'rule of the sea'.

#### Priorities

- See below

#### PLA Role

- Encouraging leisure activities which use the Thames, and in particular the lower Thames by:
  - Minimising/rolling back regulation and control of such activities as far as possible.
  - Encouraging the establishment and maintenance of mooring, launching and landing places, including short-stay moorings/mooring places along the length of the river.
  - Encouraging the development of supporting infrastructure of various cost levels, such as marinas, sailing clubs, boatyards and ancillary facilities.
  - Discouraging riverside development which does not involve actual use of the river.

### 3.17. Little Ship Club

#### Response by the president and members of the Club.

##### Value

The ambience that the tidal Thames adds to the Little Ship Club's historic outlook on the site of Three Cranes Wharf across the River to Southwark as the City of London's only Riverside yachting (both sail and power) clubhouse; which we would like our peers to know and utilise more.

- The acknowledged right of free passage to sail to the centre of London with due consideration for other River users, both commercial and pleasure.

##### Priorities

- An increased awareness of the environmental cleanliness of the River and leisure use by private craft.
- Consideration for the development of increased commercial use of the river to help alleviate road congestion.
- Development of more leisure -use and visitor jetties and pontoons, permitting direct access to the shore.
- Without prejudice to that principle, and acknowledge the practical and financial difficulties, a pontoon at the Little Ship Club/Walbrook Wharf may become a long term aspiration.
- Strengthened PLA policies regarding environmental cleanliness in the middle and upper reaches of the river.
- The PLA to use its lobbying powers to persuade the City Corporation to accelerate the completion of the Thames riverside pathway on the North bank from Blackfriars to Tower Bridge. While completing this amenity would be obviously be advantageous to the Little Ship Club, only by having access to the River bank can the ambience of the river be enjoyed (which should be a general objective of the PLA).

## PLA Role

- Education of, and advice to, all river users in maritime safety and river usage.
- Heighten awareness of commercial users to the increasing number of pleasure craft and the need for consideration and courtesy that each should extend to the other together with the rights of both to use the river.
- Actively encourage more pageantry and other leisure uses of the river such as the Thames Trafalgar race through lobbying for, or funding, better non-commercial boating and visitor facilities and providing more reasonable pricing regimes for existing organisation that currently provide them.



### 3.18. Cruising Association

#### Value

- To have this wonderful access to the greatest city in the world in our own boats!

#### Priorities

- To enable more people, especially those from overseas to have access using their own boats.
- More visitor moorings in the central area, with good access to public transport, are urgently needed (St Katherine's and Limehouse are clogged up).
- More groups of "24 hour buoys" between the Medway and Tower Bridge for visitor use to use if they miss the tide, or wish to have a break on the way.

#### PLA Role

- To undertake a fully integrated campaign to popularise the "London River" in all relevant media.
- Reduce accumulation of rubbish in the river through regular clean ups at problem locations (e.g. Limehouse).

### 3.19. Thames Motor Yacht Club

#### Value

- Ease of access to the estuary and beyond.

#### Priorities

- We would like to see more affordable stopping places on the tidal Thames as commercial piers are becoming too expensive.

## PLA Role

- We would hope that the PLA could provide public mooring stops at affordable prices.
- We would like to see the PLA police commercial craft speed and wash more rigorously. Private owners are an easy target, yet commercial craft seem to flout the rules continuously in particular on the Hammersmith to Teddington reaches.

### 3.20. River Thames Boat Project

#### Response by employees:

## Value

- Peace/Interest/way of life.
- It is the active heart of our capital city. It is the London River. Always a constant presence, moving past.
- It is the cleanest urban river.
- It is accessible to all, either looking from the banks or travelling up or down it by boat.
- Travelling in narrow boats through the heart of London and on up the Thames to Oxford.

## Priorities

- Maintain depth and infrastructure.
- Stop building on the flood plain.
- A new Thames Barrier.
- More access for all on the tidal Thames.
- Day trips down to the mouth and back to central London.
- Keeping the Thames as clean as it is today, suitable wildlife.
- Pollution and litter free.

## PLA Role

- Encouraging visiting craft with improved docking/pontoon facilities.
- Education people on the value of the Thames.
- Be a voice for the tidal Thames and speaking up for its future.

### 3.21. DBA - The Barge Association

#### Value

- Its majestic appearance both from the river banks and afloat providing public enjoyment.

#### Priorities

- More visible public accountability with elected board members from both customers and the general public.
- More visitor moorings along the Thames. There is a dearth of safe havens between Wapping and Gravesend for non-commercial vessels. It is proposed that there should be no river works charge for moorings at piers or in marinas that are used only as visitor moorings.
- For more houseboats along the Thames to be boats rather than multi storey boxes. Current PLA river works charging policy encourages multi storey square boxes over boats (e.g. a three storey 15m x 15m box is charged the same as a 15m sailing barge).
- A river works discount should be given to historic boats and to boats that look like boats.

#### PLA Role

- To make itself accountable to its customers and the public by having elected representatives on its board.
- Encourage the provision of visitor moorings by removing river works fees for moorings used only for visitors.
- Encourage residential house boats over multi storey boxes by discounting the river works fee for boats (and also historic boats). At the least a discount should have some regard to the reduced living space available in a boat.
- Manage water levels below Richmond half lock better so as to minimise very low water downstream of the lock.
- Enforce speed limits better and pursue incidents of excessive wash.
- Investigate generating tidal energy from Richmond half lock and encourage tidal energy generation along the Thames.

- Encourage public use of the Thames and its environments (e.g. the footbridge at Richmond Lock should be re-opened for the public at all times of day).

### 3.22. Ramblers Greater London Forum

#### Value

- The Thames Path.

#### Priorities

- In this connection we are interested in the extension of the Thames Path on both banks to the mouth of the Estuary.

#### PLA Role

- We would appreciate any help the PLA could offer to make sure that no further developments (apart from the path) occur on the river bank.

### 3.23. Surrey Docks Watersports Centre

#### Value

- The ability for recreational users to safely enjoy the river Thames.

#### Priorities

- Clean water.
- Shared river use.
- Additional public mooring / pontoon facilities.

#### PLA Role

- Ensure that recreational and commercial boats can successfully use the river.



## 4. Passenger Transport

### Key themes from the responses

- River is London's greatest asset.
- Untapped potential of Thames. Safely maximise usage by rivers passenger services, especially in current and future high demand locations.
- The PLA needs to lead. Promoting the river, training and safety, and in expansion of facilities.
- More mooring sites and other facilities e.g. boatyards (PLA owned and leased).
- Development and expansion of piers.
- Greater training of river users. Training of more captains (to enable growth of industry).
- Attract people to river industry.
- Greater safety standards (e.g. remove rotting boats, more prosecutions and freight at night).



## 4.1. City Cruises Plc

### Value

- A home to many businesses and a scenic thoroughfare through London which plays host to many millions of visitors from home and overseas each year.
- Place to work and a place to play. It is London's greatest attraction. It has heritage and history along its length and breadth and on its riverbanks.
- Access to more than 50 attractions via its piers and the only river to have four World Heritage sites on its banks.
- A major contributor to, and driver of, the economy of London. Supports business development.
- Employment opportunities.
- Drives developments in the river and along the river banks.
- It has 24-hour availability.
- No traffic and offers an oasis of peace, calm and light in a busy capital city.

### Priorities

- Enable more people to cruise through London, see and learn about the history of the river and London, visit the historical sites and attractions and enjoy the magic of the River Thames.
- The ability to operate in a safe environment on a safe, reliable and uncongested waterway with crew trained to the highest levels of safety.
- Development and expansion of piers and boarding points in key London zones 1 and 2 to enable more people to board boats.
- The ability to operate larger craft and to own our own pier.

### PLA Role

- Facilitate more boatyards and a grid (for emergency repairs). Lack of facilities causes timing issues and increased costs (no competition between boatyards).
- Training, managing and policing Captain's licences. Prosecute where necessary to drive up standards.

- Attracting people to join the river industry as a career. Lack of qualified crew means no potential for expansion of services. More focus on all round training of captains (meet modern standards of safety and customer relations).
- Raising standards of the users of the river.
- Enabling access to people with marine skills: engineers/diesel fitters/mechanics/electrical engineering.
- Port of London Authority should do more to recognise the importance of tourism and leisure to the sustainability, economic health and future of the River Thames. Promote the asset that is the River Thames to help all business on the river.
- A website which portrays the importance of the river, its beauty, historical value (Maps and photography).
- Promote leisure and tourism opportunities and activities.
- Facilitating economic benefit for all river users and residents. Less regulation without compromising safety and standardisation of regulations implemented across all operators.
- Facilitate and encourage more innovative leisure and tourism facilities on the river, i.e. the Garden Bridge, lidos, lighting of bridges and banks, beaches.
- Maintain a consistent channel for chart datum to match the size and depth of vessels currently used and for the future. Dredge where necessary.
- Work with industry to formulate a fair, transparent and consistent structure for River Works Licences and fees, reducing costs to enable investment.



## 4.2. Nymph Limited

### Lady Daphne historic ship

#### Value

- Its history in helping London to grow by facilitating transport of goods into London and waste away from London.
- The Thames Path.
- Great for the tourist industry by allowing a different perspective of the town.

#### Priorities

- Improve water quality.
- Better north/south connections east of Tower Bridge e.g. water taxis/ferries and bridges.
- Increase access to the water by providing additional piers for independent vessels in or near the Pool of London at affordable prices.
- Upgrading the Thames Barriers.

#### PLA Role

- Build a new pier in the pool of London, perhaps outside City Hall.

## 4.3. Thames River Services (Transport for London)

- Keen to safely maximise the usage of the Thames' passenger services and highlight the convenience of the river for travel.
- Want businesses/developers to help reduce congestion (and pollution) on other modes of transport.
- Transport for London (TfL) is looking at ways to overcome transport problems, particularly in east London (1.5m additional people forecast to live in London by 2031, over 30% of them in east).
- Need for new cross river connections to improve connectivity east of Tower Bridge, reduce congestion and improve journey times for businesses and residents. The Mayor's Transport Strategy sets out a multi-modal approach to new river crossings.

## Value

The Thames provides London with a transport network which offers a world famous skyline and fast and frequent 'River Bus' services alongside 'River Tour' sightseeing services, as well as freight services.

## Priorities

In the context of the growth forecast for London, our strategic priority in relation to the Thames is to:

- Providing a multi-modal package of river crossings to address the poor connectivity, lack of road network resilience and congestion experienced in east and southeast London in particular.

In terms of operational priorities:

- The safe and sustainable expansion of passenger and freight facilities to support increased growth in use of the Thames which maximises connectivity and integration with other transport modes - particularly walking and cycling.
- Provide improved and expanded piers through funding from commercial opportunities on piers. Providing better passenger and freight facilities and increased berthing space will support the safe growth of passenger services and freight.

## PLA Role

We are keen to work with the PLA to look at how these different objectives and interests can be balanced over time and in the context of the significant growth of London.

- Protect, maintain and enhance pedestrian access to the river along its full length within London's boundaries.
- Invest in and protect responsible, shared use of towpaths for cyclists with pedestrian priority.
- Make sure the river remains available and navigable for safe and fast passenger and freight services.
- Harness the river's capacity for passengers and freight.
- Support our work on enhancing pier infrastructure through commercial opportunities.
- Progress proposals for river crossings that maximise the benefits of the crossings while taking account of activities that occur on the river.



#### 4.4. London City Cruise Port

##### Value

The economic opportunities it provides; to attract cruise ships on the river, and the ability to connect to London by river transport. Additionally the river attracts employment opportunities and huge growth potential for those using it.

##### Priorities

- To be managed and maintained (dredging etc.) in consideration of all users.
- Non prohibitive growth of business on the Thames.
- Further investment - development of piers -such as Greenwich

##### PLA Role

- Maintain the river.
- Support the growth of business on the Thames.

- Ensure communication of all those who influence its efficient running and a joined up approach (e.g. Thames Barrier aware of the impacts of scheduled closures and to undertake consultation on closures where possible and minimise the barrier closures).
- To maintain a flexible and creative approach to safely accommodating visits by an increasingly broad range of vessels.

## 5. Port and Infrastructure

### Key themes from the responses

- Increase/maintain the draft of the channel and berths.
- Dredging.
- Encourage new business in import/export (e.g. Reduction of conservancy charges).
- Pilot availability.
- Protect existing wharves.
- PLA to champion the importance of the industry.



## 5.1. Castlekeep Ltd

### Value

The Thames is the beating heart of London's Commercial Shipping Industry and a 'Shop Window' to the rest of the World.

### Priorities

- Extend GST (Greenwich Ship Tier) to be able to accept vessels up to 260 meters long.
- Reinstate TBL (Tower Bridge Lower) to be able to accept cruise vessels, using the 'Welcome' via Tower Pier.
- Keep the Thames a 'Working Commercial River' from London Bridge to the Sea. Leisure activities, house boats etc should not encroach on the Commercial part of the Thames and should all be located West of London Bridge.

### PLA Role

- See priorities.

## 5.2. CMA- CGM Shipping

### Value

- The proximity of container terminals to customers/ markets.
- Good inland transport links- road/rail connections and opportunities for barging/feeder.
- Close to major shipping routes and other North European ports.
- Depth of navigation channel and berths- (16m draught at DPW and 13m draught for Tilbury).

