VIEW FROM THE BRIDGE …AND THE ENGINE ROOM

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A message from the Executive Director

Welcome to our Summer 2011 edition. Lots of changes, lots of new work.

Lord Chris Smith joined us on 10th March to launch the ‘Click-on-Thames Map’ - a free online resource to find your local education and family centre for all ages to learn about the Thames.

We will be at the Leigh-on-Sea Fishing Festival in July and the Thames Festival in September as usual. Do come and find us to hear more about what we do.

JILL GODDARD
Executive Director, TEP

Mandy is the co-founder of Helping Hands consultancy:
www.helpinghandsfundraising.org

The vision of the organisation is to inspire excellence in charitable organisations and donor businesses.

Mandy is helping Executive Director Jill Goddard to develop sponsorship and subscription income for the charity.

She is also working with Jill to secure future fundraising for new TEP project staff.

Julia Otto with Alexander

Congratulations to Julia and Owain on the birth of their son.

His name is Alexander Siegfried Rees and he was born at 6:22pm at St Thomas’s Hospital on Monday 11th April. He weighed in at 8lb 2oz and Julia reports he is 56cm in length.

Mother, father and son are all doing well and we all look forward to seeing Alexander in the TEP office when he’s ready.

Adam Guy

Adam is acting Marketing and Communications Officer, covering for Julia whilst she is on maternity leave.

Adam comes to TEP from BBC Future Media, but is not fresh to the Thames. In 2008 he created the map for the Dark Waters project:
www.darkwaters.org.uk

On his days off Adam drags his complaining family to places along the river that they haven’t yet seen.

Pimms on the Portico

Pimms on the Portico - Thursday 21st July 2011.

As a change for this year’s Pimms on the Quad, we shall gather on the UCL portico, on the quad, at University College London, Gower Street, London, WC1E 6BT.

Held as usual between 5-7pm, this informal event is as always a chance to thank our President, Chair, Trustees, UCL hosts, our sponsors and subscribers, key partners and special guests.

Invitations will be sent out soon.
Thames Learning Group - 'Click-on-Thames' Map Launch

Lord Chris Smith, Chair of the Environment Agency, spoke to a crowd of organisers and educators, based above and below Teddington Lock, at the launch of the new Thames Learning Group's 'Click-on-Thames' map of educational resources.

On 10 March 2011 partners and contributors gathered at the Thames Estuary Partnership’s UCL headquarters to celebrate the completion of a Big Lottery Awards For All scheme-funded collaboration between the River Thames Alliance Learning Group (who work upstream of Teddington Lock), and the Tidal Thames Education Network (who work downstream of Teddington weir).

The partnership, with enthusiastic support from the Environment Agency and the Port of London Authority, created the Thames Learning Group (TLG), which aims to provide free networking, promotion and information to our 'dry' culture, reminding us all of the value and potential for engagement along the entire length of the River Thames.

Lord Smith reminded those present that in the 1950s much of the Thames was considered to be biologically dead. In 2010, just 60 years later, the river was awarded the world’s largest environmental prize, The International Thiess River Prize, for most dramatic improvement. There are now 125 species of fish in the river, and otters and salmon are back for the first time since the industrial revolution.

Lord Smith recognised that the Thames Learning Group will help promote opportunities for wider involvement, by the Big Society, from the river source in the Cotswolds, through the estuary and towards the Channel.

Funds are now being sought for a dedicated 3 year post to work with TLG members and develop resources which will further enhance the activities of the TLG.

Professor Chris Baines, The Thames Estuary Partnership Honorary President, applauded the TLG as the perfect group to weave together the concerns of those in and outside Greater London.

To join the Thames Learning Group and start promoting your organisation on the ‘Click-on-Thames’ map contact either:

- Tidal Thames (TEP) - email: r.rochester@ucl.ac.uk, or tel: 0207 679 0540.
- Non-Tidal Thames (RTA) - email: sarah.russell@environment-agency.gov.uk, or tel: 0118 953 5279.

Visit the ‘Click on Thames’ map at http://www.visitthames.co.uk/learning
Find out how to visit and work with learning centres, venues and museums from the source in the Cotswolds to the estuary in Southend.

The ‘Click-on-Thames’ website.

Join the Thames Learning Group
The Chinese curse “May you live in interesting times!” has been much on my mind in recent weeks. The oriental origins of this saying may be spurious (apparently it has not been found in Chinese literature) but the sentiments are spot on. These are indeed interesting times for everyone except those who would prefer a quiet life. International disturbances – economic, political, social and environmental – dominate the news. Those big winds of change have significant local consequences. Learning how to do even more with even less is just one of them. Steering a small charity like Thames Estuary Partnership through such stormy waters is a challenge for all of us on the management team.

I thought you might like a progress report from the Bridge.

Promoting sustainable development on and around the Thames is TEP’s mission. Six months into my role as Chair, I am learning fast about this charity’s excellent reputation for delivering lasting improvements for Thames Estuary people and wildlife. Everything we achieve is done by working alongside others. The sheer range of activities is impressive and well-illustrated by articles here in ‘Talk of the Thames’. For that reason I will not be offering yet another list. If you want more details why not go to our website at www.thamesweb.com. Our challenge now is to create a sustainable TEP that can continue making the Thames Estuary a better place.

The essential boring stuff has been scrutinising TEP’s business plan line by line. We now have a much clearer view of the financial and staffing pinch points. Actions to tackle these are complete or underway. Once again, the detail is on our website. We have moved quickly to reinforce administration and communications so as to release more of Jill’s time and energy for partnership working. There is no point in having an exceptionally talented Executive Director who is buried in routine paperwork. The more exciting tasks that put a spring in the step of this aged Chair have been meeting our management team colleagues, sponsors and key partners. I count myself very fortunate to have joined such able and supportive colleagues. I will spare the blushes of the individuals in this roll call. Even so on my visits to senior executives at the Environment Agency, Natural England, Port of London Authority, Thames Water, UCL Environment Institute, Marine Management Organisation and Defra, I have been met everywhere with encouragement and help in cash or in kind. TEP will need more of both commodities to fulfil everyone’s expectations. As I mentioned before, the Big Society cannot be delivered as a freebie. Enthusiastic support from these strong partners gives me confidence that we can succeed.

Ours is a worthwhile mission. My grandfather was a leading wharfinger at Hay’s Wharf in the 1940’s and 1950’s. He would not have approved of the Hay’s Galleria perched on his workplace but he would thank us warmly for improving quality of life on his beloved river. My hope is that some years from now TEP will earn even warmer thanks from my granddaughter.

That’s what I mean by a sustainable Thames Estuary.
Hello from the Environment Agency’s new London Environment Team. We are part of Environment Agency South East, which was created following the merger of our Thames and Southern regions. As the London Environment Team, our focus is to work with others to protect and improve the environment across London.

London is a world class city, a dynamic place where eight million people live and speak more than 300 languages. As an economic engine for the UK, London attracts investment and growth, and is a hub for finance and tourism. The pressure for growth in London can either pose considerable environmental risk or offer great opportunities for positive environmental development.

