

# Access to the river

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## A Question

Does water freight have a bright future on the River Thames?

**No!**

Not unless current attitudes and support change

# What is “Access to the River”?

- **Physical:** wharves, docks, slipways & ad hoc lifting over the river wall
- **Administrative:** planning policy and regulations

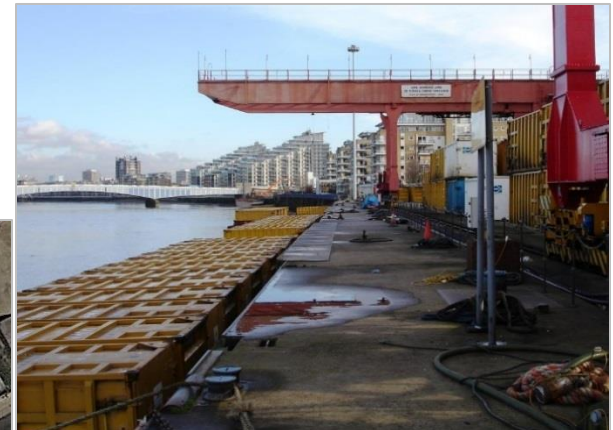
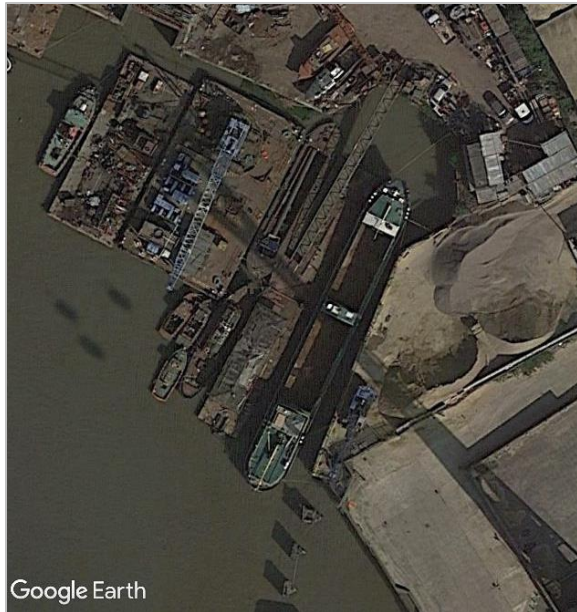
# Physical access