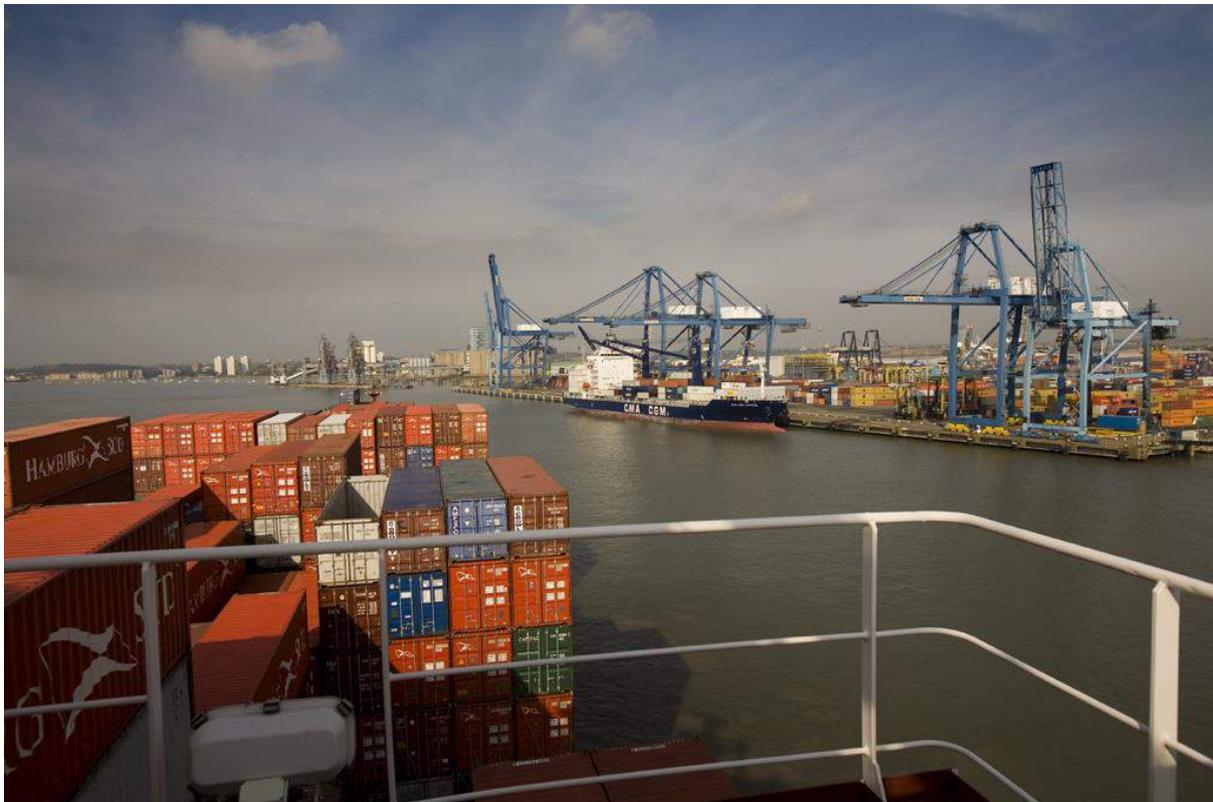
- Investment of terminals in infrastructure and port centrics, such as DPW (London Gateway) and Forth Ports (London distribution Park, NFT Cold Store).

## Priorities

- Maintain pilot availability.
- Improving tidal windows for deep draught vessels.
- Reduction in conservancy charges which deter new services from moving to Thames terminals.

## PLA Role

- Further dredging of Princes channel to reduce inward/ outward passage times of container vessels sailing to/from the English Channel.



### 5.3. DP World London Gateway

Our vision for the Thames is one that sees the river as a renewed global trading centre of excellence, connecting the heartland of the UK with global markets...we believe the Port and the Thames can work together to provide employment, a sustainable environment and an engaged community, where people take pride in their connection to one of the most famous rivers in the World.

- The port can handle the world's largest container ships and is located just 25 miles from central London. London Gateway, over time, will serve 3.5million TEU per annum through six deep-water berths.
- The successful management of the Thames is critical to UK plc and not just the local area.
- DP World's investment into London Gateway is over £1 billion with continued investment planned. London Gateway has created thousands of jobs and boosted local economies.
- To support further employment growth, we believe the future needs to include a long term sustainable vision for the Thames and we therefore support the Thames Vision initiative.



## Value

- The Thames is a natural and vital piece of UK infrastructure which needs to be protected and managed for the benefit of the wider nation.
- The Thames provides London and the South East with a unique commercial asset and it needs to be seen as a back-bone to UK trade.

## Priorities

To continue the Thames as a 'working river', particularly to the East of London, then we need to ensure the local community are supportive of the changes that need to take place in a commercial environment. We would like to see more outreach and engagement with the communities living close to the river so that better understanding of the river and its use is achieved. We understand this needs valuable resources to achieve but the return on the investment is worth it, as the local community can then be inspired to take up a challenging and rewarding career connected to the Thames and care for the environment in a sustainable manner at the same time. This would establish a necessary and sustainable pool of people who will take pride in the Thames.

- To continue to attract further investment, the Thames must continue to be thought of and seen as a commercial hub for the UK, with a particular focus on logistics taking priority.
- Greater promotion of the Thames for commercial and logistics use (which would be positive for the local and wider economy).
- The skills and education needed to manage the river are vital and that educational resources are needed to ensure the right people are in the right place to manage the Thames.
- The custodians of the Thames need to play a vital role in making the Thames a compelling proposition for global shipping line customers, who all demand excellent infrastructure. Therefore, we need to see better landside infrastructure to run alongside the Thames. Investment in high quality, reliable and safe roads, railways and water movement can also play a role for the onward movement of goods.
- More river crossings over the Thames are also supported by DP World to open up new trade routes around London and the South East.

- We believe careful environmental management of the area around London Gateway Port is critical to the success of the Thames and its future. We believe the Thames needs to continue to see advances in work carried around environmental management and this will benefit all users of the river, including trade, tourism and residential.

### **PLA Role**

- It is vital the PLA has the resources needed to retain the Thames as a key commercial asset for the UK.

## **5.4. Greenergy**

### **Value**

- River Thames provides the gateway to over 53% of our overall UK fuel supply.

### **Priorities**

- Pilot availability.
- Forward planning and communication for dredging operations.
- Increasing the number of towage companies on the tidal Thames.

### **PLA Role**

- PLA's continuous co-operation and open mindedness to allow companies, like Greenergy, to use their initiative and creativity to develop projects.

## 5.5. ISM Shipping Solutions Ltd

### Value

- The people, transport, shipping, social, even car parking.

### Priorities

- Education, participation, work and transport.
- Make it the central heart of London rather than the line dividing South and North.
- Integration of all sectors.

### PLA Role

- People need to know the good work of PLA, their efforts and the professionals.
- To attract young people to work for the PLA.
- Mentoring/educating the Londoners and more use of the river transport - water taxi or water bus - make it more approachable and more economical.

## 5.6. MacAndrews

Colleagues in CMA-CGM have already commented regarding the Deep Sea viewpoint...comments below are related to the European Intermodal business.

### Value

- The proximity of the terminals to the M25 distribution networks are a major attraction.
- The estuary is ideally placed to serve the European market.
- There is a huge market in a relatively small radius of the ports allowing us to minimise road miles.

## Priorities

- Make land available for distribution centres in the South East.
- The PLA should simplify the pilotage exemption criteria on short sea routes while maintaining high standards.
- Reduction of conservancy charges which deter new services from moving to Thames.

## PLA Role

- Encourage the development of distribution centres to Thames – high land prices are driving these centres north and will either reduce volume through the Thames or simply increase road miles.

## 5.7. National Maritime Development Group (NMDG)

This project must develop a multiple vision for the tidal Thames.

## Value

- The River Thames is one of the most well known and most important rivers in the world.
- It has not only been an important shipping lane, but also a source of food and valuable water, a crystallisation point for human settlements and a source of inspiration.
- The river Thames is the natural habitat for a great variety of plants and many birds, fish and other species.
- The Tidal Thames is part of the largest maritime region in the country, the Thames and Channel. Its economy is an integral part of the UK maritime sector contributing £3.745 billion p.a to the UK economy and employing over 46,375 people.

- The diversity of maritime industries within the Tidal Thames provide unique opportunities for growth (international shipping, port operations and business services, marine engineering, renewables, fisheries, etc).

## Priorities

- Ensure that the region's businesses (one of the best prospects for high value, high skilled economic growth) recognise the limitations of their ability to facilitate current and future projects, and takes corrective action to ensure that the region remains the UK global maritime centre.
- Address the skills shortage. This gap is hindering all levels of businesses both in the delivery of current projects, and dominating any opportunities for future growth.
- Governmental bodies need to give recognition and include strong support for a range of integrated policies on maritime development.
- We would like to see the vision commit to the development of a maritime economic plan for all sectors within the region, not the selected few (to address persistent economic challenges and to direct government spending to where it is needed).
- Consideration should also be given to the PLA's vision towards key priority areas.

## PLA Role

- Question is whether the sector takes responsibility of training its own talent to safeguard its future and the skills gap or should the PLA set out its vision for skills development?
- Broadly speaking, the National Maritime (NMDG) believes the Port of London Authority (PLA) should consider within its Tidal Thames Vision its approach to future policy, implementation and inspection, and how it collaborates with its partners from public, industry and research.



## 5.8. Royal HaskoningDHV

### Value

- Visual amenity, range of river users (commercial, residential, recreational), historic elements, accessibility.
- The opportunities to enhance the environment and to bring nature, the sea and England's Maritime legacy closer to communities.
- The connectivity it provides across London and out to Kent/Essex. It brings together stakeholders to discuss/tackle common issues and is the focal point for strategic issues such as regeneration, flood risk and sustainability.

### Priorities

- Integrating green infrastructure and environmental enhancements into riverside development, in line with the Environment Agency's Estuary Edges guidance.

- Better catchment scale working/planning – dealing with strategic issues through partnership working.
- Maintain accessibility with current and future uses of Thameside frontages e.g. making use of existing jetties or installing floating pontoons.
- Continue driftwood operations and continue to improve the water quality and minimise pollution and debris – associated increase the popularity of water based activities on the river.
- Use the river for more freight and river bus travel, removing HGVs and vehicles from the roads.
- Working with nature in a practical way whilst allowing riverside businesses to grow.

### PLA Role

- Promoting further use from a range of interest groups, including commuters, to illustrate that it is a vibrant artery through our capital city.
- Actively promote the Thames to encourage new users (commuters, leisure, business etc.) and investment.
- Provide proactive advice in terms of the regulatory requirements for waterside development and to encourage strategic thinking in terms of dredging, disposal and construction on the Thames.

## 5.9. RWE Generation UK plc

RWE own two power stations on the river Thames at Tilbury and Littlebrook. Both sites relied on the river Thames for fuel deliveries (coal and oil) and for cooling the water. Although both power stations have now closed it is possible that new power generation could be developed in future alongside other uses.

## Value

- Access that the Thames provides for the import of fuels and for cooling water.
- The Tilbury and Littlebrook Power Station jettys, which were developed for import of fuels, could also be used, in future, for the import and export of other cargoes.
- Commercial opportunities that it provides for business.

## Priorities

- Encouraging businesses to make use of the River Thames for the import and export of fuels materials, cargo. Given that business development on the River Thames is likely to encourage wider economic growth it is imperative that the PLA is seen as an enabler by businesses.
- Biodiversity. RWE recognises that the River Thames is very important for its ecology. The PLA should continue to manage the River in a way which enhances biodiversity along its corridor.
- Access for leisure.

## PLA Role

- Provide a framework for business growth on the river Thames.
  - This framework which should be consistent with other objectives on biodiversity, the use of the River for leisure.
  - Should make it clear how the PLA will facilitate and support business growth on the river Thames.
  - There should be guidance on the requirements for accessing the river Thames including clarity on charging structure, if applicable.
  - A positive business growth objective will ensure a diverse, vibrant and active tidal river Thames.

## 5.10. Stema Shipping UK

### Value

- The ability to still bring goods by deep sea vessels to the hearth of a major mega city is unique.
- It is still a working river both for transport of goods and people.
- Working wharves.
- That there was some foresight in protecting wharves from residential development.

### Priorities

- No further redevelopment of working wharves and added protection for these.
- Making sure that government both central and local understand the vital importance the Thames plays in moving goods (and services).
- No further restrictions and future safeguarding and development of the remaining wharves including expansion of the wharves where possible.

### PLA Role

- Be more vocal in its approach to both the local and central government.
- Possibly looks at it whole structure to become less rigid and tied.

## 5.11. Thames Water

### Value

- Value a healthy river for the delivery of services.

### Priorities

- Improve water quality for contribution towards compliance with WFD.
- Integration of sustainable drainage into wider use.
- Balance demands with rivers ecology (non-tidal). Ensure significant flow for navigation within tidal section.

### PLA Role

- Take an overview role regarding various priorities of organisations.
- Ensure priorities are sensible balanced by contributing to debates (e.g. speed of improvements under the WFD).

## 5.12. Uniserve Group

### Value

- Seeing the development of the River Thames and surrounding areas.

### Priorities

- Develop further passenger routes along the Thames
- Assisting commuters whilst taking vehicles off the road is by using the Thames and its river buses.

## PLA Role

- Port of London must continue to protect any existing facilities remaining otherwise they will go.



