NTFLAG’s first two projects funded and underway

Using computer simulation to assess river capacity

Women in engineering
A new post in the TEP team, funded by the John Ellerman Foundation, will play a key part in developing the UK’s Coastal Partnerships Network.

The UK is unique in having more than 46 Coastal Partnerships that bring together local businesses, councils, charities and communities in a coastal area to address issues of concern, share best practice and resources, promote communication and collaboration, and facilitate exchange and learning. Coastal Partnerships have a crucial role in driving these essential partnerships forward, and TEP is the Coastal Partnership for the Thames Estuary.

About the Network

The Coastal Partnerships Network was established in 2006 to help exchange information, to disseminate best practice and ideas, identifying ways of helping coastal partnerships build capacity; helping the committee to develop a set of professional standards for volunteer coastal partnership officers, currently chaired by Amy Pryor, TEP’s Programme Manager.

Introducing our new Coastal Partnerships Officer

In June 2018 Alice Watts joined TEP as our Coastal Partnerships Officer – a new, national-level, salaried role set up to support the Coastal Partnerships Network as a whole. This exciting development is thanks to the generosity of the John Ellerman Foundation, an independent grantmaking foundation that supports UK charities that work to make a practical difference to people, society and the natural world.

An important part of Alice’s work will be to help the foundations for the Coastal Partnership Network to become a more formal entity and to apply for Community Interest Company status. Alice will also be developing the network’s website to encourage collaboration, exchange information, to give them a national presence, and producing online resources that support UK charities that work on the Thames Estuary.

We welcome the Summer 2018 edition of Talk of the Thames, our magazine for everyone with an interest in sustainability along the tidal Thames. A quick glance at this edition reveals TEP’s wide-ranging activities on different facets of the river. From strengthening our coastal partnership role and providing space for discussion on smart infrastructure and independent forum and ensuring that all partners remain focused on the river and its sustainability, in order to safeguard it as an asset for future generations.

I am delighted to announce TEP’s 10-year review of our guidance for everything related to the Thames. From strengthening our coastal partnership role and providing space for discussion on smart infrastructure and independent forum and ensuring that all partners remain focused on the river and its sustainability, in order to safeguard it as an asset for future generations.

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This exciting development is thanks to the generosity of the John Ellerman Foundation, an independent grantmaking foundation that supports UK charities that work to make a practical difference to people, society and the natural world.

“Tideway is a genuine environmental project, with a clear positive impact for inhabitants,” said François. “At VINCI Construction Grands Projets, we are delighted to have joined the Thames Estuary Partnership. The company will play its part in developing local partnership and leave a positive footprint in the area of our work. The fact that we are working in close connection with professionals of the River Thames is a fantastic opportunity, and I am keen on learning more!”
Go-ahead for NTFLAG’s first two projects

At the beginning of 2018 the NTFLAG was awarded £21,875 of EMFF funding to enable Leigh Port Partnership and the Thames Cookle Fishery to apply for Marine Stewardship Council certification. The 14 licence holders who make up the cod fishery raised their own funds to support the application. In 2019 the NTFLAG received a further £18,547 from EMFF funding for the project. The NTFLAG has helped them access £53,547 of core EMFF funding to help with the day-to-day activities that could not be achieved using their own funds. More than £35,000 has been allocated to help pay for facilities such as storage and improvements to land-based infrastructure. The remaining £18,547 has gone towards supporting aquaculture, processing and marketing projects.

Funding equipment and facilities for local fishermen

As well as securing funding for major projects of benefit to local fisherman, the NTFLAG has helped them access £53,547 of core EMFF funding to help with their day-to-day activities. More than £35,000 has been allocated to help pay for facilities such as storage and improvements to land-based infrastructure. The remaining £18,547 has gone towards supporting aquaculture, processing and marketing projects and developments.

Certification will demonstrate that they have very good environmental management practices. The NTFLAG has helped them access £53,547 of core EMFF funding to help with the day-to-day activities. More than £35,000 has been allocated to help pay for facilities such as storage and improvements to land-based infrastructure. The remaining £18,547 has gone towards supporting aquaculture, processing and marketing projects and developments.

working in central government, and also been familiar with the river during my time as an adviser. It is important to me that Mott MacDonald have the very best data and local stakeholders had the opportunity to be involved. The study began with an eight-week consultation that ended in late April 2018. During the consultation, two events were held in Old Leigh so that local stakeholders had the opportunity to meet with Mott MacDonald and representatives of the NTFLAG.