The London Environment Team will be working with others to protect and improve the environment as the city grows. We will also be taking a strategic overview of the Environment Agency’s work in the Thames Gateway.

The London Environment Team is seeking to strengthen and grow our critical relationships across London.

If you would like to contact the London Environment Team, please call Aisha Burtally on: 0207 091 4074.

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Our priorities for the coming year are:

- Giving our partners the technical advice, support and evidence they need to develop sustainable plans for growth. Our technical expertise includes water quality and resources, land quality, flood risk, green infrastructure and waste.
- Protecting and improving the quality of our rivers by working with others to deliver the Thames River Basin Management plan, London Tideway Tunnels and the programme of improvements for the Lower Lee River and surrounding area.
- Working with others to ensure there is enough water for people, businesses and the environment.
- Continuing to support the London Climate Change Partnership, and support the aspirations for London to be a low carbon city.
- Working with others to ensure that the Olympic and Paralympic Games leave a sustainable legacy for people and the environment.

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As marine planning is introduced several authors explain what this will mean for their areas.

**Marine Planning in the East of England**

The Marine Management Organisation has been talking to a wide range of stakeholders in the East of England following the announcement of the first two marine plan areas in their region.

Marine planning started in April 2011, in the East Inshore and East Offshore areas, covering an area between Flamborough Head in the East Riding of Yorkshire and Felixstowe in Suffolk. These plans will encompass all marine activities, and inform and guide marine regulators and users.

We have already held stakeholder workshops in Norwich, Peterborough and Hull, and views from these sessions have helped to shape the Statement of Public Participation (SPP), which details how and when people can get involved with the plan-making process.

The SPP sets out the stages for production of the marine plan over a two-year period and the key opportunities for getting involved. In addition a web portal exists, allowing all those with a stake in the marine area to interact with the marine planning evidence base. Users will be able to view data layers using an online system, and give feedback to the planning team on the data that we are using.

There will be further meetings for stakeholder groups and members of the public held locally over the coming months and years. Anyone wanting to have their say is invited to get involved.

For more information, and a map of the plan areas, visit: www.marinemanagement.org.uk/marineplanning/current.htm.

You can also contact the planning team by calling: 0191 376 2790, or email: planning@marinemanagement.org.uk.

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**MMO in the Humber Estuary**

TaniaDavey, Project Manager, Humber Management Scheme.

The Humber Management Scheme has been in discussion with the Marine Management Organisation on the links between the Scheme's work, partnerships and marine planning. The Humber Management Scheme also participated in the Statement of Public Participation workshop in January 2011, an informative session which highlighted a diverse array of organisations and groups that the MMO can potentially engage with. Discussions are continuing on how the work that the Humber Management Scheme is undertaking and marine planning can complement each other.

Contact: Tania Davey, Project Manager, Humber Management Scheme, tel: 01652 631520, email: tania.davey@humberinca.co.uk, www.humberems.co.uk.

**A view from the East; Marine Planning underway at last**

Bill Parker, Suffolk Coast Futures Officer.

Standing at Britain’s most easterly location at Ness point Lowestoft, looking across the sea towards the Dutch coast, whilst one can see activities such as wind farms, recreational boating, fishing pots and commercial shipping, there is an impression that there is plenty of space for all. However clearly it isn’t that simple.

The Marine Management Organisation (MMO) has just started the very first UK marine plans in two areas simultaneously.

The first called East Inshore (Area 3) runs from Flamborough Head to Landguard Point at Felixstowe, extending out to sea as far as the 12 mile limit, and also inshore as far as the mean high water springs.

The second, East Offshore (Area 4), is a much larger area of 4,900 square kilometres, stretching as far as the territorial limit with its most southerly point due east of Deal in Kent.

A challenging program is underway to enable these marine plans to be created and approved in two years as they will be ‘used to identify activities, resources and impacts within their areas with the aim of sustainable harmonisation of these activities together with their social and economic impacts and returns’. It will be the implementation of DEFRA’s recently announced Marine Policy Statements that will be the guiding principles for the creation of these marine plans.

The target is hugely ambitious. Whilst few live permanently at sea, the delivery of each plan will occur in an area that has much interest, including a wide range of activities in the water column, on the seabed and at the surface. The new system planning has a close relationship to terrestrial (land based) planning but there is an overlap of the inter-tidal zone, which may create some interesting tensions between the two systems. Marine plans will also cover estuaries and rivers up to their tidal limit.

Clearly the MMO team have a lot to do and have created a Statement of Public Participation (SPP) highlighting how they wish to engage the full range of commercial, recreational, environmental, and other interests; especially with local communities. Working on the Suffolk coast I know how complex and time consuming it is to work at a local level. If you extend this remit northwards to Yorkshire it becomes quite daunting.

Marine plans will also have to incorporate the work of the Marine Conservation Zone Teams, in this case Balanced Estuaries (covering the Thames estuary) and Nergain (operating northwards from Suffolk to the Scottish border).

Clearly marine plan areas do not exist in isolation, and wherever you draw a line on a chart there will always be interested parties left on the wrong side. For instance the four Haven ports on the Stour and Orwell are just south of the boundary but their shipping lanes travel through marine plan areas. We are assured that neighbouring interests will be taken into account. Again time will tell.

Which area next? At the moment the MMO are not saying. There is expertise within the MMO of looking after all the other areas of the English seas, but at the moment the experts have enough to be working on.

Marine plans are clearly very important and will be ‘world leading’ when completed. Getting there will be tough but it is in all of our interests for us to work towards a planned future for our shared seas.

For more information on MMO and Marine Plans see: www.marinemanagement.org.uk.

Bill Parker, Suffolk Coast Futures Officer, www.suffolkcoastfutures.org.uk.
Nathalie Cohen of the Thames Discovery Programme relates the story of the recent discovery of numerous archaeological finds that date the remains of a riverfront site to more than 6,500 years old.

In January 2011, an article in London Archaeologist described the discovery of the remains of London’s oldest structure: on the foreshore at Vauxhall, just in front of the M16 building (Fig 1) is a group of six late Mesolithic timbers which have recently been revealed, exposed by an increasingly-aggressive tidal scour. The timbers were first observed on a rainy day in May 2009 by Mark Stevenson of English Heritage, and the site was then surveyed by members of the Thames Discovery Programme (TDP), with the support of English Heritage, the Museum of London and the Geomatics team from Museum of London Archaeology in October 2009. Three samples taken from the timbers returned radiocarbon dates of 4790-4610 cal BC, 4690-4490 cal BC and 4720-4540 cal BC, making this site even older than the Bronze Age ‘bridge’ or jetty (dated to 1750-1285 BC) recorded by the Thames Archaeological Survey team in 1993 just a few hundred metres upstream.

As recorded in 2009, the group comprised three timbers thought to be large round-wood piles up to 30cm in diameter, some with bark and sapwood surviving, as well as three smaller stakes up to 10cm in diameter. They do not form any obvious alignments as yet, and do not represent any obvious alignments as yet, and do not appear destined to become a memorable place rather than man-made features. It is not possible to determine any possible alignments and for radiocarbon dating, investigation to sampling of the newly exposed timbers did not happen this autumn. If it was just one or two anomalies you could possibly say well that’s nature. However, when we see so many we have to speak up and say that we are concerned.

