



Our Reference: P&E/WParties/WP37/JT38

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Dear Ms Roscow

MOOR OR LESS: MOORINGS ON LONDON'S WATERWAYS

The Port of London Authority has read and considered the above report, prepared by Jenny Jones AM as a Rapporteur for the London Assembly's Environment Committee investigation undertaken in 2013. As requested, it is pleased to provide its response to the report and, in view of its principal focus on the capital's canal network, more particularly to those conclusions addressed to the PLA.

Recommendation 1 calls on the PLA to '*look and increase the supply and accessibility of moorings where possible, including visitor moorings*'. The PLA does not see its role as a direct provider of, or to identify specific locations for, residential or other moorings on the tidal River Thames. Rather, it considers that it can best act, where moorings are appropriate, as a facilitator and regulator.

The Authority considers that in the appropriate locations, residential moorings are an attractive feature of the riverscape that can contribute to the intrinsic value of the capital. However, this needs to be balanced with both the tidal nature of the river itself and other users of the water, principally for transport; this is particularly relevant within the context of increasing levels of freight and passenger use on the central London reaches. Of particular concern is wash from passing vessels impacting on residential vessels. How this issue can be ameliorated is currently being considered as part of the application process for a development in the upper reaches.

In terms of visitor moorings, the PLA has unilaterally acted, through its grant of River Works Licences, to ensure the provision of visitor berths at residential and other moorings and, importantly to maintain their availability in the long-term. This approach has increased the number of visitor berths on the river and has been received, in general, well by developers although the level of use has been variable.

The PLA would further comment in relation to the second element of Recommendation 2 on possible future amendments to the *London Plan*. Whilst the PLA does not have an in-

principle objection to the suggested policy initiative to increase the number of residential moorings, it needs to be understood – as the report as a whole does – that the Blue Ribbon Network (BRN) comprises a range of different waterways and spaces that are intrinsically different. Such a policy, without the introduction of appropriate caveats, would be potentially in conflict with other policies in the plan seeking to increase levels of transport use on the BRN.

The PLA would be pleased to assist the Committee further in its deliberations on this important issue.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Trimmer', with a long horizontal line extending to the right.

JAMES TRIMMER
DIRECTOR OF PLANNING AND ENVIRONMENT