NTFLAG Chairman Andrew Rattley said: “This is an important piece of work for the NTFLAG and the fishing and cockling industry in Leigh-on-Sea. It is essential that we identify long-term sustainable solutions for port access, and we are delighted that the Thames Estuary Partnership has funded this work through the NTFLAG. We hope that anyone with a view, knowledge or experience of Leigh Creek or the wider area responded to the consultation so that Mott MacDonald can work very closely with their day-to-day activities. More than £35,000 has been allocated to help pay for facilities such as storage and improvements to land-based infrastructure. The remaining £18,547 has gone towards supporting aquaculture, processing and marketing projects and developments. There’s still some EMFF funding available for private fishing businesses, in Leigh-on-Sea and the north Thames. They can apply to receive up to 50% funding for making health and safety improvements to their vessels; improving the added value or quality of fish caught; replacing fishing gear, or making shore-based improvements at fishing ports and landing sites. The cost of replacing vessel engines can also be funded, up to 50%.

For more information and how to apply, email Anna Patel, TEP Fisheries Animator, at anna@culturalengine.org.uk.
岁时，他们才开始向河流和公众提出改善的建议。他们通过研究和分析，帮助政府制定政策，提高河流的使用效率和安全性。

**COMPUTER SIMULATION – A KEY TOOL FOR INCREASING RIVER CAPACITY**

最近几十年，河运的使用已经大大增加。为了更好地利用河流，我们需要更有效地规划和管理。计算机模拟技术在这种情况下至关重要。

**Preparing for a step change in EFw transport**

关于英国的空气质量、硫氧化物和氮氧化物排放以及能源供应的讨论，也频繁发生在河流上。但是，新的人们将通过计算机模拟来帮助我们更好地理解河流的工作原理。

**Assessing improvement measures**

为了对河流容量的挑战做出全面的评估，我们需要使用计算机模拟。这种技术可以帮助我们设计和优化河流的使用。

**High frequency simulation**

为了提供详细的、基于证据的信息，马里科海洋公司开发了泰晤士交通模型。这款创新的计算机模拟工具使用历史数据（AIS）和交通预测数据来模拟船只在河上的交通。

**The Thames Traffic Model**

在2014年，伦敦的交通管理局（PLA）和交通局（TfL）委托该公司进行交通风险评估。马里科海洋为一群专家提供了评估方法，以确保河流的安全。

**Conclusion**

通过使用计算机模拟，我们能够更好地理解和利用欧洲最清洁的河流。这种技术将在未来几十年中继续发展。
Southend presses ahead with plans to build a spectacular new museum on its seafront cliffs.

In October 2017 Southend Council announced that architects Hawkins Brown had been appointed to design the borough’s £40m Estuary Experience museum. The Council’s aim is to create “a world-class visitor attraction offering immersion in the stories of the river that built the world”. The new museum is the largest of a number of schemes to regenerate Southend-on-Sea and its economy.

Treasures of the Prittlewell Prince

The discovery in 2003 of a Saxon prince’s tomb at Prittlewell Priory near Southend is one of the UK’s most exciting and significant archaeological finds this century. Undisturbed for more than 1,400 years, the virtually intact burial chamber contained more than 200 items in gold, bronze, iron and organic material – a spectacular new museum on its seafront cliffs.

As Southend Council says: “We need a venue of this magnitude as a home for the internationally significant finds such as those from the 17th-century shipwreck of the London, a ship every bit as important for its time as the Mary Rose.” The new museum will also display important items from Southend’s Central Museum and Beecroft Gallery, and host temporary exhibitions to encourage repeat visits.

As we look forward to the Thames Estuary 2050 Growth Commission’s final report, Chris Fry, Director of Infrastructure & Regeneration at Ramboll, reflects on the role of technology in regeneration.