Further work now needs to be undertaken at the site, including sampling of the newly exposed timbers for radiocarbon dating, investigation to determine any possible alignments and to consider the possibility that some of the timbers may represent natural, rather than man-made, features. It is not just the eroding power of the Thames that is threatening this prehistoric site, as this stretch of the river is also facing redevelopments that may affect the foreshore considerably. One of these is the plan to construct a new Combined Sewer Overflow (CSO) connection facility on the foreshore just metres from the site, as part of the Thames Tideway Tunnel. The site of London’s oldest prehistoric structure seems destined to become a memorable place once more, this time as the focus of a major archaeological project.

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The timbers are only exposed at very low tides, and as always with sites in the intertidal zone, it was thought possible that there was more to be revealed. The prediction was proved to be correct this winter! During a low tide window in late January 2011, a group, which included Foreshore Recording and Observation Group (FROG) member Yvonne Masson, visited the foreshore and discovered a Mesolithic tranche (Fig 3) – the second example of this kind of artefact to be recovered from the site. Then in February, during a Thames Discovery Programme guided tour of the site, it all went a little crazy as we discovered at least fifteen new timbers, seven Mesolithic flint blades (Fig 4), numerous waste flakes, two fragments of antler, a piece of possible red deer bone and a deposit of fire cracked flint.

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London Gateway is taking London back to its roots as a major international port. For hundreds of years, the city's port was one of the biggest in the world and was the leading economic generator for the region. The development of a world-class container port is very much in tune with the maritime history of the Thames.

The Thames Estuary has been a major artery for communication and trade between south-eastern Britain and the wider world for thousands of years. Other trade that passed along the Thames was comparatively local, having come from other parts of the estuary or from elsewhere in Britain. Wrecks relating to this trade not only hold information about the history of the Thames, but may also have special significance for the places where they were built and the towns and cities that they served.

From the outset of planning for London Gateway it was recognised that construction would have implications for the marine historic environment. In anticipation of the dredging needed to deepen the approach channel to the Thames was comparatively local, having come from other parts of the estuary or from elsewhere in Britain. Wrecks relating to this trade not only hold information about the history of the Thames, but may also have special significance for the places where they were built and the towns and cities that they served.

From the outset of planning for London Gateway it was recognised that construction would have implications for the marine historic environment. In anticipation of the dredging needed to deepen the approach channel to London Gateway an extensive programme of marine archaeological work was undertaken to ensure that historic remains were identified, studied and protected. Some sites are considered so significant that the design of the channel has been amended to enable their preservation in situ.

The discoveries made by Wessex Archaeology are summarised in a recent booklet by DP World that aims to capture this new information about the Thames and ensure that it is recorded and publicised. The findings have made a significant contribution to our understanding of the history of the Thames estuary and widely illustrate past lives and events from 17th century flagships to World War II minesweepers. Just a few examples are outlined in this article.

**Maritime Finds on Land**

Although archaeologists have always been aware of how important the river was to the development of London, evidence from the ancient estuary is very rare. Two new discoveries on the ‘dry’ side demonstrate the ancient maritime links between London Gateway and the wider world.

First, fragments of imported Samian pottery and quernstones from the Rhine have been discovered at a Roman salt making site at DP World’s Stanford Wharf Nature Reserve.

Second, archaeological investigations for the access road at London Gateway indicate creekside activity in the 14th-16th Centuries, including possible landing places for estuary craft.

**The Dovenby**

The Dovenby is a steel barque – a type of sailing vessel – built in 1891. The Dovenby undertook her first major voyage in 1892, sailing first to Sydney and then to San Francisco, and represents a common form of late 19th century sailing vessel. At this time, vessels like the Dovenby would have crossed the globe undertaking long distance voyages to transport goods and people.

In 1914 the Dovenby was completing a journey to deliver a cargo of guano from Peru. The ship was being towed into London behind a tug when they encountered heavy fog. The tug had slowed to around 3 knots when the Dovenby was struck by the Dutch steam ship Sindoro, which was carrying a general cargo from London to Jakarta in Indonesia.

One man lost his life aboard the Dovenby. The accident was reported in The Times as the officers of the Sindoro tried to doctor evidence to alleviate blame.

**The Letchworth**

The Letchworth was built in Newcastle in 1924 and at the time of her sinking in 1943 she was one of the world’s largest seagoing tugs. The wreck was discovered at the bottom of the Thames in 2001 by divers from the Blue Patch Archaeological Project, and has subsequently been excavated by Wessex Archaeology.

The Letchworth was carrying ammunition on a voyage from Fort St George in India to the UK when she ran aground on the River Thames near Stanwell. She eventually broke up and sank on 19th November 1943. All her crew were rescued, but the ammunition she was carrying caused a significant explosion sometime after she broke up.
- following an attack from a German plane – was carrying coal into the city from coalfields in the North-East. This was a dangerous route as enemy aircraft, ships and mines sought to deprive London of resources that were needed to fuel the war effort. Seventeen men were successfully rescued from the stricken craft, although one man is known to have lost his life.

An eyewitness account of the sinking of the Letchworth was found in the Admiralty damage report files:

“At 2.30pm...10 to 12 enemy planes made dive bombing attack on wreck and ships in vicinity. S.S Letchworth of Newcastle 1317 tons, astern of King Lear sustained direct hit in engine room sailing immediately one cable’s length E.S.E West Oaze Buoy... Picked up 12 survivors including master, mate, and second mate. Five survivors picked up by S.S. Hundvaag of Stavanger. One member of crew, presumed to be chief engineer believed missing. All survivors transferred to Southend Lifeboat.”

HM Trawler Amethyst

HMT Amethyst was built in 1934 as a trawler named Phyllis Rosalie. Originally built as a fishing trawler for the Boston Deep Sea and Ice Fishing Company, Fleetwood, in her early career the Phyllis Rosalie won awards for record-breaking fishing hauls. In 1935 the vessel was purchased by the Admiralty and converted into an anti-submarine trawler. The trawler was fitted with a form of sonar known as ASDIC and armed with a gun on the bow and depth charges at the stern. HMT Amethyst sank after being struck by a mine in November 1940. Although seven men were injured, everyone on board was rescued.

The Argus

On 12th November 1940 the Trinity House vessel Argus was stationed alongside the Mouse Light Vessel, relieving the crew who had been bombed several nights in a row. Most of the crew of the Argus were below stairs whilst Archie Smith, 18 year old quartermaster, took the helm. Suddenly Archie found himself hurled into the sea, the only survivor of a mine which sank the Argus. After the vessel sank, the Patricia was dispatched to lay a buoy, marking the position of the wreck as an obstruction. Reports from the crew describe it as a harrowing experience, as bubbles of air brought personal effects from the Argus to the surface. The navigational channel has been modified to avoid disturbing the Argus.