## 6. Residential and Community

### Key themes from the responses

- The Thames is a vibrant, diverse and modern waterway with historical importance
- Freedom of use of the river.
- Encourage leisure and tourism, use and opportunities.
- Safeguarding of the natural environment.
- The importance of the working river.
- Improved accessibility to, across, and alongside the river.
- Mooring sites and licensing.
- Wash issues.
- Water quality.
- Greater support of and accountability to river users by the PLA.

### 6.1. Avery Associates Architects

#### Value

- It's good that its tidal downstream of the barrier but it would make a huge difference to the life of the capital if the water level in the central zone could be kept at a constant high.
- At the moment the waterfront with its parapet walls and barriers presents only a defensive face to the world. It suggests, visually, that we must keep away because the river is dangerous, which, at the moment, it is.

#### Priorities

- To make it lake-like through the City.
- To get rid of all the squalid structures and dilapidated barges festooned with old rubber tyres that litter the Thames. They're an absolute eye-sore and do nothing to enhance the life of the City.

- Make the Thames through the central part of the City a National Park or at the very least a Conservation Area.

### PLA Role

- Expand its interest to embrace the needs of the wider community. This would involve a recognition that the Thames should not just be 'useful' but should be so managed that it gives delight to Londoners, that it be a pleasure to use, and ultimately that it must be 'beautiful'.

## 6.2. Berkeley Group

Whilst recognising that the Thames is already the country's busiest inland waterway, we do believe it offers even more untapped potential to this great city of ours. The metaphor of the Thames as a vein, pumping lifeblood into the heart of London is often used; but we do think there is something very special about it, its banks and bridges, for all Londoners, and indeed visitors. It is clearly an enduring part of London's character. As such, we are delighted to see the Port of London Authority initiating this study into the development of the river.

Planning for its future is vital, so that we can make the most of this famous river's potential over the coming decades - for travel, trade, and leisure.

## 6.3. HW Wilson Ltd

### Value

- The economic benefit it brings to Thurrock, with three logistics port based on the North side of the Thames this is essential to the continued growth of the region.
- The environmental benefits that a stretch of water in your region brings with a mixed variety of bird and wildlife that otherwise would not be present in Thurrock. It also ensures that development within Thurrock is tempered by the needs of the river.

## Priorities

- A sensible and future proof decision on the new crossing North - South over or under the Thames, taking the pressure away from the M25.
- The continued service of the Tilbury- Gravesend passenger ferry.
- Improvements in conjunction with Thurrock Borough Council for the leisure use of Thames at both Grays and Purfleet, two major areas of potential growth within the borough where we must not lose sight of the family friendly side of the development and provide areas of well being and leisure for families living, not just working in our borough.

## PLA Role

- More tourist and leisure use encouraged on the North Shore (presently dominated by logistic ports).

## 6.4. Friends of Dartford Creek

### Value

- Vibrant modern waterway and yet it also includes many fascinating historical sights.

### Priorities

- Continued use as a commercial port.
- Continued use as part of an integrated transport network.
- Increased use in the areas of leisure and tourism

### PLA Role

- Could do more to encourage smaller boats and leisure craft.
- Ensuring that such craft do not pose problems to commercial craft (Leisure craft could help to rejuvenate the navigable creeks. This model has worked well for canals).

## 6.5. Friends of the (River) Shuttle, Bexley

### Value

- Valuable habitat for increasingly scarce wildlife.

### Priorities

- Improve biodiversity on the river by enhancing existing habitats, creating new ones and improving water quality.
- New, improved Woolwich ferry - let's use the river instead of building new road bridges with associated pollution/congestion.
- Improve access to the river - footpaths/cycle paths - much has been done, but could do more.

### PLA Role

- Delivering the above priorities.

## 6.6. Fulham Society

### Part of the West London River Group

### Value

- Touches the lives of most people in the borough. We are constantly seeing it, on it, crossing it, enjoying it.

### Priorities

- To preserve the footprint of the river and not allow further encroachment of it as has been allowed at Fulham Football Club.

- To promote a high and appropriate quality of design in all Riverside development; protect the skyline and backdrop of historical waterfronts from adverse impact of new development, encourage riverside communities to include better access to the river.
- To improve the environment of the river and riverside eg cleaner water, less litter, clearer river banks and foreshore, encourage a good quality towpath for both pedestrians and cyclists.

### PLA Role

- It agrees with the detailed recommendations set out in the "Thames Strategy - Kew to Chelsea" and this should be considered part of their response.



## 6.7. Gallions Point Marina Ltd

For the past twenty-three years our family business known as Gallions Point Marina has been operating from the Royal Albert Basin.

### Priorities

- Remove constraints imposed by the GLA and RoDMA that have prevented the expansion of operations.
- Thames Clippers to demonstrate significantly more consideration for smaller craft.

- Reduction in wash by commercial operators. Small private pleasure craft are particularly at risk and wash causes serious erosion of banks (and thus wildlife, flora and fauna).
- Lack of landing stages which would encourage and enable private pleasure craft to explore the Thames to its full potential and the provision of further slipways would be exponential.
- Provision of additional marinas and facilities including maintenance, repair and lifting facilities along the river, including ad hoc mooring points to encourage private pleasure craft to explore the Thames.

## 6.8. Gasworks Dock Partnership

### Value

It is the life blood of our great city.

### Priorities

- Ecology.
- Community.
- Trade.

### PLA Role

- Supporting people and projects that use the river.

## 6.9. Hermitage Community Moorings

Residents' responses:

### Value

- Being a resident on the Thames I appreciate the diverse nature of the river - transport, trade, industry, leisure and residential. The many states of tide and time of day over the year give it a dynamism seen nowhere else in London.
- Its history and importance to modern London.

## Priorities

- Respect and dialogue between all river users and authorities.
- Development of river trade and industry.
- Ensuring passage planning takes into account existing wharfs and uses along the tideway.
- That it can be used for pleasure and industry.
- That it be a place where people can live.
- That it has a clear plan for its future use and development.

## PLA Role

- Keeping up its excellent stewardship of the tideway and remaining a hands-on organisation whose staff and officers are easily approachable and contactable. Keep it up!
- To increase people's enjoyment and use of the Thames while decreasing the effects of wash and man made turbulence.

## 6.10. Inland Waterways Association- Kent and Sussex Branch

### Value

- Freedom of use and access for boating.
- Connection from the sea to the Thames and inland waterways.

### Priorities

- Keep freedoms, especially relatively unrestricted leisure/hire boat use.
- Maintain Estuary/ Gravesend/ Dartford/ Lee/ Limehouse/ Brentford/ Teddington links and increase their use.
- Increase local inland freight, especially to wharves upstream of the city.

### PLA Role

- Rescind recent restrictions on leisure hire-boats access.
- Support for harbours of refuge - Gravesend basin and pier/Northfleet Harbour/Dartford and Crayford Creeks.
- Increase upstream inland freight by keeping minor wharves, docks and shipyards open (not converted to housing).

## 6.11. London Canal Volunteers

### Value

The absolute contrast it gives to the crowded and manic feeling of our man made environment.

### Priorities

- Improving water quality.
- Greater leisure use.
- Greater commercial use.

### PLA Role

- Supply mooring facilities for visiting yachtsman (feels that visiting yachts are now actively discouraged from visiting the centre).

## 6.12. Nine Elms Pier

### Value

- That it is a reminder of an untamed force of nature within the controlled environment of a big city.

## Priorities

- Strive to keep the river's tidal environment healthy.
- That the river is available to be respectfully and safely used by recreational boaters and residential boating communities on the Thames.
- That it does not become a fast water highway for commuters.

## PLA Role

- Assure that the Clipper commuter passenger ferries stick to the speed limit when passing boat clubs and residential moorings.

## 6.13. Northfleet Harbour Restoration

### Value

- The diversity of landscapes, ecology and use.

### Priorities

- Continue trade with large ships.
- Enable small craft to have safe and enjoyable access to the river (restore Northfleet Harbour).
- Promote its history and importance.
- Restore forgotten facilities and create new ones to enable a wider public to understand and become involved with the River.
- Safeguarding natural environments.
- Encouraging river use: freight, leisure and travel.
- Ensuring that routes are maintained.

### PLA Role

- Reach out to communities along the Thames to promote understanding of the river's commercial, leisure, environmental and historical significance.

## 6.14. Organisation of PLA Customers (OPLAC)

### Value

- Its appearance, along the river banks and that the river is for public.

### Priorities

- To have the river run by a democratically accountable organisation with board members elected by the people who fund it (its customers) and/or the public.
- For more houseboats along the Thames to be boats rather than multi storey boxes. Current PLA river works charging policy encourages multi storey square boxes over boats. A discount should be given to boats and also to historic boats.
- More visitor moorings along the Thames. The current PLA charging policy discourages visitor moorings at marinas - for both residential and pleasure marinas empty moorings are charged as if they were permanently occupied.
- There should be no river works charge for moorings that are used only as visitor moorings.

### PLA Role

- Make itself accountable to its customers and the public by having elected representatives of them on its board.
- PLA to encourage residential house boats over multi storey boxes by discounting the river works fee for boats and also historic boats. At the least a discount should have some regard to the reduced living space available in a boat.
- Encourage the provision of visitor moorings by removing river works fees for moorings used only for visitors.
- Encourage rather than restrict public use of the Thames (footbridge at Richmond Lock an example).
- The PLA should investigate generating tidal energy from Richmond half lock and encourage tidal energy generation along the Thames.
- Manage water levels below Richmond half lock better so as to minimise very low water downstream of the lock.
- The PLA should enforce speed limits better along all the Tidal Thames.

- Any organisation running the Thames should not regard it as a money making opportunity; the PLA should not be issuing mooring licences or profiting directly from its position. Nor should the PLA benefit financially by issuing such things as exemptions to speed limits.
- Pontoon facilities should be provided with small landside facilities at several places in central London. It is done for residential user but not for visitors, PLA should be leading this.

## 6.15. Regents Network

### Value

- It is 'our' river.
- Openness (while it lasts).
- Freedom of navigation and visiting.
- The relative calm and a haven in the urban areas away from the bustle and impact of the overdeveloped land around it.
- The stewardship and input from the PLA, even though it has many limitations.

### Priorities

- Visitor moorings and public alighting and boarding points.
- Significant increase in use of the Thames for navigation - recreational visitor and commercial.
- Cross river ferries (especially pedestrian and cycle) in central area, estuary and upriver.
- Riverside residents (and businesses) to be part of the Thames community rather than onlookers. A voice for the tidal Thames.

## PLA Role

- Assist in expressing concerns and aspirations for the Thames on behalf on the public, as there is no coherent voice for the Thames. Link the London stretch with the estuary communities.
- Promote many more cross river ferries (especially pedestrian and cyclist, as well as vehicles. No net loss of waterspace - as has occurred on a grand scale over the past few years. No encroachment (strictly).
- Ensure the London Plan and BRN Policies are implemented (it is a legislative document rather than advisory).
- Protect the strategic open space characteristics.
- Develop localised freight between wharves and other riverside developments
- Deal more closely with people and communities, in relation to the statutory PLA navigation and boat issues.

## 6.16. River Thames Society, Upper Tideway Branch

### Value

- It remains a diverse working river, a delight throughout the year.

### Priorities

- Future is not defined.
- Long term we need research and planning for increased ground water flow, sea-level rises, and increased demands from the adjacent population to use/cross the river.
- Maintain navigation for a wide range of powered/unpowered vessels, including the leisure use of small boats which need safe places to moor, permanently, while on through passage and when visiting.
- Maintain and improve the ecology.

## PLA Role

- Treat the tidal river as a public asset for the wider public good.
- Resist any moves to sell or franchise to the for-profit sector the remaining PLA retained riverside access, docks, river bed and similar resources.

## 6.17. Rolfe Judd Planning

We write on behalf of a number of our clients involved in significant regeneration projects located across London adjacent to or within the vicinity of the River Thames.

The River Thames is an important, albeit undervalued, asset to Greater London providing economic, environmental and transport benefits to the capital. The Further Alterations to the London Plan (FALP) (2015) prepared by the Greater London Authority (GLA) acknowledges the potential of the River Thames and sets out a series of policies designed to enhance the use of the Thames for other activities such as recreational use or passenger transport.

### Value

- Its contribution to the legibility of the city.
- Its ability to be used effectively as a mode of public transport.
- Its ability to act as a valuable visual and physical amenity for the residents of the city.

### Priorities

- Designate specific areas that would be suitable for certain uses.
- Ensure developments can be viably delivered to help solve the capital's housing crisis.
- Careful consideration of the inter-relationship between more traditional commercial operations and the delivery of key strategy housing developments.

## PLA Role

- We suggest that in analysing the priorities for the River Thames, the Port of London Authority (PLA) should account for, and make reference to, the proposed intensification of the River Thames for other land uses including compatibility with strategic priorities such as housing.
- Overall we support the PLA's intent to create a vision document for the river Thames in helping achieve its economic, environmental and social potential.
- Deliver a Vision that take account of and respect all strategic priorities for London such as those identified by the GLA and London Boroughs to deliver large areas of Housing on Brownfield lands adjacent to the Thames.

## 6.18. Save the Woolwich Free Ferry Campaign

### Value

- Nature, maritime heritage

### Priorities

- Ensure we retain the right to a free ferry crossing at Woolwich in accordance with the 1855 charter.
- Protect and preserve the last remaining fragments of marsh and wet land on the south Thames.
- Support those whose wages are derived from working on the Thames.

### PLA Role

- Please help with our campaign to save the Woolwich Free Ferry.

## 6.19. The London Nautical School

### Value

- The opportunities it affords our pupils to sail and join maritime industry.