Revolution and evolution

“A fourth industrial revolution is in progress. Smart technology is opening up better ways to create, renew and manage our towns and cities. Modular and offsite construction are already revolutionising construction productivity for housing, industrial and commercial properties, with significant savings in time and materials, and improvements in safety. Digital survey and design, automated pollution monitoring and control, autonomous vehicles, sensor networks and the ‘Internet of Things’ are just some examples of the technology now available. But progress is never achieved overnight. Although major changes and disruptive moments are possible, in many of our cities and towns ageing infrastructure and budgetary constraints mean that incremental innovation is more likely to succeed. For example, evolutionary ideas that use existing materials in new ways can also make a big difference in crowded towns and cities. The London Borough of Hackney leads the way in timber construction through its timber first policy and last year saw the completion of Dalston Works, the largest cross-laminated timber building in the world. Ramboll were the structural engineers for this 10-storey residential development built from materials that are significantly lighter than a traditional concrete frame. This approach calls for smaller foundations, making it the ideal choice for a site that has major rail passing underneath. The building’s carbon footprint is dramatically lower than its concrete equivalent: it is effectively ‘carbon negative’ for its first few years due to the 2,600 tonnes of CO2 locked away in the timber.”

Blue-green thinking

“Reducing energy use and carbon in our towns and cities will take a concerted effort. However, it can be relatively cost-effective and proven technological solutions, such as district heating systems and solar panels, already exist. Less well understood is how we respond to other climate change issues, such as the need to make infrastructure and materials, and improvements in safety.

Gold and copper drinking horn buried with the prince.

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Gold buckle found in the burial chamber.
During and after storms, open spaces designed to be playgrounds.

From the ‘Internet of Things’ to the ‘Internet of Resilient Places’

“A constant focus on the future, guided by clarity of purpose, is the key to developing a mechanism for making cities more resilient. With all relevant sectors working together, ultimately it should be possible to develop an ‘Internet of Resilient Places’.

Shaunette Babb, Project Manager at Jacobs, talks about her work and how she’s helping to inspire the next generation of civil engineers.

What’s your current role?

I’m a project manager in one of the teams that looks after the tidal flood defences along the Thames estuary for our client the Environment Agency. These include the main Thames flood barrier near Woolwich – one of the largest in the world – eight smaller flood barriers, 350km of flood walls and embankments, smaller barriers, pumping stations and flood gates. They work together as a system to protect London from flooding when tidal surges come up the estuary from the North Sea, so it’s crucial that they function properly and remain fit for purpose. This system protects 1.25 million people and £200bn worth of property.

What would be a typical week for you?

Normally my week involves a lot of meetings – formal and informal – with the Environment Agency to share information about the flood defence system and how we’re managing the assets. Some weeks I also go out onto the estuary to appraise the condition of different assets or carry out detailed site investigations. A lot of my time is spent project-managing investigations.

When did you become interested in a career in engineering?

I liked exploring how things worked and knew I wanted to become an engineer from very early on – at about the age of seven. I’m from the Caribbean and loved spending time on the beach as a child. I became curious about how beaches would sometimes disappear, particularly during hurricane seasons, but they always came back eventually. This sparked my interest in coastal engineering, a subset of civil engineering, which I went on to study at university. Since then, I’ve always worked around water, whether rivers or coasts.

What qualities do you think make for a good civil engineer?

You need to have a strong interest in things and work and in making them function as well as possible. Also to enjoy working as part of a team. In our extensive team everyone brings different skills and attributes, but the common thread is that we all view our individual work as being a part of a single system.

Shaunette Babb, Project Manager at Jacobs

“Partly a lack of awareness of what civil engineers actually do and the wide range of career opportunities. But also because of an outdated belief that careers based on science subjects are for boys rather than girls, starting at school. I never had so much influences – quite the reverse in fact. My secondary school had recently converted from an all boys school to a co-ed, but kept the same curriculum. None of the teachers were surprised I liked science subjects and very few ‘girly’ subjects were taught. We even studied woodwork and metalwork along with the boys, which I enjoyed.

Are you involved in any schemes to promote engineering as a career?

I’m a STEM Ambassador, which means I give classroom presentations or go along on career days to help school children get a real sense of what it’s like to be a civil engineer. The scheme is aimed at those who are already interested in studying science and technology. We can give the support they need to help them achieve their potential, including by being positive role models for STEM subjects and the exciting careers they can lead to.