## Types of 'wharves'

- Safeguarded wharves
- Unsafeguarded wharves
- Ad hoc locations

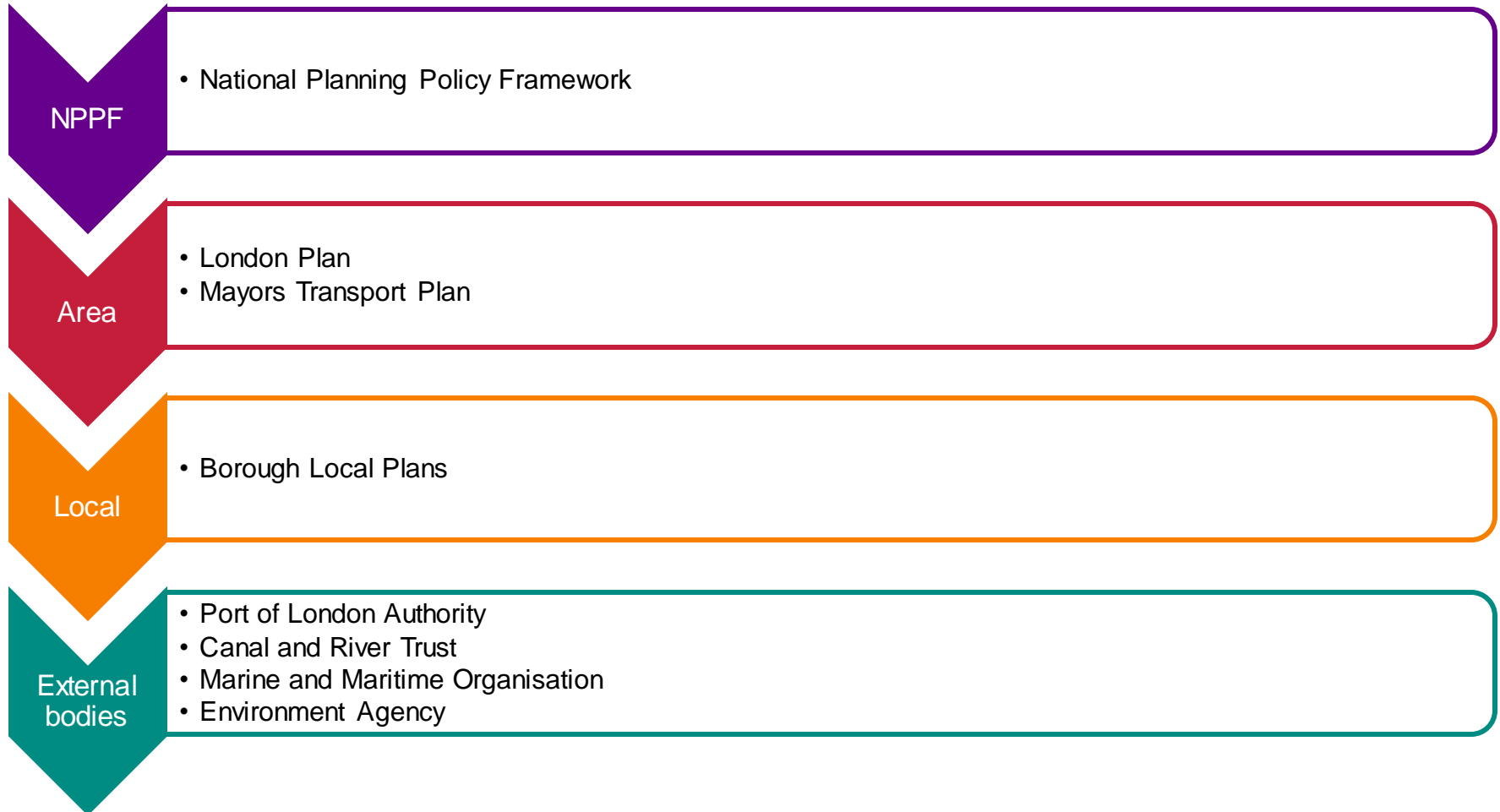
## Key challenges

- Most wharves are dedicated to a single product
- Most wharves in private ownership



# Administrative access

## Planning policy and regulations



# Planning and Access

**How does water freight access fit with planning?**



# Planning Policy levels

Two avenues when considering water freight in Planning and Access:

## Strategic level

- Provision of policies and facilities to support water freight



## Operational level

- Use of a water freight as an alternative to road transport





# Current policy

## London Plan

### POLICY 6.14 Freight

#### Strategic

- A. The Mayor will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to **PROMOTE** movement of freight by rail and waterway.

#### Planning decisions

- B. Development proposals that:

c. increase the use of the Blue Ribbon Network for freight transport will be **ENCOURAGED**.

#### LDF preparation

- C. DPDs should **PROMOTE** sustainable freight transport by:

a. safeguarding existing sites and identifying new sites to enable the transfer of freight to rail and water

### POLICY 5.18 CONSTRUCTION, EXCAVATION AND DEMOLITION WASTE

#### Strategic

- A. New construction, excavation and demolition (CE&D) waste management facilities should be **ENCOURAGED** at existing waste sites, including safeguarded wharves...

- B. Waste should be removed from construction sites, and materials brought to the site, by water or rail transport wherever that is **PRACTICABLE**.



# Current policy

## Extracts from draft Mayor's Transport Strategy

### Proposal 16

The Mayor, through TfL, will work with Network Rail and the Port of London Authority to move, where **PRACTICABLE**, freight off London's streets and on to the rail network and the river

### Policy 15

The Mayor, through TfL and working with the Port of London Authority and river services operators, will **SEEK** the use of the full potential of the Thames ..... and to enable the transfer of freight from road to river in the interests of reducing traffic levels and the creation of Healthy Streets.

Encouraging – but what authority will it have?

# Local Plans

## How committed to water freight are boroughs?

Local Plans set out the boroughs' commitment to using the river

- Positive vision?
- Commitment to using it for freight?
- Inviting a freight operation to use a wharf?
- Development of surrounding lands

# So what can be done?

## Public participation

- Has the time come for public ownership of key safeguarded wharves?
- Explore the diversification of wharf uses
- Devise a freight strategy that **insists** water freight is used when development next to a waterway

## A more forthright approach

- Any 'Group' set up by the Mayor to support water freight should have teeth to ensure more use of the River
- Innovative 'carrot' and 'stick' approaches
- Greater compulsion for development in the proximity of the River
- Planning authorities should be more proactive in pushing the use of water freight

## Operator innovation

- New integrated logistics 'offers' from barge operators
- Encourage new barge operators to the market

# Where there's a will, there's a way!

## If Paris can, why can't London?



# Where there's a will, there's a way!

## If Antwerp can, why can't London?





# Where there's a will, there's a way!

## Paris again



# Where there's a will, there's a way!

## Paris again





# Conclusions

- Am I too pessimistic?
- A combination of factors currently discourage use of water freight
- Land owners of wharves should not be permitted to prevent the use of water freight
- More determined intervention from London Government and PLA required
- More innovation required to:
  - Financial incentives and burden
  - Persuade new operators to the market
  - Introduce alternative technology
- Adopt practices used in other cities



**Thank you**