### Priorities

- Build on our school; develop it into a leading Nautical School where pupils learn skills that could take them in any direction, one being into the maritime sector.

### PLA Role

- Funding development of the nautical arm of our school to help us develop young people to work on the Thames.

## 6.20. Tower Bridge Yacht and Boat Company Limited

### Value

- Its variety along its 95 or so miles.

### Priorities

- To bring more life and animation to the river for everyone to enjoy.
- Introduce more in the way of moorings - both permanent and for visitors.
- Encourages more vessel movements of every kind.
- Enhancing wildlife and biodiversity with the use of innovative planting and the like.

### PLA Role

- Encouraging rather than inhibiting the imaginative use of its water spaces.

## 7. Culture and Tourism

### Key themes from the responses:

- River is a mix of commercial and recreational users.
- Protection of the river's natural environment.
- River cleanliness
- Achieve greater public access.
- The PLA to encourage broader and better use of the River.
- The PLA should increase its public facing presence and discussions.



### 7.1. Metal Culture

#### Value

- The Estuary end of the River Thames is the gateway to the UK for trade, the front line for defence of the realm and a gradual opening into the rest of the world.

- It is part industrial heartland, part wild marshland, it is a landscape that teems with wildlife sitting awkward harmony with the noise of seaside fronts and the concrete facades of the Estuary towns.
- A landscape that is hard to capture, describe or categorise and has been a source of endless fascination and mystery for writers, artists and thinkers over many years. It is this edginess that I most value about the tidal River Thames.

### **Priorities**

- Protecting the natural environment, the wildlife and its compelling landscapes whilst also building and protecting the proud heritage of the Thames as a working River.
- Set up a cultural programme with the rest of the UK and across the world.
- Establish a re-connection between communities and their River as a resource for inspiration, leisure, work, education and enjoyment.

### **PLA Role**

- Work with agencies, authorities, communities, schools and others to promote broader and better use of the River.
- Include culture, artists and arts organisations as very much part of the conversation.

## **7.2. Totally Thames**

### **Value**

- Being able to walk beside the river, to get on to the river for recreation and to explore the foreshore.
- Being able to drink and eat beside it.
- That it is still a place where people can still live – the houseboat communities and the historic vessels that are moored alongside it.

## Priorities

- Achieving greater public access to the river, to its foreshore and to the riverbanks.
- Allow for more commuter vessels and more piers – upgrading services and design (vessels and piers) – phase out the knackered old boats that drag down the reputation/quality of the Thames as a tourism offer.
- Strive for a clean and sustainable environment.

## PLA Role

- Managing safe navigation of the Thames.
- Allowing the public greater potential to interact/connect with the river via sporting, leisure and cultural activities.
- Being a “let’s work together to see how we can achieve your goal” organisation.



### 7.3. Training Afloat

#### Value

It is a wonderful mix of commercial traffic, recreational users and some outstanding (and varying) views along the Tideway.

#### Priorities

- Maintaining safe navigation for recreational users.
- Support recreational users and the Thames as a natural resource.

#### PLA Role

- Providing more accessible moorings/pontoons for visiting recreational craft.
- More places to moor, go ashore and explore.

### 7.4. Thames Explorer Trust

#### Value

- It is an inspirational break from the harsh and at times claustrophobic stone and concrete of London.
- A place where all Londoners can feel equal regardless of nationality, religion, wealth, status etc.

#### Priorities

- Increase its level of cleanliness - encourages wildlife, gives pride to Londoners, inspires visitors.
- Ensure it is a space open to all via public access - paths, parks etc. Ensure it does not become 'owned' by the wealthy only.
- Increase positive use and interaction of the Thames for all Londoners and visitors.

## PLA Role

- Increased public facing presence and knowledge of the PLA's work including clear definitions and boundaries of what the PLA does.
- Construct a programme of engaging events and activities which would help the PLA take ownership of the custody of the Thames.

## 8. Riparian Boroughs and Local Government

### Key themes from the responses:

- Development of more river crossings.
- Increasing footfall on the riverside.
- PLA to encourage and promote river based passenger and freight services.
- Riverside development where appropriate.
- Protection of the river environment.
- Safeguard wharves.
- Flooding

### 8.1. Barking and Dagenham Borough Council (Alongside GLA)

#### Priorities

- Long term ambition to create a riverside walk on the north side of the Thames linking Dagenham Dock and Barking Riverside (would use Thunderer Road in Dagenham).
- Would be pleased if the Thames Vision Project mentions in its concluding publication the GLA's role in assisting the forthcoming planned expansion at Stolthaven Dagenham.

#### PLA Role

- Continue in future to encourage your jetty licensees (e.g. through jettie license agreements) to share their jetties on the Thames in Barking and Dagenham where such arrangements do not impinge upon the licensees' operations.
- Support (e.g. when consulted on the future planning applications) the gradual reduction of non-essential HGV traffic on Thunderer Road, particularly over the western section, where the dilapidated road (there is currently no footpath or cycleway) is unsuitable for such use.

## 8.2. City of London

- The City Corporation is currently preparing a Thames Strategy as a Supplementary Planning Document to provide further guidance on how we would like to see the City's riverside develop in the future, in line with the Local Plan.
- The City has adopted the Riverside Walk Enhancement Strategy which identifies public realm improvement projects which the City wishes to progress, to contribute to a coordinated approach along the riverside.

### Value

- Value the historic and present day connection of the River Thames with the City.

### Priorities

- Promoting the river's functional uses in central London for transport of people and freight, for navigation keeping the river safe for all craft and for recreation enabling enjoyment of the river including from the foreshore, riverside walks, buildings and bridges.
- Ensuring that the City remains at low risk of flooding and that improvement in water quality continues, bringing improved biodiversity to central London.
- Conserving and enhancing the qualities of the river including historic and archaeological assets associated with the river so that they form part of an attractive and interesting environment that can be enjoyed from the river, riverside walks, buildings and bridges.

### PLA Role

- Continue to ensure that the functioning of the river Thames is not compromised by activities both on and near to the Thames.

### 8.3. City of Westminster

- Westminster's Strategic Plan: Strategic policies, produced in conjunction with key stakeholders, partners and the local community, is the spatial expression of the Council's vision for the next 20 years.
- Chapter 11 of the Council's unitary Development Plan contains 12 policies designed to make better use of the Thames (e.g. an important place for wildlife, a means of transport, London's main open space area, water supply and drainage, place for recreation etc.)
- Westminster City Council is co-operating with neighbouring boroughs, TfL and other agencies on proposals for two new Thames river crossings (Garden Bridge and the Pedestrian/Cycle Bridge between Nine Elms and Pimlico).
- Thames Tideway Tunnel. The Council supports the development of the Thames Tideway Tunnel as it will help to reduce and limit the pollution from sewerage system.
- Pier Extensions. London River Services are discussing proposals to extend Westminster and Embankment piers with us prior to submitting planning and listed building applications.
- The Northbank BID launched their Public Realm Strategy on 16 June 2015. The aim of which is to help the district reach its full potential. This includes the delivery of a world class urban promenade at Victoria Embankment.

#### Value

- Westminster's unique open space network which the Thames is a key part of. This network makes an important contribution to the heritage, townscape, economy and enjoyment of Westminster and London as a whole.
- Place for river travel.
- Sport and recreation.
- Education.

## Priorities

- Protect and enhance Westminster's open spaces, Blue Ribbon Network and biodiversity. This includes protecting and managing the character and openness of the Royal Parks and other open spaces (see City Plan Policy S37).
- Development alongside the Blue Ribbon Network must address and enhance the waterside. This includes access to and enjoyment of the Waterfront.
- Developments within the Thames Policy area will need to demonstrate consideration for their riverside location and local architectural references (including views of the riverside).

## PLA Role

- Welcome PLA projects that would encourage biodiversity in the river and on the river banks (e.g. at Pimlico).
- Safeguarding the operations of Westminster Boating Place.
- Agree with PLA that any developments within the river must respect navigation channels.
- Reference Westminster's strategic planning policies within the Vision document.

## 8.4. Essex County Council

### Value

- The willingness of and commitment by so many different interested parties to work separately or in partnership to achieve actions in and along the tidal River Thames for the benefit of people, the environment and economy to achieve thriving yet sustainable use of this valuable area.

### Priorities

- To ensure a better quality of life for those living and visiting the Thames by conserving, developing and promoting a healthy, safe, diverse, clean and attractive environment.

- To maintain or restore to a high quality environment as this is key to economic growth and improving public health and wellbeing, as well as making a significant contribution to other issues.
- To increase the footfall in open spaces including along the boundary of the tidal River Thames (utilising the newly created Thames Estuary Path where appropriate) as this will have both economic and health benefits.

### PLA Role

- To improve the knowledge and understanding of the economic and social use and value along with the environmental quality of the tidal River Thames.
- To promote the increased use of the tidal River Thames by people, living in and visiting the area to realise both health and economic benefits.
- To work in partnership with Essex County Council, sharing data and other resources, where appropriate, to achieve actions which enhance the economic, social and environmental value of the tidal River Thames.
- To work with the Environment Agency and other partners including Essex County Council with regard to river basin management plans (RBMP) , which set out measures to improve water in rivers, lakes, estuaries, coasts and in groundwater.

## 8.5. Havering Council

### Value

- The high biodiversity which is of international importance.
- Focus of the urban landscape: Its sheer scale, inherent natural beauty and the opportunities it provides.
- It puts London 'on the map' and also the economic benefits it brings.

## Priorities

- The Thames should be a leading international example for delivering integrated catchment management (for the estuary, not just the tributaries) through a partnership approach.
- Define and achieve Good Ecological Potential for the Thames Estuary under the Water Framework Directive – the problem is particularly severe in urban estuaries because river tributaries of estuaries are managed and restored in isolation of the estuarine receiving waterbody, with little or no attention given to the estuary.
- Give the estuary back to local communities, with high quality public access to and along an attractive water frontage throughout London.

## PLA Role

- Work as a lead partner to deliver high quality green and blue infrastructure on waterfront land.
- Demonstrate how the quality of the estuary ecosystem can be improved by carefully targeted and sensitive management within an urban/industrial environment.

## 8.6. Heybridge Parish Council

### Value

- We are principally concerned with the commercial, environmental, and commercial aspects of the estuary, and in particular its role as economic driver whilst protecting and enhancing the heritage and cultural aspects of its environment.

### Priorities

- The medium and long term identification of resource management plans which ensure sustainable commercial navigation.

- The development of partnership working with relevant agencies and authorities to protect and to enhance the aspects of heritage and cultural resources.
- The identification and implementation of long-term plans for the development of tourism and related commercial undertakings.

### PLA Role

- To take a lead in shared working with associated authorities and others in the development of sustainable plans for the preservation and growth of commercial and tourism interest, and heritage and cultural aspects of the estuary.

## 8.7. London Assembly Labour Group

- It is a key geographical marker but its presence can also separate communities from employment, social mobility and critical infrastructure. We believe therefore, that river crossings and increasing means of transport across the river are exceptionally important. The nature of a crossing over the river Thames brings a variety of benefits to riverside areas, just at a glance, the use of the Southbank generates a huge amount in terms of business and culture. There is still more to be done however, and the value of a well-placed river crossing should not be underestimated.

### Value

- It is the original form of transport in London and has played a unique role in shaping London's history and identity.
- From an environmental perspective the river Thames is at the very heart of London's biodiversity and is home to a wide range of fauna, many of which have returned to the river in recent years.

## Priorities

- The Thames should be better utilised for freight traffic, transporting goods and picking up waste from wharf sites throughout the tidal area.
- Enabling further transport activities on the river Thames is a key priority for London. The river Thames is the superhighway of London – and not only from a visitor perspective – but for the everyday commuter. The PLA should be enabling an increase in the number of river crossings that could provide extra public transport links and also pedestrianized and cycle friendly links.
- Making the Thames a low emission area is also important when thinking of new transportation links, we would like these to enable further public transport links instead of private vehicles or freight traffic.
- Continue to review how the Thames can be utilised for the purposes of generating energy. As technology develops, the PLA should examine how the tidal power of the river can be used in sustainable energy.

## PLA Role

- Continue to focus on cleaning up the river.
- Facilitate the increased diversity of birds and fish that are dependent on the river for their survival.
- Support the further utilisation of the Thames for freight traffic. In addition to continuing its logistical work, it should reach out to firms with the potential to carry their freight along the Thames.
- Given its crucial role in London's cultural identity, the PLA should continue to work to increase access to the river, including making accessible new areas of the Thames path and resisting any attempts to reduce access to some of London's most spectacular views.
- Facilitate extensions of transport lines – such as the Silvertown tunnel and the Gallions Reach crossing. Would also like to see an entire package of transport plans that provides multiple means of transportation, balanced with the lowering of emissions around the River Thames.
- Increasing advertising of river travel where possible would be of value, especially with tourists and visitors.

- Take an active role in the management of noise nuisance (party boats)
- Play an important role in making the case for safeguarding wharves. The GLA wharf typology categorises a majority of wharves as handling multi-site commodities, as opposed to being tied to a specific operation and/or handling single site commodities. Therefore the PLA must make the case for maintaining a geographically-distributed system of small, flexible wharves.
- The PLA, working with all stakeholders, should seek to balance the increased use of the river for leisure and sport activities with maintaining its unique ecosystem. The PLA should prioritise new habitat creation and engage young Londoners with activities that educate and inform them about its important role in biodiversity.