Archaeological work has been carried out to safeguard information about vessels, artefacts, aircraft and structures that reveal the history of the river. The investigations have informed details of the dredging plan, presenting a striking case of environmental stewardship. Many sites had been partially dispersed in the past by the use of wire sweeps or explosives. Several more have now been removed from the seabed by the PLA prior to dredging work to deepen the shipping channel. Not all will be affected by this work though – the wreck of the seventeenth century London has been designated by the Protection of Wrecks Act 1973, for example, and others lie far enough from the shipping channel to be preserved where they lie.

Despite the removal from the estuary of some archaeological evidence, the records created through ten years of intensive studies will preserve their memory. The results of all the maritime research carried out for London Gateway is currently being compiled as a new book devoted to the archaeology of the Thames. Consequently, London Gateway is conserving the evidence of its past whilst adding to the future prosperity of maritime trade on the Thames.


Copies of the booklet London Gateway: a Maritime History can be obtained from London Gateway, price £4.50.
The Third Progress report was submitted to the Science Advisory Panel (SAP), an independent body of expert marine scientists appointed by the Department for Environment, Food and Rural Affairs (Defra), on 28 February. It describes 19 draft Marine Conservation Zones (dMCZs) and 9 Broad Areas of Interest (BAIs) identified by the Balanced Seas Regional Stakeholder Group (RSG) for the south-east, with the support of the project’s three Local Groups. Neither dMCZ nor BAI status necessarily mean that a site will go forward in the final recommendations.

The sites include estuaries, key inshore areas that are not yet protected and offshore areas. Four sites will be of particular interest to Talk of the Thames readers. Since the Third Progress Report, meetings of the Local Groups, specific meetings to discuss the Thames and Blackwater sites, and a meeting of the Regional Stakeholder Group in April have led to modifications which are not shown on the map but which are described below.

- **Blackwater, Crouch, Roach and Colne estuaries BAI** - important for its traditional native oyster fishery and the rare Lagoon Sea Slug (both listed in the Ecological Network Guidance (ENG)), and for spawning grounds for fish such as the Blackwater Herring. The Regional Stakeholder Group has recommended that this area should go forward as a dMCZ. The Blackwater Oystermen, with Essex Wildlife Trust, have been supporting this proposal since they see a Marine Conservation Zone (MCZ) as benefiting both the fishery and the wildlife.
- **Thames Estuary BAI** - a key area for the Tentacled Lagoon Worm and common smelt, both of which are listed in the ENG. At the Thames site meeting, the western boundary was extended up to the tidal limit at Richmond. This extension was endorsed by the Regional Stakeholder Group who have recommended that the site should go forward as a dMCZ.

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**What are draft Marine Conservation Zones and Broad Areas of Interest?**

A draft Marine Conservation Zone (dMCZ) is a site that has:

- a comprehensive and well-discussed list of features for protection;
- a generally agreed boundary (that may be subject to minor adjustments); and
- willingness on the part of the RSG to negotiate the general activity restrictions that will be necessary to protect the features.

**Broad Areas of Interest (BAIs)** have been highlighted for further consideration but may not necessarily go forward to dMCZ stage. BAIs include areas for which agreement has not been reached on the boundaries, and more recently suggested areas that have not been fully discussed.

The intensity of use of the Thames, extensive discussions are underway with the stakeholders as to how an MCZ can be balanced with the nationally important economic activities that occur here.

- **Medway Estuary dMCZ** - an important nursery area for several commercial fish species and also some habitats and species listed in the ENG. Further discussion will be needed to resolve issues relating to the ports and commercial fisheries.
- **Swale Estuary dMCZ** - a very rich area with several ENG species and habitats, as well as fish nursery areas.

Further changes to the boundaries of dMCZs are still likely and there is much discussion to be had for each area, particularly regarding the potential activity restrictions. Many activities will be able to continue within an MCZ. Protection levels will be identified on a site-by-site basis through meetings of the RSG, the Local Groups and local experts, ensuring that stakeholders are involved throughout the process. Balanced Seas are very grateful to the RSG and the three Local Groups who have worked extremely hard to get to this point.

**Next Steps**


Recommendations from all four MCZ projects are submitted to Defra in November 2011. Following a formal public consultation in spring 2012, the Government’s aim is to designate new MCZs by the end of 2012.

**To Get Involved:**

- Balanced Seas Third Progress Report and summary leaflet can be found at: [www.balancedseas.org](http://www.balancedseas.org)
- Comments on the recommendations should be passed through your sector representative. Please visit the Balanced Seas website: [www.balancedseas.org](http://www.balancedseas.org) to find out how you can do this.
- Contact the liaison officers: Jules Martin: j.p.b.martin@kent.ac.uk, 07584 020771, Amy Pryor: a.e.pryor@kent.ac.uk, 07584 020771.
Vattenfall plan for an extension of the Kentish Flats Offshore Wind Farm

Vattenfall is a leading European energy company, Europe’s fifth largest generator of electricity, and the continent’s largest producer of heat. Vattenfall currently operates more than 600 megawatts (MW) of onshore wind capacity and nearly 700MW of offshore wind across northern Europe, including the existing Kentish Flats Offshore Wind Farm and Thanet Offshore Wind Farm (the world’s largest operating offshore wind farm).

Vattenfall is investigating an option from the Crown Estate to extend the Kentish Flats Wind Farm. The existing Kentish Flats Wind Farm consists of 30 turbines, each of 3MW capacity, located in the outer Thames Estuary, approximately eight kilometres from the Kent coast. The annual production of this wind farm is 235 GWh, which is equivalent to the total electricity needs of up to 61,000 UK households.

The Kentish Flats extension would add an additional 17 turbines, similar to those already existing, but with an anticipated tip height of up to 145 metres. This would correspond to an increased in hub height from 70 to 85 metres. Depending on which turbines are installed, the extension is estimated to produce another 145-185 GWh/a; equal to the consumption of an additional 40-50,000 households. Additionally, bird monitoring data collection has continued at Kentish Flats and in the wider Thames Estuary, since the existing wind farm was completed in 2005.

During the five years that the existing wind farm has been operating, Vattenfall has gained significant knowledge and understanding of environmental interaction with the turbines. Well over 100 surveys have been conducted and this experience will be sensitively used to inform the planned development. Further geophysical (sub-surface geology) and benthic (seabed marine) field studies have also been completed. Vattenfall will be consulting on the extension project with typical points for discussion being:

- Impact on fishing, leisure and business interests, including tourism;
- Visual, landscape and seascape effect;
- Cumulative impact on the red-throated diver in the Thames Estuary;
- Impact from construction on households in vicinity of the work;
- Impact on traffic on roads caused by onshore works.

Vattenfall will be consulting on the extension project with typical points for discussion being:

Vattenfall plans to submit the application of consent to IPC after the summer 2011. Soon thereafter the procurement process will start, by establishing a procurement strategy. If consent is received, the procurement could then be finalised and Vattenfall anticipate starting the construction in 2013. The construction of Kentish Flats Extension is estimated to last for a sixth month period and by 2014 the extension could be in full operation.

For more information, please visit the projects homepage: www.vattenfall.co.uk/en/kentish-flats-extension.htm.