Shaunette Babb, Project Manager at Jacobs

”I mentor on a one-to-one basis and also take part in an annual week-long residential project for disadvantaged children with an interest in science and technology from all over the country.”

WOMEN IN ENGINEERING
SAIL FREIGHT RETURNS TO THE THAMES

The Thames Vision 2035 wants to double the amount of goods transported by the river. Here’s a new enterprise that’s right behind this aim.

Raybel Charters is a new community interest company set up by Rob Sargent, Matt Houston and Gareth Maeer. They plan to start carrying goods into London along the estuary by Thames sailing barge, as was done for centuries until around 50 years ago. But their cargo will add a modern twist – craft ale, coffee and sea salt rather than bricks and hay.

The sail cargo renaissance

This exciting enterprise is part of a renaissance of sail cargo routes in Europe and sea salt rather than bricks and hay. Like many of us, Ruth felt annoyed with herself not being aware of what damage plastic bottles can do. “Particularly in view of my interest in wildlife and the environment – for example, I’m involved in the Kent Wildlife Trust and the RSPB. And it made me wonder how much of the plastic waste that I diligently sort out for recycling really does end up being recycled after collection.”

Environmental benefits

By 2050, ships must operate in a net zero-emission world if the Paris Agreement’s 2°C target is to be met. When a recent Lloyd’s List article asked shipping experts what would power shipping by 2050, most of them said that wind propulsion would be a key development. For Rob, Matt and Gareth, sail freight is also about making connections – linking buyers and sellers, producers and consumers, communities – and a supply chain that moves goods at a pace dictated by nature. Their “slow cargo” approach could be a much-needed antidote to the “always available” culture of modern consumerism and its negative environmental impact.

Replacing one problem with another

Ruth started buying bottled water after moving to a part of Kent where the water is so heavily chlorinated that she just couldn’t drink it, even after boiling. She looked at installing a filtration system, but there wasn’t enough room under her sink.

Using the power of the purse

Ruth is now very plastic conscious when food shopping, taking care to choose items that don’t come in plastic wherever possible. “But whereas there are easy alternatives to bottled water, finding plastic-free food is more of a challenge, particularly for working people with little time to shop around or cook from scratch.”

Join the refill revolution

An important aspect of Ruth’s job is to bring about behaviour change in drivers, by encouraging them to switch off their engines when waiting rather than increasing air pollution by idling. She says: “We’re aiming for a snowball effect, in that once a certain number of drivers start switching off, other drivers are likely to follow suit until it becomes a social norm. Hopefully the same applies to plastic waste. I really believe that if everyone tries to get rid of their bit – such as reusing water bottles, trying to avoid plastic-packaged foods and pushing retailers for alternatives – rather than just relying on recycling – together we can have a big impact.”

To find out how you can help us make single-use, throwaway plastic bottles a thing of the past, visit www.onelessbottle.org

#OneLess

• In the UK we get through 13bn plastic water bottles each year.
• Globally 32% of plastic packaging escapes collection systems.
• More than 300 tonnes of litter, mostly plastic, is cleared from the Thames each year.
• The Thames is a major route for pollutants such as plastic to get into the sea.
• Up to 14.6m tonnes of plastic enter the world’s oceans every year, much of it made of plastic waste that cover an area 166 times bigger than London.
This year, each team will pledge to £150,000 towards the £1.65m that the companies’ teams are pitted against in 250m heats to raise funds for Great Ormond Street Hospital for Children (GOSH) and the UCL Great Ormond Street Institute of Child Health. Ormond Street Institute of Child Health.

The OSCAR campaign Dragon Boat Race – 14 September

The OSCAR (Ocean and Shipping Community Advancing Children’s Health and Research) campaign unites the international shipping community to raise funds for Great Ormond Street Hospital for Children (GOSH) and the UCL Great Ormond Street Institute of Child Health.

The campaign’s dragon boat race in London’s Docklands has been a highlight of the shipping industry’s calendar for the last five years. Each September companies’ teams are pitted against each other in 250m heats to raise money for GOSH. Last year’s race raised £150,000 towards the £1.65m that the OSCAR campaign has raised to date. Each year, each team will pledge to raise £5,000. They can do this through company donations, sponsorship, fundraising – however they wish. There’ll also be quayside entertainments, live music, and a huge barbecue and bar, so a fun atmosphere is guaranteed!