## 8.8. London Borough of Newham

- It is crucial that the Mayor of London's Opportunity Area Planning Framework (OAPF) for the Royal Docks and the Vision are consistent with each other.

### Value

- The future of the river Thames, its use, management and perhaps more crucially, the use of the land adjacent to the river, are of real importance to Newham.
- The ongoing discussion with the PLA and other stakeholders for many years, in the vast majority of cases without major disagreement.
- The many instances where land-use-related issues have been incorporated into the London Plan and Newham's Local Plan.

## Priorities

- Wharf safeguarding - probably the most significant and outstanding issue. The Council has long-standing support for the rationalisation of wharf safeguarding, the current designations for which are affecting the regeneration potential of significant parts of the borough. The Council's position was stated in the consultation on the Mayor of London's Safeguarded Wharves Review in 2011.
- Use of the river for passenger services with associated pier provision – supported by the Council in principle and potential sites identified in the Local Plan.
- Use of the waterside for recreation, including strategic pedestrian and cycle routes - supported by the Council in principle and existing and potential routes identified in the Local Plan.
- Public access to the foreshore – supported by the Council in principle and existing and potential locations identified in the Local Plan.
- Biodiversity – the river is designated as a Site of Importance for Nature Conservation in the London Plan and the Local Plan.
- Environmental health issues – water quality should be improved and any intensification of uses should ensure that other users are not adversely affected by increased noise levels.
- Flood risk: ensure maintenance and improvement as necessary of flood defences.

## 8.9. Royal Borough of Greenwich

### Value

- Transport resource.
- Leisure and tourism benefits.
- Ecological resource.
- Contributor to regeneration, economic development and employment.

## Priorities

- Encouraging the use of the river for recreational, tourism, transport (commuter use)
- Integrate surrounding residents and users to help create connection and engagement with the Thames.
- Continuation of measures and initiatives to improve river health and water quality (ecological resource preservation and improvements).

## PLA Role

- Encourage the use of the river.
- Secure river as an environmental resource.

## 8.10. Mayor of London

### Key themes:

Safeguard some wharves to increase freight and decrease HGV traffic on the roads.  
Devolution of planning powers over safeguarding wharves to the mayor.

- Increase in river users.
- Infrastructure improvement (redevelopment and expansion) must consider environmental issues (sea level rises, habitats and discharge issues).
- Cooperation with Environment Agencies TE2100 Plan.

## Value

- Value the river as an important asset providing multi-functional benefits.
- Provides a transport corridor, drainage and flood management, water source, discharge point.
- Range of diverse and important habitats.
- Green infrastructure, heritage value and views.
- Recreation opportunities.

## Priorities

- Transport and recreation use.
- Its protection for the benefit of its habitats and for Londoners.
- Appropriate development alongside above priorities (river crossings, energy generation, boatyards).

## PLA Role

- Look at the London Plan and development opportunities,
- Review; freight and passenger transport, energy generation along the Thames and surface water drainage.

## 8.11. Putney Town Centre

### Value

- Its beauty and tranquillity.

### Priorities

- Maximise the use of the river.
- Ensure businesses close by do not flood.
- Allow people to enjoy the river.

### PLA Role

- The above 3 priorities plus promote the town centres that sit on the river.

## 8.12. Putney, Roehampton and Southfields Constituency

It is a unique waterway that runs through London's most iconic venues – Putney resident

- Response presented by the Justine Greening MP on behalf of her constituents through canvassing the views of the local people to find out what they want from the project and for the future of the river Thames. In total 49 responded and their responses form the basis of the response.
- When discussing river usage, 88% of responders use the Thames Path. The Path at Putney embankment provides access to facilities including the London Wetland Centre and numerous boat houses to the east. 51% of respondents use the river for leisure purposes, 30% commute on it, 16% partake in sporting activities and 4% use the river for commercial purposes.
- 92% respondents would like to see the river used more for public transport and commuting services. 68% wanted to see it used for more events and 64% wanted more watersports, Commercial use and moorings for river homes scored 18% each.
- 31% of the residents that responded felt improved water quality would improve their experience of the River Thames. Better accessibility scored 25%, more community use 21% and 19% of respondents wanted more river events.

### Value

- Points below reflect the things the respondents value most about the River Thames (the top one being the most popular):
  - The views and setting of the river.
  - Peace and tranquillity.
  - Access, amenity and leisure (especially as it is free to access).
  - Wildlife.
  - Thames Path.
  - Ability to commute.
  - Symbol of London.

## Priorities

- Points below reflect the most popular priorities (the top one being the most popular) for the future of the River Thames.
  - Improved Thames Path.
  - Conservation of the river.
  - Leisure activities.
  - Commuting.
  - Sport.
  - Travel.

## PLA Role

- Encourage the use of river for travel.
- Safeguard the marine environment.
- Encourage use for sporting activities.
- Encourage use for freight and construction.

## 8.13. Thurrock Borough Council

### Value

- Major transport artery and corridor for people and goods.
- It is a cultural asset of key importance for local communities in terms of access to heritage, leisure and recreation.
- Key biodiversity, heritage, geology assets of International, national and local importance.

### Priorities

- Promote opportunities for new employment and communities whilst safeguarding existing riverside sites for employment and transport infrastructure.
- To promote a high quality riverfront this incorporates improved: access, development, environmental assets and flood defence.

- To promote sustainable transport use of the river for passenger and freight, including improved local networks and infrastructure.

### PLA Role

- To develop a greater understanding of the role of the river Thames catchment with other partners and stakeholders in relation to ecosystem services.
- To work more closely with Thurrock Council :
  - To review the use of wharves, jetties
  - Enhance the opportunity for leisure and recreation along the riverfront
  - To enable improved ferry/river bus services across and along the river
  - To engage and contribute to the emerging Thurrock Council Riverside Strategy and Local Plan.

## 8.14. Wandsworth Borough Council

### Value

- Valuable contribution to open space.
- It is variable and changes daily, which enhances amenity.

### Priorities

- Increased use by passengers and freight.
- Protect its openness.
- Improve accessibility to it.
- Protect safeguarded wharves and their operation.

### PLA Role

- Provide a long term strategy.
- Protect and improve its environmental quality.
- Support and facilitate greater access to the river.

- Assist in protecting and identifying locations for strategic uses, such as waste transfer facilities and boat making yards.

## 9. Other Organisations

### 9.1. Big Stick

#### Value

- Its role as a lung in an increasingly polluted London and as wildlife corridor

#### Priorities

- Decreasing pumping raw sewage into the river.
- Common access retained/enhanced when development occurs.
- Flood defence/alleviation.

#### PLA Role

- Ensuring it is free from litter and debris. Enhancing its potential for wildlife.  
Controlling oversized residential development along its banks.

### 9.2. London Riverside BID

- As a business led group representing all of the businesses fronting the Thames in the London Borough of Havering, we are actively working with the Council, the GLA and TfL to put together a transport strategy for East London.

#### Value

- The river running through London is an underused highway with the potential of proving opportunities for the regeneration of the area.

## Priorities

- Existing river facing infrastructure is under utilised
- Increasing the inclusion of the river in an overall transport strategy is vital for the regeneration of the area.

## PLA Role

- It is suggested that the PLA collaborate with the East London Local Authorities, the GLA, TfL and the BID to develop a strategy to incentivise the return to use of wharves and landing stages for the transport of goods.

## 10. Members of the Public and other Stakeholders

### Historic Narrow Boat Owner

#### Value

- The access it gives to the canal system at Brentford and Limehouse.

#### Priorities

- Retaining access for narrow boats to the canal system at Brentford and Limehouse.
- Access at Brentford from the Thames is essential to the viability of the connected canal system.

#### PLA Role

- Ensuring the above remains easily accessible to canal boats.

### County Councillor

- It would be good to rejuvenate and vary the use of Old Father Thames.
- Would like to see the re-introduction of daily sailing from London to Margate. Investment needed would be substantial but can see social and economic gains.

### Education Sector Worker

#### Value

- Its diversity. It ranges from high industrial usage to spots of tranquillity providing homes for many species of wildlife.

#### Priorities

- No estuary airport.
- To develop more areas of the riverfront - landscaping the beachfront at Grays to compare with that of Gravesend.
- Ensure that the industrial development does not impinge too much on the tranquil spots.

## PLA Role

- The tidal river Thames is of vital industrial value to London and the South East of England and there will doubtless be further development. I would like to see the PLA give due consideration to the existing wildlife in the estuary and to oppose (if it is within their power) any plans to build an airport estuary.

## Historic Boat Owner

### Value

- Environment quality as wildlife habitat.
- Public accessibility.
- Mutual respect of user groups.
- Transportation of goods by water.
- Education about its history, settlement and uses.
- Archaeological evidence on the foreshore.
- Flood prevention.

### Priorities

- To strive to maintain its status as one of the cleanest metropolitan rivers in Europe
- To continue to be a thriving, vibrant part of London transport and leisure industries
- To be managed in a way that protects London and other settlements along the banks from future flood events.

### PLA Role

- Continue to monitor and control the safe passage of the river by vessels of all types, commercial and private.
- Continue to affect and support efforts to maintain the health of the river and its valued as a habitat.
- Encourage and support opportunities for education about the tidal river.
- Work with integrity for the benefits of the river and its people, independent of potential influence.

## Kayaking Club Member

### Value

- Being on it, journeying, looking at nature and what is on the shore.
- Looking at it from bridges and shore - being reminded of power and constant force of nature as I look to see what state the tide is at.

### Priorities

- More access points for kayaks (and other individual users) – i.e. more pontoons or slipways/jetties. Plus a guide for where it is possible to land at what state of the tide.
- Reduce sewage going into Thames at times of high rain.
- Improve and ensure handrails hold firm when they are alongside vital (slippy) steps e.g. at Shadwell on North side of Thames.
- Open up/enable pedestrians to walk along more sections of the shore - both at beach and pavement levels.

### PLA Role

- I'm not sure what your role, responsibilities and powers are.
- Coordinate with relevant authorities to address my points above.
- Prioritise access to the Thames and
- safety. In particular minimise the motor boats speed - especially those which create a big wash.
- Ensure Thames Clippers are vigilant for smaller boats on the Thames. The accident which killed a pedestrian getting on/off doesn't indicate to me that Thames Clipper staff are constantly vigilant on safety and worryingly perhaps less so for other Thames users, who are not paying customers.

## London Business Owner

### Value

- A green lung providing natural beauty, an oasis for wildlife, and opportunity for recreation

## Priorities

- Maximise indigenous bio-diversity, beauty and cleanliness of the river and riverside.
- Maximise ecologically-sound sport.
- Maximise river and riverside leisure whilst limiting compromise to 1 and 2.

## PLA Role

- Pursue policies for clean river with minimum disruption to, and enhancement of, current assets: Stronger enforcement of dumping and littering offences; introduce non-incursive sewerage improvements.
- Preserve natural areas from further building incursion: building in built up areas only at suitable heights/set back; preserve all wind passages for sailing; maintain and enhance riverside pathways; preserve current areas of riverside meadow.
- Manage and maximise indigenous bio-diversity including above, re-introduction of rare species and culling of intrusive non-indigenous species; preserve and manage current areas of riverside meadow and most eyots as indigenous wildlife sanctuaries.
- Promote and grow use of all transport, leisure facilities, houseboats etc. with power which does not pollute the river (sailing; rowing; solar/wind power etc. including PLA's own boats). Ensure all commuter/trade/leisure solutions are green.
- Maintain "leisure timeslots" when goods delivery and commuting transport use is minimised where it conflicts with leisure (i.e. weekends and after 18:30pm commute for weekdays in summer).
- Promote managed fishing of supportable stocks (for leisure and commerce): managing culling policies to maintain indigenous bio-diversity.
- Within priorities/constraints above, take suitable opportunities to enhance leisure facilities on river including riverside and eyot-located pubs, café, hotels and sports facilities.
- Ensure the fees paid by recreational users of the Thames e.g. rowers and sailors are minimised through increased efficiency of PLA organisation.
- Introduce training for PLA staff to better understand the needs of dinghy sailors, to avoid the somewhat heavy handed and misinformed interventions that sometimes occur at present.

## Putney Boat Owner

### Value

The ability to row 7 days a week on water with no wash, which is not possible most of the time due to PLA launches constantly 'on patrol'. They are the greatest danger to scullers and rowers on the tideway, along with the RNLI launches.

### Priorities

- Fewer PLA launches.
- Reduced wash from larger vessels.

### PLA Role

- Have fewer outings in launches.

## Riverside Resident

### Value

- Clean water - which the Thames isn't at present.
- Clamping down on illegal dumping.
- The walks along its banks, but do not like the rude commuter cyclists who intimidate pedestrians.
- Wildlife along its borders and the corridor of fresher air it provides.
- The scale of the buildings along its bank from Hammersmith Bridge upriver.

### Priorities

- Enhance the river bank experience with nature-filled, joined up paths. Encourage neighbourhoods to take care of the river by planting, path cleaning, boating and perhaps, if done correctly, riverside pools in carefully selected areas.
- Find some financially sustainable way to provide water taxis. I know this has been tried and hasn't worked previously.
- Do not overdevelop the river - especially out of scale high-end housing bought as non-residential investments. This concept destroys the lovely riverscape which gives the property their value.

### PLA Role

- Do not throw little residential communities off their pontoons for the sake of high-end riverside development or building more piers for large, luxury boats whose scale destroys the local neighbourhoods, the riverside parks, pubs and houses.
- Encourage more parks along the river.
- Stop over policing and overcharging the boating communities when they wish to refurbish or replace their pontoons.
- Put on a tidal river pageant annually to celebrate the river.
- Encourage riverside communities to put up historical info signs by providing matching funding.