Details of the programme will be published in due course at: www.thamesweb.com

And in the October version of Talk of the Thames.

Contact us to ensure you are on our database in order to receive a reminder.

www.silverfleet.co.uk
City of London Fishing experiment

ON THE RAINY SATURDAY OF 23RD OCTOBER 2010 SEVENTY SIX ANGLERS AND NEARLY A HUNDRED GUESTS GATHERED ON THE THAMES FORESHORE NEAR GRAVESEND. THEY WERE THERE FOR THE 38TH ANNUAL CITY OF LONDON THAMES FISHERY RESEARCH EXPERIMENT.

Traditionally held from 9am to 1pm, one and a half miles downstream from the Port Health Lower Thames Office at Denton, the fishing experiment is run by the Port Health and Environmental Services Committee of the City of London Corporation, with the Thames Angling Preservation Society and the Environment Agency, and the support of the Fishmonger’s Company, the Port of London Authority and the Water Conservator’s Company.

At 9.30am, half an hour later than usual, because of the weather and the end of British Summer Time, eight adult teams and four schools teams began to fish in competition for the six available trophies.

Since its inception in 1973 the experiment has aimed to measure the environmental health of the Thames by recording the number, size, and type of fish caught. Using a scoring system originally devised by Dr. Wheeler of the Natural History Museum, the experiment is run as a competition with prizes awarded not only for number and size of catch, but for catches that best indicate the quality of the Thames in their rarity and breadth of composition.

The City of London Corporation reminds us that the experiment has become a significant annual activity for the river community, and draws attention to the continued ecological improvement of Thames water.

As they enter the river they change from transparent glass eels and develop their lovely olive brown colour. Fishermen call them ‘yellow eels’. Many will travel up into the Roding, the Wandle, the Hogsmill and the other tributaries that run through London.

After 15 to 20 years or so they change once again. Their eyes get bigger and their bellies go silvery before they start the epic journey back to the Sargasso where they will breed and die. This story is almost as old as the Atlantic Ocean itself.

As the width of the Atlantic has grown over the last 80 million years so too has the length of the eel’s journey.

Since spring 2005, The Zoological Society of London (ZSL) has been collecting data on the ZSL website.

During the elver migration, any trap and check it twice per week for groups of volunteers to ‘adopt’ a trap.

Groups of volunteers needed to ‘adopt’ a trap

Although there are still adult eels in the Thames that supports a small fishery, research has shown a worrying downward trend in the arrival of young eel from their oceanic origins. Joe Pecorelli of the Zoological Society of London (ZSL) outlines how volunteers can help with important eel research to cast more light on the habits of this enigmatic creature.

We are delighted that a number of organisations such as Kingston University, Ham United Group, North-west Kent Countryside Partnership, The London Wildlife Trust, Friends of River Crane Environment, Thames 21 and The Wandle Trust have already signed up to the scheme to help this magnificent creature.

We need more traps on more tributaries however so if you would like to get involved in this simple but important work please contact us by email: marineandfreshwater@zsl.org.

Copyright: Matt Hart, Environment Agency
Pic courtesy: ZSL

Copyright: Joe Pecorelli, Zoological Society of London
Pic courtesy: ZSL

In 2011 the 39th City of London Thames Fishery Research Experiment will be held on Saturday the 8th October.
THAMES TUNNEL

Talk of the Thames - Phase One Results

On 31st March 2011 Thames Water published the results of the Phase One Public Consultation, for the Thames Tunnel component of the London Tideway Improvements. Talk of the Thames looks at the consultation process and findings.

From 13 September 2010 until 14 January 2011 Thames Water asked the general public, local property owners and occupiers, local businesses and community representatives to feed back on aspects of the routing, siting, potential disturbances, and legacy of the proposed Thames Tunnel.

173,000 letters setting out the proposals and inviting the community to exhibitions were written to properties located 350 metres from the boundary of each preferred or short listed site, and along a broad corridor of the potential tunnel routes. Adverts were placed in local newspapers and the Evening Standard. There were more than 60 meetings with local community groups. Consideration was given to accessibility. A dedicated website was also set up.

The consulting team received feedback from 2,869 community respondents, as well as from technical consultees and landowners. There were also 5 petitions of 104 to 5,274 signatories each. 700 additional queries were also responded to over the consultation period. The 25 exhibitions, each in the vicinity of a potential site, were open for up to three consecutive days and evenings. After requests for further information an additional 11 exhibitions were held over 13 days.

What is the Thames Tunnel?
The Thames Tunnel is the largest and most challenging of three schemes to tackle sewage in the River Thames that together are known as the London Tideway Improvements. The schemes are:

1. **Sewage Works Upgrades** – A £675 million project to modernise the 5 tidal sewage treatment works – Beckton (in Newham – the largest sewage works in Europe), Crossness (in Bexley), Long Reach (in Dartford, Kent), Mogden (in Hounslow) and Riverside (in Rainham, Essex). Increasing the amount of sewage each site can treat will reduce the need for overflow discharges directly to the river.

2. **The Lee Tunnel** – A £635 million project, 7 kilometre (km) (or 4 mile) long tunnel that once operational will capture the 16 million tons of discharge that would otherwise be released into the River Lee through the largest CSO (Combined Sewer Overflow – see later for explanation) in an average year. Construction is already under way on this tunnel, which runs from the Abbey Mills Pumping Station in Stratford to Beckton Sewage Treatment Works, and is due to be completed in 2014.

3. **The Thames Tunnel** – Planned to be up to 32km (20 miles) long, 7.2 metres in diameter and 35-75 metres deep, this tunnel is the subject of the Phase One Consultation reported in this article. The Phase One consultation presented three potential routes, a variety of short listed construction sites, and potential legacy and operational features.

The Phase One Consultation asked questions about:

1. The need for the tunnel;
2. The alternatives to a tunnel solution;
3. The preferred ‘route’, and preferred and short listed ‘sites’;
4. The engineering work that would be involved for each site;
5. Legacy structures that would remain at sites after construction.

In a typical year 39 million tons of sewage flushes into the River Thames. This contravenes the 1991 EU Urban Wastewater Treatment Directive. The majority of respondents accepted that such levels of pollution are unacceptable and that infrastructural investment is essential. Should the best solution be a tunnel, many felt that it should be built as soon as is possible.

Support for the tunnel solution from respondents was not unequivocal and though 922 respondents agreed that this was the best solution, 248 disagreed. 736 respondents were unclear and felt the need for more explanation, more investigation of alternatives, or more information about the detailed local impacts.

What are the alternative solutions?
From 2001-2005 an independent strategic study recognised four measures that could reduce CSO discharges:

1. **SuDS (Sustainable Urban Drainage Systems)** – A variety of measures that reduce, or slow down, the amount of rainwater that enters the system. These include grassed ‘living’ roofs and grassy swales, and rainwater detention ponds and harvesting. Many of these features would need a lot of space.

2. **Separate sewerage system** – This would mean disentangling the sewerage and rainwater collection pipes from every building and road. The estimated cost of a new foul sewerage system for London is £12-20 billion and disruption would be enormous.

