

# AGENDA ITEM 6

**Briefing paper to  
Meeting Date  
Prepared by  
Subject**

**London Waterways Commission  
22<sup>nd</sup> May 2007  
Kevin Reid  
Report on GLA Boatyards Study**

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## **Recommendations**

- 1 That the Commission discusses the recommendations from the final report.
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## **Background**

This paper follows the paper presented at the February 2007 LWC meeting where interim progress on the study was discussed and LWC feedback was passed to the consultants.

The GLA has commissioned Adams Hendry Consulting Ltd to examine the provision of boatyard facilities on the River Thames. The study is examining changes in facilities since 1999 when a previous study was undertaken and will also consider future pressures on boatyard facilities.

The Study has now been completed but is not yet published.

Adams Hendry have also separately been commissioned by British Waterways to examine boatyard facilities on the canal network in the BW London Region. GLA and BW have met to jointly review the two studies and the situations on the two respective networks appear quite different.

## **Adams Hendry recommendations/conclusions**

1. 20% increase in number of vessels registered for commercial use on the River Thames 1999 – 2006, particularly in larger craft.
2. The availability of boatyards in Greater London has remained largely unchanged since 2000. The most significant loss has been the Barking and Ilford Navigation Company at Barking which has been redeveloped for housing.
3. Policy 4.C.18 of the London Plan 2004 appears to be effective in protecting boatyards in London from redevelopment for other uses
4. There have been few improvements to the quality or capacity of boatyards in Greater London since 2000. Some sites have expanded/are in the process of expanding facilities eg Brentford and Thamescraft.

5. Insufficient capacity for larger vessels in London results in the use of shipyards in the Thames estuary and East Coast ports and this poses significant problems. These facilities are in themselves under pressure and being lost.
6. The importance of Thames Estuary and East Coast boat yards in maintaining London – based vessels should be recognised by the Mayor through dialogue with SEERA/EERA and SEEDA/EEDA on the planning and economic issues concerning marine industries.
7. There is an unmet need for a modern covered boat repair facility in London that is capable of docking the larger passenger boats, support vessels and river piers.
8. There is a lack of emergency repair facilities, action should be taken to improve the availability of facilities for emergency
9. The opportunity to link the provision of new boatyard facilities with training in marine industry skills should be explored
10. The opportunities provided by the public sector activities and facilities in maintaining boats and passenger vessels should be explored
11. There is a larger range and number of boatyard facilities available for private boat owners than for commercial operators but opportunities should be taken to provide additional facilities for private boat owners in the redevelopment of Thames-side sites

### **Summary**

At present the industry appears to be just about getting by on somewhat sub standard facilities. Given the projected growth in number of vessels it seems clear that without investment in boatyards there will be a shortage of facilities during the next few years. It is possible that some of that investment may be in train but this is not at all certain.

### **Proposed actions – for discussion**

1. GLA, TfL and PLA to hold a workshop with river industry to examine passenger transport on the Thames and boatyard provision for Weds 19<sup>th</sup> September 2007.
2. Retain Policy 4C.18 and promote its implementation at borough and London wide level.
3. GLA/LDA/TfL/PLA to examine possible sites for a new boatyard investment.
4. TfL/PLA to examine provision of emergency repair facilities.
5. GLA to discuss Thames Estuary/east coast facilities with adjacent regions.