## Greenwich Resident

### Value

- I can see it from my living room. It's a much under used working river.
- Greater use of the river for transportation of building materials. Local authorities to push this idea.

### Priorities

- Thames Barrier becoming ineffectual with a decade.
- Cleanliness/more dredging.
- More use for travel/working.

### PLA Role

- Listen to people.

## Powerboat instructor and Coastal Yachtmaster

### Value

- The ability to have recreational sailing and powerboating opportunities within Greater London.

### Priorities

- Clean water.
- Well Established rules of use .
- Free access.

### PLA Role

- Ensuring that commercial and recreational users can both successfully use the river.

## Sailing Enthusiast

### Value

- Love of the river is romantic. I went to sea from the RA Docks in 1957 and still enjoy motoring into the river.

### Priorities

- I would like to see an increase in commercial use of the river, but the loss of the main docks and many quays means that this can only be limited compared with the traffic of 50 years ago.
- Encouragement of better visitor facilities for yachts above Gravesend by allowing the provision of pontoons and moorings river sailing clubs. Would reduce the logistical difficulties of navigating the Thames.

### PLA Role

- Better promotion of the river and its attractions, not least as the gateway to London.

## Sailing/Watersports Enthusiast (no.1)

### Value

- The opportunity to spend time on the water in the City

### Priorities

- Access.
- Water sport development.
- Preservation.

### PLA Role

- More access points to the river in the City so more water sport can be undertaken thus benefitting more people.

## Sailing/Watersports Enthusiast (no.2)

### Value

- Sailing, rowing, and kayaking space and safety alongside tourist boats, TFL boats.

### Priorities

- Clearing of debris, reducing pollution.

### PLA Role

- Giving London a quieter scene, so reducing speed and the noise of heavy motors.

## London Borough Councillor

### Value

- The space it provides.
- Its environmental value and its underused potential as a 'green' transport highway.

### Priorities

- Protection of free and open access to the river itself and its riverside pathways.
- Protection of riparian businesses upstream of Thamesmead.
- Safeguarding environmental sites.

### PLA Role

- Prevent developments that restrict historic, current and future views of the river.
- Ensure open and fair access to the river itself for leisure and commercial users.

## River Employee (no.1)

### Value

- Its history and people.

### Priorities

- Safety, equitable working environment.
- Bring navigation protocols inline with CEVNI, up river of the Woolwich tidal barrier.

### PLA Role

- Manage a business environment where sustainable developmental employment can be achieved.

## River Employee (no.2)

### Value

- It is a source of employment and a diverse working environment. It is a big community that is vital to the UK economy.

### Priorities

- Keep it as a working river - expanding facilities and modernising: cruise ship terminals in central London; increase the number of marinas.

### PLA Role

- Keep the trade flowing.
- Safeguard and investment in wharves.

## River Employee (no.3)

### Value

- The diversity and its potential to continue to grow both leisure and commercial trade.

### Priorities

- Continue to improve trade and raise the standards of local operators to assist them in competing with European operators.

- Deliver Thames Tideway Tunnel project in a safe manner whilst endeavouring to utilise local operators so they can improve and modernise their fleets.
- Continue to safeguard wharves against residential developments to enable the Thames to continue to trade long into the future.

### PLA Role

- Continue to promote trade on the Thames.
- Investigate the potential for more dry-docking, maintenance and mooring facilities.
- Offer more apprenticeships and training in marine based activities.

## River Employee (no.4)

### Value

It is the same river but 3 different worlds.

- It is the commercial river, exporting and importing goods for 9 million people in London and 25 million people in the South East.
- The city centre river, a route through the heart of the city with all the passenger boats and smaller commercial craft. And from my opinion the best way to view the city.
- The upper river is the leisure river with pleasure craft and rowing, lovely walks along the banks.

### Priorities

- Promote the commercial Thames to get the work and money so we can fund the leisure Thames.
- Get the parties from the "3 different worlds" to understand the problems of each others "world" and how we all need to use the Thames.

### PLA Role

- Get people to understand how important the marine industry is to the Thames, London and the UK. Be proud of it.

## River Employee (no.5)

### Value

- The ever changing nature of the river and the port, together with its variety of commercial and leisure uses.

### Priorities

- Safety.
- Commercial viability.
- Improved environmental standards.

### PLA Role

- Continue to make the port safer for all river users as well as supporting commercial and leisure interests on the river.

## River Employee (no.6)

### Value

- A safe environment for future generations to enjoy and work in.

### Priorities

- Safety.
- Environment.
- Commercial.

### PLA Role

- Promote what the Thames means to people who live and work on the Thames and also promote its local and national importance as a resource.

## River Employee (no.7)

### Value

- The enjoyment I get from working on the river and the people.

### Priorities

- More wharves for commercial and freight use.
- More training facilities.
- Greater utilisation of the river.

### PLA Role

- Open up public slip ways for leisure use.

## River Employee (no.8)

### Value

- The river community and the Watermen and Lightermen that hold a strong history.  
The various types of boats and the rich history the river has.

### Priorities

- Preserve and protect historical areas of the Thames ie wharves, barges, boats, dock.
- Maintain a high level of safety and standard among those working on the river.
- To see the river used to its full potential without squeezing the life out of its vessel operators and allowing over development and historical areas being lost.

### PLA Role

- Preserve the rich history of the Thames and support projects and schemes related to this endeavour (e.g. historic vessels).
- Keep all operators at the same level of standard and safety. Do not cut back on safety by shortening licenses. The license has already been cut in 2007 and allowing shorter areas for outside operators would be an insult to those who put in hard work to get a full area license.
- Promote the use of the river for commercial activity especially the regrowth of tugs and barge movement and the empty dock systems.
- Preserve wharves.

## Member of the Public (no.1)

### Value

- Commercial and leisure marine infrastructure.

### Priorities

- New hard and soft flood defences that incorporate aquaculture pools (form of return on investment).
- Lobby for the new lower Thames crossing to have rail infrastructure included.
- DIRFT (Thames Europort) Terminal Dartford to be promoted as Cruise Liner Terminal with hotel accommodation to support the proposed Paramount Theme Park at Ebbsfleet.
- Easy access leisure craft moorings between Gravesend and Northfleet.
- To work with GBC on all proposed riverside development to preserve and enhance river/riverside social and commercial opportunities.

### PLA Role

- The PLA to continue to champion the river Thames as a global destination for trade and leisure. Maintain the exceptionally high management standards of the demanding river Thames.

## Member of the Public (no.2)

### Value

- The diversity of landscapes, ecology and uses.

### Priorities

- Restore forgotten facilities and create new ones to enable a wider public to understand and become involved with the river safeguarding natural environments.
- Encouraging river use: freight, leisure and travel. Ensuring that routes are maintained.

### PLA Role

- Reach out to communities along the Thames to promote understanding of the river's commercial, leisure, environmental and historical significance.

### Member of the Public (no.3)

#### Value

- It's small but amazing beaches.

#### Priorities

- Improving the pedestrian/bike accessibility to the lower Thames Estuary.

#### PLA Role

- Keep connecting the river with the population of London: closing of the Embankment on Sundays, broader sidewalks.

### Member of the Public (no.4)

#### Value

- The sense of space and fresh air that it gives to the city.

#### Priorities

- Upholding public right of access to the Thames and the Thames Path.
- Encouraging sustainable use of the river for transport of people and goods (and supporting further crossings east of Tower Bridge).
- Maintaining the Thames as a good environment for fish, birds etc.

#### PLA Role

- Supporting the above three priorities.

### Member of the Public (no.5)

#### Value

- The role it has played in the development of London's population, history and culture.

#### Priorities

- Continuing to educate schools about its importance.
- Working with the TEP to link organisations with an interest in the tidal Thames.

### PLA Role

- Working closely with people like us to open it up as an educational resource for London, Kent and Essex schools.

## Member of the Public (no.6)

### Value

- Without the Thames, London would not have existed. It is the main artery of the City and it is immensely important to the history of the capital; its trade; commerce and environment.

### Priorities

- Would love to see greater use of the river for commercial traffic - it is better than it was, but with the road congestion the river is the obvious choice for freight.
- More wharves are needed for commercial freight.

### PLA Role

- To continue to protect the environment (foreshore and wildlife); and its regulations of mudlarking activity.

## Member of the Public (no.7)

### Value

- Its history and position at the heart of London.

### Priorities

- Protection of heritage assets.
- Environment issues (clean).
- Extension of tourism possibilities.

### PLA Role

- Ensuring there is enough staff to cope with the increase in mudlarking.

## Member of the Public (no.8)

### Value

- It provides the opportunity for sweeping views of London that would be otherwise have long ago been closed in, and it is a rich source of archaeological evidence that the tide incessantly works to reveal and conceal.

### Priorities

- Increase its use as a highway for commuter traffic and unburden our roads;
- Increase its use for pleasure and broaden its appeal for leisure activities.
- Ensure its commercial value is understood, especially downstream of Greenwich.

### PLA Role

- Ensuring its history is preserved and its value as a research tool to unlock London's social, working and environmental histories.

## Member of the Public (no.9)

### Value

- It is the lungs of London, the space, the air, the moving water and the views.

### Priorities

- Pollution free.
- Safe recreation.
- Maintain historic views.

### PLA Role

- All the above and encourage recreational usage by keeping costs down where possible.

## Member of the Public (no.10)

### Value

- That it's there and everyone can walk along it and see the ships, the wildlife and the people working on it.

### Priorities

- To keep it clean, if you go anywhere along the river, especially when the tide is out, there is rubbish on the foreshore. At Greenwich where all the visitors arrive it's a disgrace seeing all the rubbish.

### PLA Role

- Either have more staff to clean the river, or recruit more volunteers to clean up. I've worked with Thames 21, but most of their work is Lea Valley area or further up the Thames. I've only known them to work in Charlton once, years ago. My area is Greenwich to Thamesmead and is the area I see the most.

## Member of the Public (no.11)

### Value

- Ability to use the river for leisure boating.
- The fantastic riverscape in central London.
- The commercial ferry services.

### Priorities

- Expand leisure boating facilities.
- Increase the frequency of ferry services.
- Maintain the river views with not too many ugly/tall buildings on the waterfront.

### PLA Role

- Provide moorings facilities (piers) for leisure craft easily use (charges are not a problem).

## Member of the Public (no.12)

### Value

- Its tranquillity.

### Priorities

- Keeping it clean
- More robust control of unlawful moorings.
- Remove the moorings by Herons Reach opposite Isleworth Ait (they are not used and are a temptation for those wishing to moor unlawfully).

### PLA Role

- Take more interest in the upper reaches of the tidal Thames between Brentford and Richmond half tide lock

## Member of the Public (no.13)

### Value

- Sailing.
- Kayaking.
- Walks along the riverside.

### Priorities

- Cleaner river
- More benches along the riverside.
- Fewer seagulls.

### PLA Role

- Regulate boat exhaust released into the river or enforce upgrade of boat engines to be more eco friendly.

## Member of the Public (no.14)

### Value

- Walking along by it and enjoying the view and the changing landscape around it.

### Priorities

- Cleanliness.
- Travel.
- Recreation.

### PLA Role

- Maintaining footpaths.
- Keep the river 'healthy' for future generations.

## Member of the Public (no.15)

### Value

- Its constant presence and ever changing vista and environments, yielding at times secrets of the past

### Priorities

- Keeping it as clean and pollutant free as possible.
- Using it to its full advantage.
- Supporting wildlife.

### PLA Role

- Maintaining a good balance for access.
- Support the wildlife and natural habitats.

## Member of the Public (no.16)

### Value

- It's a nice to have a river running though our busy city centre - it makes a nice change.

### Priorities

- Cleaner water, so it doesn't look so filthy.
- Nice looking bridges.

## Member of the Public (no.17)

### Value

- It's a link to the sea, its nature and its ever changing landscape.

### Priorities

- Ecology.
- Access.
- Make it a transport asset.

### PLA Role

- Celebrating its past and ensuring its future for the next generation.

## Member of the Public (no.18)

### Value

- Accessibility.
- Setting.
- City enhancement.

### Priorities

- Diminish the erosion of intertidal historic sites.
- Work with the Museum of London to tell stories from foreshore finds and from the PLA archive.
- Work towards a sustainable route to take freight, bulk goods off the road and back on the river in central London.
- Make the Museum of London and Docklands the place to tell Thames stories from the past, present, and future.

## Member of the Public (no.19)

### Value

- Nature running through a massive busy city which brings you reality.

### Priorities

- Keep it clean.
- Keep the balance between recreational and commercial.
- Keep it active.

### PLA Role

- Keep managing it correctly for all users.

## Member of the Public (no.20)

### Value

- It cleanliness.

### Priorities

- Adding a cycling route.
- More river buses.

## Member of the Public (no.21)

### Value

- The river Thames is a great waterway that provides facility for key UK trade, employment, leisure and enjoyment. At the same time, it is a vital organ of Southern England's environment, passing - as it does - through the countryside to the West of London, through our great nation's capital and out to the estuary past Kent and Essex.

### Priorities

- Careful management to ensure that all three legs of true sustainability are maintained: The economic vitality, the positive social aspects and, of course, the best protection of the environment that is consistent with maintaining those first two key requirements.
- The promotion and marketing of the Thames and its port terminals for the increase of maritime trade into and out of the Port of London.
- More should be made of the leisure facility of the Thames and - importantly - greater engagement with the media for Thames sporting and leisure activities that are not usually covered (e.g. the Great River Race).
- Protection of the environment - but NOT at cost or damage to effective trade, employment and social benefits of the river.