3. **Bubblers and Skimmers** – Biological material from untreated sewage can kill fish by contributing to the depletion of oxygen in river water. Bubbler boats inject oxygen back into the water. Skimmer boats remove surface material that gets into the river when sewers overflow. Both types of boat deal with symptoms and not the cause and are unable in the long-term.

4. **Storage and Transfer** – This is the Thames Tunnel solution.

Of the alternative solutions SuDS were slightly preferred to a separate sewer system, whilst bubblers and skimmers were less popular. Comments varied but many felt that a combination of solutions, including more education on the use of sewers and the need to reduce water usage, might reduce reliance on the tunnel as a stand-alone solution.
What is a CSO?
The current, largely Victorian, sewerage system is based on combined ‘low-level interceptor’ pipes that carry both foul water and rainwater to sewage treatment works, before discharge into the river Thames.

To prevent flooding of streets and houses with sewage this system was designed to overflow into the Thames when flows exceed capacity after rainfall. Overflow is through ‘combined sewer overflows’ or ‘CSOs’ set along the river banks. Originally overflows were rare and dilute. The trouble is that because of increased population and paved surfaces, the volume of sewage discharged is now higher. Overflows occur more frequently, sometimes as much as once a week from some CSOs, even after only light rain.

What is a site?
The Environment Agency identified 34 CSOs that are the most polluting. The Thames Tunnel plan involves connecting these CSOs by a deep, high volume tunnel that will collect overflows rather than allowing them to flow directly into the river.

Overflow will be stored in this high capacity tunnel and then pumped out to be dealt with by Beckton Sewage Treatment works.

Connecting each selected CSO with the Thames Tunnel requires shafts to be sunk, works to be sited at shaft heads, material to be excavated, including from the deep tunnel itself, and several smaller tunnels to be constructed to ensure smooth flow of collected fluid.

It is the route of planned tunnels, the location of these construction works, and the nature of the necessary maintenance structures that will remain that were the substance of the Phase One consultation. These are what are referred to as ‘sites’ in the report.

In some cases these sites have yet to be decided although Thames Water has a set of 22 preferred sites, for some of which alternatives are under investigation.

What are the routes?
The tunnel needs to follow the general route of the River Thames along the banks of which most of the CSOs are located. Between West London and Rotherhithe all three routes are very similar, a tunnel that lies beneath the bed of the river and closely matches its meanders.

From Rotherhithe to the Beckton Sewage Works however there are three proposed options:

1. **The River Thames Route** – The original 2006 proposal follows the Thames bed to Greenwich, it then passes under the North Greenwich Peninsula, rejoins the river at around the Thames Barrier, and follows it to Beckton. This is the longest and most expensive option, but it would intercept the most CSOs.

2. **The Rotherhithe Route** – Leaving the river course at Rotherhithe this option passes beneath the Rotherhithe Peninsula, before rejoining the route of the River Thames at Greenwich. From here the route is identical to that of the original plan. Shorter and cheaper this option would however intercept with fewer CSOs.

3. **The Abbey Mills Route (Preferred by Thames Water)** – From Rotherhithe this route passes beneath Limehouse and runs north beneath the route of the Limehouse Cut (a canal) to Abbey Mills Pumping Station. Here the proposed tunnel would meet the Lee tunnel that is already being built. This route is 9km shorter and much cheaper than options 1 and 2, although it would capture slightly less sewage than either.

Most community respondents supported the Abbey Mills route, with the Thames route preferred to the Rotherhithe route.

Many respondents however preferred none of the routes, including several who have concerns over the route upstream (west) of Rotherhithe.

What happens next?
As a result of the phase one consultation Thames Water is considering alternative sites, and technical solutions to some of the preferred sites. A second consultation will present the amendments based on the phase one consultation to the community:

- **Autumn 2011** – Phase two consultation process due to begin;
- **Summer 2012** – Presentation of application for planning consent;
- **2013** – Start of main construction;
- **2020** – Completion of the Thames Tunnel.
ENJOYING WATER

Priorities for More People and Activities to enjoy the wider environment

The ways in which the results of the 2010 Enjoying Water project are already influencing policy that acts to improve recreational access to water in the South East are discussed by Russell Robson, Strategic Specialist with the Environment Agency South East.

Demand for water related recreation activity is high across the South East and London, but many people are unable to get involved due to a lack of facilities, information and opportunities. In London and the South East just over four million residents participated in water related recreation in 2008, rising by nearly 25 per cent in 2009. This is particularly true for the communities within the Thames estuary. Approximately 8 million people live within 10 miles of the Thames, which of half of these people have used them for some form of recreation or water-based activity in the last year.

To address some of these issues and to provide an evidence base for others to target their policies and delivery, the Environment Agency has worked with a range of partner organisations with expertise in sport, local and commercial business, health, leisure, tourism and the natural environment to identify the priorities to protect and improve existing facilities and to promote new ways for people to enjoy their wider environment.

The 2010 Enjoying Water project has identified a number of opportunities for London and the South East to deliver a Vision under three themes:

- More People and Communities to Enjoy Water;
- Better places and activities to Enjoy Water;
- Better Guidance, Advice, Information & Co-ordination of needs.

One of the key identified priority areas is to improve access to water related recreation in the Thames Gateway and North Kent.

This includes the following suggestions:

- Engage with the Thames Estuary Partnership and the Thames Estuary Strategy which provide an opportunity to engage recreational stakeholders in a process for establishing deficiencies and opportunities on the Thames;
- Consider the provision of new moorings, safe havens and slipways with car parks in the Thames Estuary, North Kent and the Medway Estuary;
- Link London’s Blue Ribbon to waters in North Kent;
- Secure paddle/rowing access to the Medway and suitable tributaries and assess if demand is sufficient to develop further opportunities including campsites.

The priorities were shaped and produced by a project steering group following public consultation, at workshops, via email questionnaire and a series of face to face meetings with key providers and delivery organisations.

These are just some of the high level actions suggested in the report. Now anyone with an interest in water sports and leisure pursuits, ranging from boaters and canoeists to ramblers and anglers, have help to take the findings forward by viewing the full report:

www.brighton.ac.uk/waterrerecreation/strategic_priorities_london_south_east.htm

or the overview:
http://www.brighton.ac.uk/waterrerecreation/project_overview.htm

The report has already influenced change in a number of areas:

- It has been useful to inform consultation for the Mayor’s London Plan;
- It has been used to advise actions in a number of strategies in the Lee Valley and on wider Olympic and Legacy projects;
- The Environment Agency is using the findings and the evidence base to inform action when scoping our own capital programmes.

For more information please contact Russell Robson at: russell.robson@environment-agency.gov.uk, tel: 07887 831933.

And the three themes to deliver the Vision are:

- More People and Communities to Enjoy Water;
- Better places and activities to Enjoy Water;
- Better Guidance, Advice, Information & Co-ordination of needs.

The project’s Vision is that:

- “More people in London and the South East, England have new and improved water related recreation opportunities, contributing to a better quality of life, health and environment”.