Raising money for pioneering medical research

The OSCAR campaign is the inspiration of Phil Parry, Chairman of Spinnaker Global, whose son Oscar received life-saving care at GOSH. Oscar had leukaemia twice and endured three transplants before being cured by pioneering research of the type for which the dragon boat race’s namesake, Sir Henry GOSH, was awarded the Victoria Cross.

Phil said of last year’s race: “When you fundraise for an event, you cross your fingers and hope that people will feel encouraged to donate – to put their hands in their pockets and give what they can. To listen to your story. Because that’s what started this whole campaign for Great Ormond Street Hospital for Children. Oscar received life-saving care from the amazing people at GOSH from a very young age. The team there are continuing to conduct groundbreaking research at the bedside, helping other children like my son, who is now 18 thanks to their work, to survive childhood leukaemia and other immune deficiencies.”

Find out more at www.gosh.org/ get-involved/philanthropy/how- you-can-support-us/oscar

Stand up paddle-boarding (SUP) events – 23 September

Organised by Active 360 as part of Tideway's Foreshore Festival, the London Crossing Race and the Big Ben Challenge provide an unmissable opportunity for experienced SUP enthusiasts to paddle on the Thames in London. The 15 km London Crossing Race will be the first ever SUP race through central London. It will take 30 competitors along iconic stretches of the Thames from Putney to Shadwell Basin, dealing with the river’s currents and traffic as they go. Open to 200+ paddlers, the Big Ben Challenge is now in its second year and involves a 20km, non-racing tour from Putney Embankment to Big Ben and back! For more information visit www.active360.co.uk

If approved, Tilbury2 could bring major economic benefits for London and the south east. But are there problems ahead for Thames heritage and wildlife?

In December 2017 the Port of Tilbury submitted an application to the Planning Inspectorate for a development consent order to build Tilbury2 on a 152-acre site that was part of the former Tilbury Power Station. This proposed new terminal is central to the port’s £1bn investment programme 2012-20, which also includes the UK’s largest warehouse – Amazon UK’s 70-acre London Distribution Park – that began operating in autumn 2017.

Already London’s largest port, Tilbury has doubled the size of its business in the last ten years. And in the next 10 to 15 years, it is projected to double volume across the quay from 16m to 32m tonnes, and triple direct employment from 3,500 to 12,000 jobs. Expansion is needed to cope with rising demand for construction materials and aggregates for the UK’s building sector, improving the existing container officers and cars, and an increase in the ferry traffic that carries consumer goods, food and drink, and steel between Europe and the UK.

Due to start operating by late summer 2020, Tilbury2 will comprise:

- Roll on/off ferry terminal for importing and exporting containers and trailers.
- Facilities for importing, processing, manufacturing and distributing construction materials.
- Storage area for a variety of goods, including exported and imported cars.
- New national strategic rail and road connection into the site.
- “As London and the south east grows, Tilbury grows,” said Charles Hammond, Chief Executive of the Forth Ports Group, the Port of Tilbury’s owner. “Tilbury2 will put our port on the map for 21st century trading and provide an unmissable opportunity for businesses to export from and across the globe at a crucial time for the UK.”

Thames heritage and wildlife under threat

But despite the benefits for UK business, Tilbury2 has not been greeted with enthusiasm by all sectors. English Heritage is concerned about the impact on Tilbury Fort, which has protected London’s seaward approach from the 16th-century right through to the Second World War. Henry VIII built Tilbury’s first fort, and Queen Elizabeth I famously rallied her army nearby to face the threat of the Armada. The present fort, built by Charles II in the 1670s, is one of England’s best preserved examples of 17th-century military ingenuity.