### PLA Role

- Engage effectively with the shipping and freight industries, to promote and market the tidal Thames as the Port choice and preference for trade to London, southern England and the Midlands.

## Member of the Public (no.22)

### Value

- Its appearance as a functioning commercial River.

### Priorities

- To be used for more commercial and entertainment uses.
- A more extensive ferry service to and from existing jetties from Southend to Greenwich.
- More developed banks and restaurants overlooking the water.

### PLA Role

- Improve the appearance of the banks.

## Member of the Public (no.23)

### Value

- A connection with nature in the heart of the city.
- The river as a connection through so many different counties, tying them all together.
- The many different characters and qualities the river has in each of these geographical areas.

### Priorities

- Increasing connection to and enjoyment of the river.
- Increasing visibility of the many direct commercial and leisure activities that occur on the river.
- Increasing knowledge of the history of the Thames - how it has changed and how it continues to change into the future.

### PLA Role

- Increasing visibility of the range of work the PLA undertakes to increase public awareness of its role in husbanding the Thames.

## Member of the Public (no.24)

### Value

- The diversity of what can be seen and experienced when either on the water or from its banks, from the wildlife and the huge number of people enjoying sailing small boats, to the sight of great ships both old and new and to the grandeur of historic buildings and the wonders of modern architecture.
- Every day is a new day and a new experience on the Thames.

### Priorities

- Improve accessibility for people to get afloat with more public slipways.
- Make more places accessible for visiting pleasure craft to moor up for short periods of time. Potentially even allow for overnight stays instead of having to lock into marinas.
- Greater flexibility in the rules and laws governing the movement of mud to enable local Councils, sailing clubs and other organisations to make better use of the facilities that are already in existence.

### PLA Role

- Greatly increase awareness of the public to the work the PLA does.
- Use their position to influence Governments now and in the future to realise the importance of the Thames both as a highway for commerce and as tourist attraction not only in central London but along its whole length.

## Member of the Public (no.25)

### Value

- One of the reasons for moving to Havering from the Peak District.
- I love its history and traditions and riverside pubs.

### Priorities

- Development of big visitor centre/leisure facility at Rainham.
- Easy and attractive access at Rainham.
- Management of flood plains.

### PLA Role

- I think you have done well in recent years. It's cleaner and more accessible than in 1989. I do worry about flooding when the Barrier is closed.
- I would like Rainham to be more acknowledged historically and culturally.

### Member of the Public (no.26)

- Ideas regarding the use of the river Thames for floating homes:
- Install a series of groynes along the foreshore and dredge downstream enabling large-scale multi-storey floating homes (converted barges/cruise ships/container ships or purpose-built) to be alternated with small beaches.
- Could provide a range of flood-proof permanent or temporary accommodation, from luxurious to basic and would lessen the pressure on central London housing stock
- Dredged mud could be deposited at the Isle of Grain for farmland or aircraft runways.

### Member of the Public (no.27)

#### Value

- The variety of uses.
- The fact it is a living working river but leisure user have access too.

#### Priorities

- To remain open for leisure users and free for visiting yachtsmen to central London (South Dock, St Kats, Greenwich, Limehouse)
- To bring visitors in from around the UK and overseas.
- Ensure public access to footpaths along the river remain open.

#### PLA Role

- I don't really know - it seems to do a great job as it is.

## Member of the Public (no.28)

### Value

- The river lends a significant element of beauty and history to the city of London.

### Priorities

- Restrictions on items that can pollute the river.
- Clean up the river.
- Use the river for the economic well-being and convenience for the inhabitants around it.

### PLA Role

- Participate in trying to invigorate local communities to get involved with river projects.
- Engage with Councils that have a border with the Thames alongside other organizations that are concerned with the cleaning and maintenance of the river and infrastructure.
- Encourage local homes and businesses along the river to participate in the above activities since it benefits all who live, work or just walk along the river.

## Member of the Public (no.29)

- Regarding the issue of water quality in London and the ongoing message that it is cleaner than it was:
- That is visibly true and very important – but I believe that Londoners now want more than a long-standing message– they should nowadays have more specific and regular data to answer concerns about disease risks of contact, angling and the environment. This would be more in keeping with the general availability of information about London from public authority sources on matters of public concern. It would be in line with national moves to make water quality information more publicly available.

### Value

- The liveliness and the variety of it.

### Priorities

- Cleaner water through the promotion of divided sewerage as the Tideway Tunnel will only keep pace.
- More provision for wildlife along the shore.
- Access from the river into the Canary Wharf and QE Olympic park waterways.

### PLA Role

- Provide and run or franchise pontoon based temporary mooring space at three locations between the Barrier and Teddington for small recreation craft.

## Member of the Public (no.30)

### Value

- Its many uses that give a wide scope of use for business, pleasure and wildlife.

### Priorities

- Clean water.
- Safety.
- Public access.

### PLA Role

- Ensure public access along as much of the banks as possible.

## Member of the Public (no.31)

### Value

- The fact that it provides and supports such a diverse range of activities from commercial to leisure.

### Priorities

- Maintain and continue to improve upon its cleanliness especially with regard to wildlife habitats.
- Explore the possibilities of using the Thames for further transport opportunities such as passenger transport.
- Extend passenger transport, commuter services to/from London Gateway, Tilbury, Southend etc. and the opportunity to remove cars from the roads.
- Explore the possibility of a lower car ferry crossing between Tilbury and Gravesend.

### PLA Role

- To continue its current admirable role.
- Publicise more greatly its achievements/developments /forward plans.
- To further promote the superb opportunities and the unique location afforded to cruise ships and increase the number of visits.
- Assist in and/or liaise with the appropriate Councils to ensure that the embankments and surrounding areas are clean, free of litter and that important locations such as the London Cruise Terminal are maintained and look fit for purpose.

## Member of the Public (no.32)

### Value

- The leisure usage is the most valuable aspect for me.

### Priorities

- Make it cleaner - to many sewage outflows.
- Make it safer - the tidal flow is very dangerous (use the Greenwich Barrier in the same way as the Richmond one).

### PLA Role

- Enable small craft leisure usage by operating the Greenwich Barrier in the same way as the Richmond Barrier.

## Member of the Public (no.33)

### Value

- Its history and the value it has added to the capital.
- Its re-emergence from decay to a thriving working river has a wonderful potential for commercial and leisure traffic.

### Priorities

- Continue to clean the river.
- Encourage commercial use.
- Finance the PLA to maintain its past excellent record.

### PLA Role

- Encourage investment in ventures such as Thames Clippers.
- Maximise the use of the remaining wharves (light cargo).
- Investigate an up river tidal cruise terminal in the lower pool.

## Member of the Public (no.34)

### Value

- The freedom for pleasure craft to use it free from any licencing, taxation or unreasonable bylaws.

### Priorities

- Maintain or increase the number of marinas and visitors moorings.
- Improve the capture and disposal of floating rubbish and debris.
- Allow for small, low wash craft to temporarily exceed the speed limit to enable them to keep clear of manoeuvring ferries/passenger craft.

### PLA Role

- Improving navigation marks.

## Member of the Public (no.35)

### Value

- Green open space.

### Priorities

- Open to navigation by private boaters.
- Promotion of actives at low tide eg. beach activities, beachcombing.
- Good access to riverside paths built under bridges/riverside path obstructions (i.e. private land).

### PLA Role

- Promote open spaces at low tide.
- Promote wildlife at low tide etc.
- Providing short-term mooring tidal Thames.

## Member of the Public (no.36)

### Value

- Leisure offerings, e.g. sailing.

### Priorities

- Increased leisure use possibilities.
- Moorings.
- Clean water.

### PLA Role

- Explore ways to improve leisure use.

## Member of the Public (no.37)

### Value

- The river path which keep you in touch with an ever changing river .

### Priorities

- Full access to the general public to develop the river as an recreational asset.
- The river frontage must be available to everybody.
- To develop the conservation aspects of the river.

### PLA Role

- Develop the river to ensure that we do not loose the past history of the river.
- The river needs to be part of London's every day life.

## Member of the Public (no.38)

### Value

- A wild space.
- One of the few places in London with a view of more than 50 metres.

### Priorities

- Accessibility for recreational use.
- Environmental management and improvements.
- Reduced costs to access the river for leisure boating.

### PLA Role

- Continue the fabulous job you are doing for leisure sailing.
- Even more on environmental management.

## Member of the Public (no.39)

### Value

- The space and views the river provides in a busy city.
- It brings nature into the city.

### Priorities

- Ensure and protect high standards of water quality and the river wildlife.
- The river to have well planned and well designed pedestrian riverside footpaths routes and connections to other rights of way.
- Increase the opportunities for leisure activities on the water and on the bankside.
- Protecting and enhancing existing views of the river; and to create new views.
- More environmental bankside habitats to encourage wildlife.

### PLA Role

- To object to any future planning of commercial and residential development blocking off the river to the public access and views.
- Improve the environmental and aesthetic qualities of the river Thames habitats for wildlife and people.

## Member of the Public (no.40)

### Value

- It is clean and well managed.

### Priorities

- Cleanliness.
- Access.
- Transport.

### PLA Role

- Promote events and history.

## Member of the Public (no.41)

### Value

- Marvellous cruising.
- History and traditions.

### Priorities

- Safety - resources, signage and information.
- Clearer/bigger signage on bridges for navigators.
- More detailed tidal information i.e. for more locations.

### PLA Role

- Remember leisure is as important (well, nearly as important) as trade in terms of resource allocation.

## Member of the Public (no.42)

### Value

- Sights on the river banks.

### Priorities

- I would love to explore the tidal Thames but the lack of slipways for trailer bound boats makes this impossible.

### PLA Role

- Slipways.

## Member of the Public (no.43)

### Value

- The history and waterfront through London.

### Priorities

- Provide more moorings within London for recreational (non residential) boaters.

### PLA Role

- Deal with the poor behaviour of rowing coaches.

## Member of the Public (no.44)

### Value

- The openness/walks alongside it.
- Provides valuable relief from an increasing urban cityscape.

### Priorities

- Cleanliness.
- Able to be used for a variety of recreational activities.
- To continue to be a key area for walkers and runners to enjoy.

### PLA Role

- Cleaning the river and banks up.

## Member of the Public (no.45)

### Value

- The potential for boat usage.

### Priorities

- A public landing stage and slipway in each riparian borough.
- Safe walk on walk off berthing for leisure and other small craft downstream of the London Docks (multiple locations on both banks).

### PLA Role

- Enable public landing stages, public slipways and the provision of safe walk on walk off berthing.

## Member of the Public (no.46)

### Value

- Walking alongside it.
- Enjoying the wildlife around it.
- Watching and photographing ships using it.
- Being protected from it flooding.
- Crossing it.

### Priorities

- Stable, flood resistant banks and safe riverside walks.
- Occasional raised platforms to get high enough for a great view up and downstream.
- Maintenance and improvement of deep channels to allow the largest ships to get at least as far as Tower Bridge.

### PLA Role

- Channel improvements following environmental assessments.
- Maintenance and improvements to aids to navigation and safe use (e.g. VTS).
- Provide some raised platforms along the river walkways to get up high.

## Member of the Public (no.47)

### Value

- Sailing on her.

### Priorities

- More leisure moorings in central London.

### PLA Role

- Provide more facilities for private boaters between Richmond and Gravesend, including additional leisure moorings.

## Member of the Public (no.48)

### Value

- The diversity of use, life and conditions. It is a vibrant working river, a playground and a terrifying sleigh ride.

### Priorities

- Continued freedom of access for all types of users.
- Biodiversity and the protection of the river environment.
- Not overusing or over developing.

### PLA Role

- Provide a safe, clean and managed environment for river users.

## Member of the Public (no.49)

### Value

- The freedom to navigate the river without undue restrictions and without cost.

### Priorities

- To keep it as unrestricted as possible.
- Free navigation of it.
- More marinas and access on the higher reaches of the river.

### PLA Role

- Enforce the speed limits particularly on commercial boats which create large and potentially dangerous wake.

## Member of the Public (no.50)

### Value

- Atmosphere.
- Countryside.

### Priorities

- Continued care and ability to use and enjoy it.

### PLA Role

- Provide more mooring sites i.e. at Richmond and Sonning.

## Member of the Public (no.51)

### Value

- Its open access

### Priorities

- More short term moorings.
- Moorings availability for short term visits - typically less than a day.
- Cleanliness.
- Overall accessibility.

### PLA Role

- Provide/encourage the provision of short term/temporary moorings available for use by leisure boat owners.
- Take more interest in the Upper Thames with particular emphasis on the stretch between Albert Bridge and Thames Barrier.

## Member of the Public (no.52)

### Value

The Thames is a huge asset. An open space in the centre of London which rivals even the biggest urban parks as a potential open space/resource for all Londoners.

### Priorities

- Enhance the navigation of the river by private/leisure boats.
- Minimise wash/reduce speed limit upstream of London pool.
- Provision of a greater number of long term leisure/residential moorings particularly for boats with historical interest.
- Enhanced provision of short term (3-4 hours) and visitor moorings (24-28 hours) to facilitate greater leisure use of the Thames.

### PLA Role

- A more forward looking approach - maximising the widest variety of uses for the whole population of London.