Transforming the environment of East London, North Kent and South Essex

Brian McDonald of Natural England describes the exciting projects that form the first round of Thames Gateway Parklands Programme investment.

The Thames Gateway Parklands Programme completed the delivery of 15 key projects across East London, North Kent and South Essex earlier this year. These began in 2008 and have now delivered over 600 hectares of new green space, over 2,000 hectares of enhanced green space, 7 kilometres of Thames Estuary Path, 10 hectares of SSSI improvements, and more.

For further details see:

The Programme will help progress the environmental transformation of one of Europe’s largest regeneration areas, a transformation that is recognised as a key component for a successful world class place. A new relationship is being forged between development and environmental improvement, and although this is an ongoing challenge it is bearing fruit.

Key to the success of the programme has been the critical delivery role of the Green Grid partnerships of East London, South Essex and North Kent, alongside the overarching Greenspace Gateway Partnership. The Thames Estuary Partnership have played an important part in this success by helping with engagement and liaison between Greening the Gateway partners on the Thames Estuary Path, and have worked for improved biodiversity outcomes across a variety of activities. Such partnerships are the life force of the programme.

The first phase of the Parklands programme is now complete. The contribution that this large scale investment (delivered by the Green Grids) has already made to environmental quality across the Thames Gateway is evident, yet challenges remain.

We need more natural green spaces where people can enjoy nature and benefit from an improved sense of place. Increased access to the estuary, enhanced and resilient spaces within it, alongside increased knowledge of the area, are critical issues for now and the future. Not only is this good for nature, but it also makes us feel better, happier, and in turn provides a stimulus for new economic development.

Economic development increasingly relies on a healthy and sustainable natural environment, especially in an age of austerity and climate change. The Parklands Programme has shown how partnership working has achieved this success, creating places that encourage investment.
The London Wetland Centre is one of nine Wildfowl & Wetland Trust centres across the UK but is unique in its urban setting. A spectacular 105 acre wild-life haven on the banks of the River Thames, the Centre celebrated its 10th anniversary last year. The Centre has won a variety of awards - such as the Green Tourism for London Gold Award in 2010 - and was also designated as a Site of Special Scientific Interest (SSSI) in 2001, just a year after opening.

The Centre was also lucky enough to secure funding from the Mayor of London and the Greater London Authority to support its formal learning programme which enabled it to offer free admission to state schools within the Greater London area, although this funding will be coming to an end on the 31st July 2011.

However the education programme itself will continue. Education is essential to the work of WWF as a whole, and the charity works hard to promote the key messages of conservation and sustainability to younger generations by igniting their interest in the natural world and helping them to explore our relationship with it.

WWF believes that time spent learning in the outdoors is just as important as time spent indoors at school, and the London Centre has been accredited with the Council for Learning Outside the Classroom (CLOC) Quality Badge in recognition of its commitment to excellence in this area.

The Centre aims to offer learning opportunities that are as hands-on as possible, ranging from pond dipping sessions to bird-watching or hunting for mini-beasts. The children can handle eggs and feathers to learn about birds, and during the spring and summer they can watch their first glimpses of a fluffy duckling or caterpillar as they learn about lifecycles for the first time.

Over 90,000 children have benefited from the school visits programme and the education team will continue to build on this success over the coming year. The Centre also runs a brilliant selection of informal family activities on the weekends and during school holidays, see the website for more details: www.wwt.org.uk/london/events

If you are interested in Education at the WWT London Wetland Centre, contact the team at education.london@wwt.org.uk or call 020 8409 4400 and ask to speak to the team.

A little more than 20 years ago, the great conservationist Sir Peter Scott died before he could realise his greatest vision: to create a wetland in London.

Nevertheless, this vision did not die with him. A dedicated team has seen the WWT London Wetland Centre come to life right in the middle of Barnes, on the site of disused Victorian reservoirs.

Russell Robson, Strategic Specialist with the Environment Agency South East outlines some of the many approaches that will be taken to help deliver the Water Framework Directive in river catchments across the nation including London.

We know that the pressures on the water environment are different, ranging from physical modification, diffuse urban and rural pollution and direct discharges. We need a framework to bring people together to deliver the solutions that are needed.

Throughout the consultation on the first River Basin Management Plans, the Environment Agency received advice from many quarters that the 11 River Basin Districts were too large to allow local engagement to secure improvements by others. We recognise that we are not the only ones who hold the solutions to water quality improvements and will be talking with organisations who have a role to play in delivery of the Water Framework Directive.

Working with others is the only way we will achieve our ambitions for the environment. This will involve piloting a variety of approaches in 10 catchments across England; this will include the Lower Lee in London. In the pilot catchments we will demonstrate what can be achieved when we go further and faster to deliver the best possible environmental outcomes.

We want to pilot this approach to demonstrate what can be achieved when we are responsive to local needs at a catchment level. This will require joint working with a wider range of organisations to address rural and urban diffuse pollution and point source pollution and address physical pressures on water bodies.
In the last edition of *Talk of the Thames* new tools available to the Port of London Authority’s Hydrographic Department were introduced. In this edition John Dillon-Leetch writes about London Authority’s Hydrographic tools available to the Port of PLA.

The Eyes of the PLA

The PLA’s hydrographic team of 14 staff is one of the best resourced in the UK. Essentially they measure water depths, tidal heights and flows, and plot hidden obstacles of the 95 miles and 400 square miles of the tidal Thames under PLA jurisdiction.

Surveying follows a rolling programme over 5-15 years depending on the area, but there are 90 sites that need measurement as often as once a month in some cases.

Their main outputs are paper and digital charts, including informing those produced by the Admiralty, and tide projections. By modeling based on accurate and up-to-date depth measurements the team can predict dangerous tidal flows, particularly when heavy rain and spring tides coincide.

In 2008 the survey vessels Verifier and Yantlet were joined in the PLA fleet by the Galloper, a £115,000 catamaran, whose shallow draught allows access to even more of the estuary. Galloper can also be transported by road to other ports.

The Galloper as the other PLA survey vessels is fitted with a high-resolution multi-beam echo sounder (MBES) allowing the team to accurately measure and visualise all of the river or seabed. The equipment is accurate in resolving channel depth changes of only a few centimetres. Such resolution contributes greatly to the efficiency of selection of sites for dredging where a change in depth of as little as 10 centimetres might necessitate the removal of thousands of cubic metres of material.

The team also undertakes commercial contracts, within the Thames and further afield. Clients include the police, security firms, salvage operators, oil companies, and even London Underground. The equipment is frequently used to confirm that a commercial dredge has met a client’s requirements.

In waters where divers often cannot see even their own hands, equipment that can spot two missing bricks in a quay wall is of obvious benefit to cost cutting and enhancing safety. MBES has proven invaluable in locating lost cargo or dangerous objects in busy shipping channels.

Additionally the team closely monitors the known 800 wrecks of the Thames with accuracy clearly visible in the example illustration of the Mi Amigo, once home to Radio Caroline, before she founders on 20 March 1980 and sank in the Black Deep near Long Sand Bank.

The Galloper as the other PLA survey vessels are put to.

