

## Appendix 1

### TfSE's response to PLA's Thames 2050 Strategy – Spring 2022 Consultation

Online questionnaire response prepared: Thu 28/04/2022

Deadline: Sat 30/04/2022

#### Background:

- This consultation follows on from PLA's initial Thames 2050 strategy consultation in summer 2021.
- TfSE provided a written response on 13/07/2021. That response included reference to TfSE's adopted transport strategy.

#### The Thames 2050 Questionnaire:

##### 1. Trading Thames

- What actions do you think are needed for the success of the **Trading Thames**?
  - TfSE supports action T1 (Leverage Thames Freeport): The Freeport needs to build out and operate as a resilient sustainability and net zero carbon exemplar. Features should include renewables powering berthed vessels, for example. More consideration is needed about how to maximise use of more sustainable logistics modes shore-side, including how the north side Freeport can ensure it provides those more sustainable links to/from places south of the Thames.
  - TfSE supports action T2 (Secure rail and water freight infrastructure): rail/water and water/water supply chain links should be promoted and improved as much as possible – not least to help with decarbonisation, and to add more cross-modal choice and versatility.
  - TfSE supports action T3 (Reactivation of safeguarded wharves).
  - TfSE supports action T4 (Development of light freight on the river), especially if linked to micro-logistics solutions (eg e-bikes) and new express freight solutions by rail.
- What would you see as your role, or the role of your organisation in those actions?
  - TfSE's geographical role around the Thames is limited to the south side, east of the Greater London boundary – though we have an interest in developing better logistics solutions outside our immediate area too if it benefits our region.
  - As we set out in our July 2021 consultation response, we are a partnership organisation representing local transport authorities, LEPs and local planning authorities. We provide a unique channel of communication with those bodies and with DfT, National Highways, Network Rail and many other relevant stakeholders.
  - TfSE launches its new freight strategy and action plan at the ITT Hub event on 11 May 2022. The strategy covers a great deal of ground, including all freight modes. Decarbonisation (net zero CO<sub>2</sub> for transport in our area by 2050) is a fundamental TfSE aim.
  - TfSE is keen to work with PLA and other potential partners on or around the Thames to see our freight strategy delivered. The freight strategy will be available through <https://transportforthesoutheast.org.uk/our-work/freight-and-logistics/>.

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### 2. Destination Thames

- What actions do you think are needed for the success of the **Destination Thames**?
  - Under action D1 (Expand passenger travel pier/route network), we would encourage PLA to seek opportunities for passenger piers at other locations east of the existing network and outside the London boundary.
- What would you see as your role, or the role of your organisation in those actions?
  - We can work with riparian local authorities to identify priority places for such investment, in a coordinated way. We would aim to build on and add value to the lines of communication the PLA already has with those authorities.

### 3. Natural Thames

- What actions do you think are needed for the success of the **Natural Thames**?
  - TfSE supports the principles of the Natural Thames identified actions.
  - TfSE has no comments to make on specific issues raised in this section of the strategy.
- What would you see as your role, or the role of your organisation in those actions?
  - General support for ways to improve the Thames natural environment.
  - Acceptance that the natural environment should be as much a consideration of Thames-based investments and activities as economic development or social impacts/benefits.

### Priorities for Action:

4. Do you agree that **safety** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - Strongly agree. No specific comments on innovations or actions.
5. Do you agree that **Net Zero** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - Strongly agree. Net Zero needs to be an increasing priority across both the private and public sectors – TfSE has its own 2050 net zero objectives. No specific comments on innovations or actions; there are other innovation and research bodies better placed, who could provide practical inputs.
6. Do you agree that **resilience** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - Resilience planning and provision is going to be increasingly important during the lifetime of the strategy. TfSE's own series of area studies have highlighted the need to build resilience and future proofing into major transport investments in the future. Careful consideration has to be given to the objectives and success criteria of building in resilience considerations to planning, infrastructure and operations along the river corridor.
7. Do you agree that **technological change** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - It is becoming increasingly complex to keep pace with the direction and extent of future technological development and potential 'disruptors'. Not all action areas or objectives should be expected to be dealt with by current, emerging and/or potential future technologies. Some goals (eg net zero carbon) may still require changes to operational or behavioural practices, such as restricting demand or curtailing some actions/activities.

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8. Do you agree that **access and inclusion** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - Matters such as access (whether physical access or access to services etc), inclusion, equality and diversity must be addressed with sensitivity and careful thought. Good practice must include positive, proactive involvement of relevant advisory groups in scheme design and operational review.
  - Plans for the future must include proper consideration around access, inclusion, equality and diversity – with a view to satisfying more than just the regulatory minimum.

### General:

9. What other actions will be key to delivering Thames Vision 2050?
  - Consider how promoting and investment in logistics consolidation centres beside the Thames could provide benefits by promoting more sustainable choices for freight carrying and storage. They could help to promote the roles of rail-, water- and micro-logistics-based solutions (the last for first mile/last mile solutions especially) as part of the supply chain mix.