English heritage maintains that Tilbury2 will have a negative impact on the views between the fort and the Thames – an important aspect of the fort’s historic strategic design and a significant part of its setting. In addition, the ‘landward side’ development surrounding the fort would greatly reduce its visual connection to the landscape. In short, the proposed new development would “… severely impair the ability to understand the very essence of the Monument and its original design and purpose” and “… negatively impact the historical significance, ecological value and commercial operation of Tilbury Fort.” (Source: infrastructure. planninginspectorate.gov.uk)

The Invertebrate Conservation Trust is opposing Tilbury2 because of the impact on the nationally important populations of bees and other insects that live on the site. The Trust has identified over 1,397 species that have been recorded there in recent surveys, including 159 species of conservation concern and 31 species identified as rare or threatened. More than 75,000 people have signed its petition opposing the new port. Natural England, the government’s advisor for the natural environment, has also entered the debate, stating that: “In our opinion, the overall assemblage could be considered to be of sufficient quality to meet the designtation requirements of a Site of Special Scientific Interest… The site is considered to be an example of the historical significance, ecological value and commercial operation of Tilbury Fort.”

For more information, visit the Trust’s website www.buglife.org.uk

TILBURY EXPANSION UPDATE

RACING AHEAD ON THE THAMES

Tilbury Fort.
CINDERELLA RIVER, THE EVOLVING NARRATIVE OF THE RIVER LEE

By Simon Read

This beautifully produced book is the result of a three-year research project on Hydrocitizenship funded by the Arts and Humanities Research Council’s Connected Communities programme. Its author, Simon Read, is a visual artist with an interest in coastal dynamics and Associate Professor of Fine Art at Middlesex University London.

The aim of the project was to explore and reflect upon “changing perceptions of water as amenity, asset and threat”, in four case study areas in England. One of these was the River Lee – the ‘Cinderella river’ that flows near Luton in Bedfordshire and crosses metropolitan London to join the Thames at Leamouth near Greenwich.

Read describes the Lee as: “a complex wetland …” The book explores all of these aspects through a series of walks, visits and meetings along 15 stretches of the river. Starting at its tidal reaches from Trinity Buoy Wharf to Three Mills, we are taken on a fascinating, information-packed journey to the Lee’s official and pervasive presence adopting in turn the guise of drinking water supply, and navigation. The lack of them has contributed to the decline of some species, as have sluices and other barriers to swimming upstream. Diadromous fish, such as the salmon, eel, bass, sea lamprey and flounder, must be able to migrate between marine and freshwater habitats to reach their breeding, nursery and feeding grounds.

Each section is illustrated with stunning photography and ends with reflections upon one or more of “the range of identities adopted by a very utilitarian watercourse”. The author concludes, with a summary of findings across four key themes: Water infrastructure; Public access; Wetland biodiversity; Art and the Lee Valley, and some insightful, forward-looking thoughts on the landscape, its ecology and the need for more community engagement.

Cinderella River is a book that can be enjoyed on many different levels. The author’s first-person narration, with its wealth of topographical detail, flashes of wry humour and vivid imagery – verbal and photographic – makes for an absorbing, entertaining read for anyone with an interest in the River Lee and riverside environments. And for slighter more scholarly readers, it provides a thought-provoking introduction to the concept of Hydrocitizenship.

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Cinderella River is a book that can be enjoyed on many different levels. The author’s first-person narration, with its wealth of topographical detail, flashes of wry humour and vivid imagery – verbal and photographic – makes for an absorbing, entertaining read for anyone with an interest in the River Lee and riverside environments. And for slighter more scholarly readers, it provides a thought-provoking introduction to the concept of Hydrocitizenship.
Launched in 2008, our Estuary Edges guidance for riverside developers and coastal engineers has been followed throughout the UK and as far afield as the Philippines. It’s now being reviewed and updated.

The tidal Thames is a 107km (67 mile) estuary running through the heart of London, out to the Essex and Kent marshes and the North Sea. To protect these areas from flooding and allow for berthing, much of the estuary’s edges have been heavily modified with walls ‘hard-engineered’ from concrete, brick and metal. As a result, only about 2% of the tidal riverbank is natural. This absence of ‘soft’ natural edges, where wildlife is most abundant, has a negative effect on the estuary’s ecology. Ideally, an estuary as heavily modified as the Thames will have regular, small sections of reedbed or saltmarsh connecting the marine area downstream and the freshwater areas upstream. This gives young fish places to feed and shelter from predators, and pockets of slack water where they can wait for the flooding tide and then ‘surf’ to the next pocket.