A NEW MUSEUM WITH SWEEPING VIEWS OF THE THAMES ESTUARY WILL BECOME THE HOME FOR THE SAXON PRITTLEWELL PRINCE AS WELL AS A CENTRE FOR UNDERSTANDING ESTUARY LIFE IN ALL ITS FORMS, WRITES CLAIRE FOX OF SOUTHEND MUSEUMS SERVICE.

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When a Saxon royal burial chamber was discovered in Southend in 2004 it soon became apparent that a world class museum was required to house the renowned archaeological finds from Prittlewell; a plan was hatched to give them a permanent home in the region.

Seven years on and plans are well under way to build a new seafront museum in Southend which not only tells the story of the Prittlewell Prince but covers the Thames Estuary from the earliest inhabitants of this country right up to the 21st century, and more or less everything in between.

In the current economic climate it has been vital to broaden the stories told within the new museum to create an exciting destination for the leisure and heritage tourist. With this in mind, it will provide world class temporary exhibition galleries, a digital theatre, an excellent restaurant and café, plus shops and education spaces, all with fantastic Estuary views.

John Skinner, Museums Manager for Southend Museums Service, says “It is vital that we are able to make these magnificent collections available to the general public. The new museum will give us the opportunity to place the Prittlewell Prince finds and marine archaeology in the context of European history. It will also showcase and house our extensive collection of historic art and enable us to host the best touring exhibitions from around the world.”
DP World London Gateway Progress

Marcus Pearson, Environmental Manager for London Gateway, gives an update on monitoring methods, results and liaison with Thames fisheries.

DP World London Gateway attended the TEP Greater Thames Estuary Fisheries Action Group on Friday 25th February and, following on from this, would like to provide an update on the Project’s progress and commitment to the environment and the wider community.

The London Gateway dredging, reclamation and associated works remain both on programme and budget. We have recently reached the 11 million m³ mark of material dredged from the estuary.

Environmental Monitoring of the Thames Estuary

Throughout this process the world leading marine monitoring system has remained in place and will do so for the remainder of the programme.

This system includes the live monitoring of the dissolved oxygen, turbidity, salinity and temperature at eleven key locations adjacent to the reclamation and within the dredging channel. Eight environmentally sensitive locations are each covered by five ‘sensitive receivers’ (SR monitors) which record accretion and/or erosion variability.

Dredging is halted upon notification of a ‘Stop’ event from a Red Line (RL) monitor. The ‘Stop’ events are triggered by suspended sediment concentrations or dissolved oxygen levels exceeding the limits set by the regulators. This can be due to the natural causes and/or dredging activity. The dredger must then move to a location downstream of this monitor.

Our monitoring data is submitted to and signed off by a group of Regulators (comprising the Environment Agency, Port of London Authority and Natural England) on a daily and monthly basis, and is shared with the members of the Environmental Advisory Group (EAG).


Fisheries Monitoring and Liaison

The London Gateway Fisheries Liaison process has been working well and will continue to remain in place for the duration of the works and beyond. A monthly ‘Fisheries Newsletter’ detailing project milestones progress and forthcoming works is issued to over 150 members of the Thames Estuary fishing industry.

The intertidal mudflats, created at Stanford Wharf Nature Reserve (formerly a farmer’s field known as Site A) by London Gateway and opened to the public in August 2010, are monitored to determine the success of benthic, epibenthic, fish and bird populations. To date London Gateway has received positive results from these surveys and there are signs that the site may be home to a Dover Sole spawning ground.


Marine Archaeology

As members of the TEP will be aware, the Estuary is full of important and interesting marine archaeology. Whilst the dredging is underway the dredging crew operate a ‘Watching Brief’ and encountered items are logged and recovered for analysis. London Gateway has collaborated with Southend Museum and it is intended that the recovered items such as cannons, cannon balls, artillery shells, propellers and anchors will go on display. To compliment this London Gateway has produced a booklet entitled ‘London Gateway: A Maritime History’. London Gateway has already achieved a number of milestones, but recognises that there is a good deal of work to be done. With this in mind the marine monitoring, fisheries monitoring and liaison and archaeological programmes will continue in earnest alongside the wider, accredited and award winning environmental management systems that the project operates.

Some of the artefacts recovered
Where’s Jill?

Our Executive Director Jill Goddard likes nothing better than to fox us all with mystery locations on the estuary.

So, do you recognise her whereabouts? If you do, don’t keep it to yourself! All you have to do is name the location and send your answers to us at tep@thamesweb.com by 30th September. The winner, picked at random from all the correct entries, will receive a £20 John Lewis voucher!

In the November 2010 edition, Jill was on the beach near the Crowstone, Westcliff-on-Sea. This stone was erected in 1836 and marked the seaward limit of the River Thames as then controlled by the City of London.

Dockland History Group (DHG)
The DHG was established in 1979 to encourage the greater understanding of all aspects of the maritime, industrial and social history of the River Thames, the Port of London and Docklands. Meetings are held on the first Wednesday of every month from February 2011 onwards at the Museum of London in Docklands, West India Quay, Isle of Dogs. Visitors welcome. For further details please contact Sally Marsh or call 01708 899840 or email rainham.marshes@rspb.org.uk.

Creekside Discovery Centre - Deptford low-tide walks
Visit a unique low tide Grand Canyon, used by the Romans and Tudors, and still useful today for flood defences with a difference. Unusual finds at your feet. For adults and accompanied children 9 years old and over. Walkers need to be reasonably fit as you will be walking on the bed of a wild river. The centre provides waders, waterproofs and a walking stick but please wear comfortable outdoor clothes, especially trousers for women and dress for the weather, hot or cold. For details of walks and how to book see www.creekside-centre.org.uk or email creeksidecentre@yahoo.co.uk.

Thames Explorer Trust Foreshore Walks
Guided archaeological walks of the Thames foreshore. Walk routes include exploring between the Millennium Bridge and Queenhithe Dock. You are guaranteed to find pipes, pottery and evidence of London past. Costs: Adults £8, Children £5; payable on the day; cash only. Register on www.thames-explorer.org.uk or call 020 8742 0057 to make a phone booking.

The Great River Race
Saturday 17th September 2011
Starting Cannon: 1:20pm
The 24th annual 21 mile boat race up London’s River Thames. One of London’s most colourful and spectacular events, the race attracts over 300 crews from all over the globe and appeals to every level of competitor, from those who enjoy fun, fancy dress and charity stunts, to serious sports men and women who like to win. For more information visit www.greatriverrace.co.uk.

Kent’s Coastal Week
Saturday 22nd - Sunday 30th October 2011
A celebration of the Kent coast coordinated by Kent County Council every October half term. ‘Creative Coast’ is the 2011 focus with events being planned right round the 350 miles of Kent coast from Dartford to Dungeness. The programme will be available through www.kent.gov.uk/explorekent or contact Coastal Officer Chris Drake on chris.drake@kent.gov.uk.

TEP charity core 2011 work is generously supported by the organisations below. This is matched by additional charitable grants and donations which we raise. This magazine needs your sponsorship.