## Member of the Public (no.53)

### Value

- An important nursery area for a number of species of recreationally and commercially valuable fish-stocks for the Southern North Sea.
- Its salt marshes and intertidal areas vital yet delicate habitat for the whole marine ecology.

### Priorities

- Preserve and enhance valuable habitat from the pressures of overfishing, pollution and development.
- Public access to the banks of the estuary, down to the mud.
- Assess for anglers to installations (piers, docks, etc.) that provide access to deep-water.

### PLA Role

- Plan all activities and developments around the need to preserve the vital habitat and ecological services provided by the tidal estuary. Where possible encourage 'managed retreat' to allow expansion of saltmarsh, and natural creeks.

## Member of the Public (no.54)

### Value

- It breathes life into central London. Without the Thames, London would be stone, concrete and steel.

### Priorities

- The areas surrounding the Thames and Thames itself doesn't all become privatised areas. Becomes cleaner.

### PLA Role

- Create a floating market. One that's in one place similar to the flower market in the Netherlands, or create a floating market/structure that can travel up and down the Thames (once a month maybe).

## Member of the Public (no.55)

### Value

- The bars.

### Priorities

- More crossings especially Eastward.
- More leafy promenades.
- Cleanliness.
- No Garden Bridge.
- More focus on developing promenades with bars, restaurants and parks to enjoy.

### PLA Role

- Open it up for more watersports.

## Member of the Public (no.56)

### Value

- Beauty, wildlife and peace - a sanctuary away from the City.

### Priorities

- Maintain the above.

### PLA Role

- Introduction and enforcement of sound limits on party boats.
- More monitoring and reporting of wildlife stocks in the river.
- Continued maintenance and access to the foreshore.

## Member of the Public (no.57)

### Value

- The fact that it accommodates different types of users - commuting services, leisure, and commerce with the docks at Tilbury.

### Priorities

- Flood defences.
- Pollution reduction.
- Better commuter infrastructure (Wapping eastwards on the north bank is underserved. The river Lea has potential).

### PLA Role

- Protect us from floods.

## Member of the Public (no.58)

### Value

- The riverside path.

### Priorities

- Open up the riverside path.

## Member of the Public (no.59)

### Value

- History.
- Transport route.
- Wildlife.

### Priorities

- Improve transport.
- Clean rubbish more thoroughly.
- Preserve history.

### PLA Role

- Provide a strategic plan.

## Member of the Public (no.60)

### Value

- My daily commute from Greenwich to Embankment, on the Thames Clipper, which I've been doing for 9 years, back and forth each day, is the best part of my day. I love it that it's a proper working river.

### Priorities

- More boats (Thames Clippers from April - October is barely useable as a commuter services as it's over subscribed with tourists).
- Greater promotion of the Thames as a place to visit and do things.
- More community activity with Tidy Thames.

### PLA Role

- Keep doing what you're doing - you are doing a great job.

## Member of the Public (no.61)

### Value

- That it is a place for nature, trade and recreation with the huge variety of vessels to see.

### Priorities

- Maintain and develop the health of the river as a natural resource.
- Develop further the use of the river for transport of passengers and goods.
- Continue to ensure that river wharves are safeguard and wherever possible are used for commercial shipping activities.

### PLA Role

- Working with partner organisations to promote the use of the river and remaining dock areas for waterborne uses.

## Member of the Public (no.62)

### Value

- A highway of interest past, present and future.

### Priorities

- Maintain and improve facilities and ability to use the Thames for leisure sailors.
- Maintain the historic and natural places along the Thames.
- Improve and resolve any conflicts between leisure and commercial use.

### PLA Role

- The need for better facilities for overnight stops/refuel etc. between the Medway and the Pool for leisure sailors.

## Member of the Public (no.63)

### Value

- The beauty of the Thames.
- The ability to be able to spend time on the foreshore.
- The ability to travel on the river.

### Priorities

- Stop the building of the Garden Bridge.
- Maintain the programme for cleaning up the Thames.
- Increase opportunities for travelling on the Thames by introducing more pier stops.

### PLA Role

- Work to maintain the improvements to the water quality and continue to support wildlife.
- Maintain the access to the foreshore, improve river transport.

## Member of the Public (no.64)

### Value

- Being able to walk alongside it.
- Encouragement of wildlife and flora in and alongside the river Thames.

### Priorities

- Keep it clean.
- Keep it scenic (no more building along its banks).

### PLA Role

- Manage the river in such a way that the priorities above are achieved.

## Member of the Public (no.65)

### Value

- The fact that when you are on the river you see wildlife, views of the sky and interesting boats.
- Peacefulness.
- You can turn around and enjoy the hustle and bustle of London.

### Priorities

- More people living on the river.
- More events, arts, pop up events space and more general transport for people and goods.

### PLA Role

- Make it cleaner and many more residential moorings.

## Member of the Public (no.66)

### Value

- The fact that is accessible to everyone.

### Priorities

- The maintenance of public access to walk on the river banks in as many places as possible.
- To keep the river clean and healthy for wildlife.
- Maintain the river's role as an economic asset for the UK.

### PLA Role

- To continue its role keeping the river safe and helping to keep commercial shipping using the river alongside recreational users.

## Member of the Public (no.67)

### Value

- The diversity of river life: flora and fauna, fish, birds etc.
- River users: barges, narrow boats, Thames Cruisers and the even the Duck.
- The capacity to use the river again as a sustainable means of transporting good.

### Priorities

- Environmental sustainability.
- Minimise new building.
- Maintain accessibility for river users e.g. commuters, rowing, bird watchers, goods and transportation.

### PLA Role

- Promote use of the river for transporting goods.
- Improve and maintain river cleanliness.
- Raise awareness of how pleasurable it is to spend time on the river.

## Member of the Public (no.68)

### Value

- Its life in it.

### Priorities

- Swimming in it.
- Fishing on it.
- Enjoying the living landscape.

### PLA Role

- Rewilding it.

## Member of the Public (no.69)

### Value

The river Thames as a tidal environment rich in history and biodiversity, with the opportunity for locals to take walks on the Thames Path/Thames foreshore at low tide or take part in community archaeology with programmes such as the Thames Discovery Programme. I believe the tidal Thames should remain tidal and that we should protect.

### Priorities

- Keep the tidal river clean.
- Encourage maritime research/surveys of the species in the river (e.g. recent porpoise of mammal sightings etc.).
- Promote the Thames liquid history and rich heritage.
- Making sure the future projects (e.g. the Garden Bridge or the super sewer) are not going to endanger the plant and animal biology in place, destroy local archaeology, compromise the stability of the river walls/jetties, or increase erosion locally.
- Keep the historical charm along the Thames path.
- Even though flooding is a concern, having a non-tidal river in London and the surrounding area is not the way forward.

### PLA Role

- Keep up your current work.
- Contribute to cleaner river environment.
- Help launch projects to restore the river access stairs/river walls within London.
- Patrol the foreshore more to engage with the public (help educate them on current regulations and health and safety). Also help stop unregistered 'mudlarks' from digging or damaging the existing archaeology.
- More to say/power regarding private developers that are also changing the Thames Path/tidal Thames environment landscape.

## Member of the Public (no.70)

### Value

- I value the tidal Thames as a home and a place to explore.

### Priorities

- Greater availability of affordable mooring spots and facilities for visiting (short- and long-term) barges throughout the tidal Thames.
- More historic boats on the Thames (this would happen if there were more readily available moorings). The revenue generated from residential mooring fees could be used to fund other initiatives such as rubbish removal.
- Additional moorings on yearly leases would add affordable housing units to the GLA.

### PLA Role

- Establish/promote the creation of mooring sites.
- Institute a non-antagonistic relationship with residential barge owners as part of its management of the tidal Thames.
- Promote the tidal Thames as a destination for recreational bargees - in the same way that the Canal du Midi and the Seine are in France.

## Member of the Public (no.71)

### Value

- The view of the river flowing through the City with a constantly changing view of river traffic and birdlife.

### Priorities

- Cleanliness.

### PLA Role

- Anything they can to clean it up.

## Member of the Public (no.72)

### Value

- Rowing.

### Priorities

- Recreational sport like rowing.
- River closures to allow big events such as The Boat Race and The Head of the River (men's and women's).
- Transport.

### PLA Role

- Ensure that everyone uses the Thames safely so that everyone can enjoy it. Police the speed limits and subsequently award penalties.
- Making the river and the banks cleaner.

## Member of the Public (no.73)

### Value

- The ability to row from Putney to Richmond.

### Priorities

- Stop dumping raw sewerage into the Thames.
- Cut down on the wash from boats and launches.
- Keeping the river wide.

### PLA Role

- Pushing in every way possible for a cleaner Thames.
- Enforce the current speed restrictions that are so often flaunted.
- Put pressure on Councils to stop any development on the river.

## Member of the Public (no.74)

### Value

- It used to be a great tideway for leisure users, especially in the low traffic areas. Since 2012 of course, with leisure users effectively banned from the river, post the new Bylaws it is now just for commercial traffic so has lost all its value.

### Priorities

- Remove the rule in section 16.3 of the 2012 Thames Bylaws that says it is perfectly safe for a single person to operate a vessel at high speed, yet then contradicts itself by saying if a second person is on-board they must be suitably qualified to keep lookout.
- Remove the 12 knot speed limit from Tower Bridge down to Margaretness, the traffic volumes are low and the commercial ribs don't seem to cause any hassle here.
- For the PLA to take a much more progressive stance towards leisure users, rather than trying to force them off the Thames.

### PLA Role

- Work with the RYA to allow suitably qualified leisure users to navigate the Tideway.
- Work with the RYA to come up with a suitable licencing scheme for leisure owners of vessels such as RIBS - encourage safety and also raise additional revenue for the upkeep of the river.

## Member of the Public (no.75)

### Value

- The opportunity it provides for a wide variety of activities in more interesting surroundings than were they to take place on shore.

### Priorities

- To persuade Local Planning Authorities to abandon their long established policy of refusing permission for any activity that could take place on shore.
- For the various environmental organisations - both statutory and lay - to be less obstructive and more supportive of river-based activities.

- The Port of London Authority to realise that most river based activities are not a licence to print money and for them to deal with applications and associated correspondence expeditiously.
- Change the valuation method for river works licencing fees.

### PLA Role

- River works licence fees should be assessed as a proportion of the open market value of the river works themselves.

## Member of the Public (no.76)

### Value

- Openness.
- Wildlife.
- Watching boats coming and going.
- The river at night.
- Unique smell.
- Its calming influence.
- Being able to walk along it or be on it.

### Priorities

- Increase river traffic to keep it viable.
- Continuing being able to see it and enjoy it.
- Keeping it clean.

### PLA Role

- Help people recognise its value so that it doesn't get ruined.
- Help to increase traffic on the river to maintain its viability.
- Provide information about the river and what's happening on it.

## Member of the Public (no.77)

### Value

- It represents a reasonably unrestricted gateway to the UK coast and Europe beyond.

### Priorities

- More mooring facilities for the general public (after Chiswick Pier there is nothing, apart from Cadogan Pier, until St Katherine's Dock).
- More refuelling sites.
- A marina in the early part of the estuary as an alternative to the Medway/Gillingham.

### PLA Role

- For the PLA to become a more modern, engaging body with a more open face to all shipping- both professional and leisure.

## Member of the Public (no.78)

- I am very interested in the views and hope that the PLA will cooperate and persuade when necessary the adjacent London LA's (Newham, Barking and Dagenham, and Havering).

### Priorities

- Improving the Thames Path (especially on the North bank by connecting up various sections).
- An access point at either the mouth of Mar Dyke where a jetty was started or to the west at TQ536792, possibly allowing for a small marina to enable use of the River by boats.

## Member of the Public (no.79)

### Value

- Its history of maritime use.

### Priorities

- Providing more facilities for the short sea trade, such as docking bays at regular intervals along each bank of Thames.
- Establishing a fleet of barges to transfer containers directly from the hub ports at the mouth of the river into the heart of London.
- Better access to and from the river for water recreation at much greater frequency along the river banks.
- Management of discharges of ships ballast water to minimise the release of unwanted and invasive aquatic organisms as outlined in the IMO Convention.

### PLA Role

- The PLA should act as a far more vocal and visible advocate to government to promote the maritime asset the river represents in terms of sustainable transport, not just as a backdrop to the luxury apartments that only foreign investors can afford as it has now become.

## Member of the Public (no.80)

- Regarding the idea of changing the name of the PLA-
- Tidal Thames Authority would be more self-explanatory than the Port of London Authority due to:
- Tidal Thames Authority would remind everyone of the tidal nature of the Thames, which could help improve safety thanks to general awareness of the dangers of tides.
- The role of the PLA has changed and also the changes in river use and activities that now take place on it.

## Member of the Public (no.81)

### Value

- It's a city river with working boats, tourist cruise boats and both leisure boats and residences for Londoners, plus a place for wildlife.

### Priorities

- Making residential living more accessible, whilst maintaining the quality of the surroundings for all Londoners.
- Encouraging development of its use by Londoners, both for leisure and as a place to live in houseboats or barges for example.
- Allowing access to the riverside for all Londoners.
- Providing some improvements to encourage wildlife.

## Member of the Public (no.82)

- Within PLA remit; the Thames Barrier could make its upper reaches a 'tide-less' calm water, at say, selected weekends for sport (at suitable water level). This would also give the opportunity for suspended mud to settle out.
- Outside PLA remit; something needs be done about the dumped matter on exposed banks. Once cleared sand or even beaches could be added.