Promoting softer edges along the Thames

Since 2003 various measures have been taken to help mitigate this problem, including attaching timber structures to the flood defence walls which vegetation can cling to, and setting back defence walls a few metres then creating sloping terraces in front of them. Such walls are truly innovative and set the trend for ‘softening’ many heavily modified estuaries throughout the UK – for example, the Gilk Humber study. Estuary Edges, our 2008 guidance for riverside developers produced in partnership with the Environment Agency, featured many of these sites as case studies along with details of different designs that soften flood walls. The guidance proved very popular and has been used extensively by the Environment Agency and coastal engineers across the UK and internationally as far afield as the Philippines.

10 year review and update

To remain fit for purpose for the next 10 years, the guidance now needs to be reviewed and updated. This includes establishing the habitat value and structural integrity of the environmental mitigations over time (in our 2008 edition we recommended that they be revisited at fixed periods for this purpose, but there are only two instances of this being done). The Environment Agency in particular needs the data, so that it can continue to promote the recommended mitigations to developers and engineers, achieve national and EU water quality and habitat targets, ensure that flood defences are managed as sustainably as possible, and to inform mitigation of the impact of riverside development.

Ready-made communication channels

Katherine Harris, Chair of the Dredging Liaison Group and Marine Environmental Consultant at Harris Holden Ltd, concluded her very interesting talk by saying that the group is keen to reach a wider audience about dredging-related issues. So it is looking at ways of using our existing communication channels, such as hosting events under the TEP banner, or perhaps using a dredging session into a wider TEP event. Katherine also wants to find opportunities for the Dredging Liaison Group to work more closely with the other TEP fora. Here at TEP, we’re looking forward to a helping the group achieve these aims in whatever way we can.

Find out more about the five TEP fora and future TEP events at www.thamesestuarypartnership.org.

Enabling and facilitating

A recurring theme throughout the evening was how much our fora appreciate the enabling and facilitating role that TEP plays. For example, when talking about the Litter Forum, Tanya Fear, PLA’s Environment Manager, said: “We couldn’t have created it without TEP’s support”. But success has its problems – Tara said that since TEP started to co-ordinate the group, it’s grown so big that the PLAs 22 meeting chairs can no longer attend the demand! Steve Tabbitt, Trail Manager at Thames Path, said TEP’s support enabled the group to advise Tidegate on signage along the path and to raise funds for a condition survey that will make it easier for local authorities to stipulate path improvements in Section 106 agreements with developers. The Chair of our Fisheries Forum, Andrew Rattley of Kershaw’s Seafoods, spoke about TEP’s pivotal role in accessing funding from the European Fisheries Fund to improve the fishing industry in Leigh-on-Sea.

NEW MEMBERS

If you or your organisation would like to find out more about becoming a member of TEP, visit www.thamesestuarypartnership.org or email tep@thamesestuarypartnership.org

Our first free members-only event at the Waterman’s Hall in the City of London on 15 March proved a resounding success. Before networking over wine and canapes, our loyal supporters heard updates from a TEP Board Trustee and the Chairs of the five TEP fora – the Dredging Liaison Group, the Fisheries Forum, the Thames Litter Forum, the Thames Learning Group and Thames Path.

Our Estuary Edges guidance is widely used and appreciated by the development industry in the UK and as far afield as the Philippines. It’s now being reviewed and updated.

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YOUR FEEDBACK

We welcome readers’ feedback on Talk of the Thames, including suggestions for articles and content contributions. Please email your feedback to editor@thamesestuarypartnership.org

SAVE THE DATE!

TEP Annual Forum
When: 11 November 2018, 10am-5pm
Where: London (venue and other details tbc)

Your keynote speakers are Sir John Armitt, Chairman, National Infrastructure Commission and Thames 2050 Growth Commission.

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Turning challenge into opportunity

Jacobs is a global engineering and project delivery company.

We are working with the Environment Agency to deliver the TEAM2100 programme. It is one of the UK government’s top 40 national infrastructure projects and the first Flood and Coastal Risk Management (FCRM) programme.

Thames Estuary Asset Management 2100 programme

Working with the Environment Agency to manage tidal flood defences as part of the Thames Estuary 2100 Plan

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