



YOUR TIDAL THAMES

## Tidal Thames Pilot Project

### Appendix A

## Final Project Report



## YOUR TIDAL THAMES

### New Working Catchment Plan for the tidal Thames

#### Draft-in-Progress

*Current version updated: 22<sup>nd</sup> November 2012*  
*Working Plan submitted to Defra: 21<sup>st</sup> December 2012*

Thames21 and the Thames Estuary Partnership are inviting people and organisations connected with the tidal Thames to help create a new Catchment Plan to look after the river.

The Your Tidal Thames project covers the tidal extent of the Thames Estuary, from Teddington Lock near Richmond-upon-Thames downstream to Haven Point on the north bank of the Thames Estuary in Essex and Warden Point on the south bank in Kent. The tidal Thames is one of the most high profile, complex and densely populated areas in the world. Our aim is to bring together its huge variety of people, businesses, public bodies and organisations to produce a realistic, practical and beneficial plan for the river that reflects the needs of its communities, wildlife, economy and future generations.

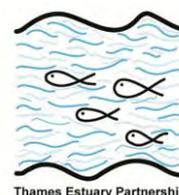
As well as contributing your views directly to the Plan, you can see it develop, via our websites, as more organisations, groups and individuals contribute ideas, knowledge, expertise and experience. We want this Plan to belong to everyone who values the river.

#### The problems the Plan will help deal with:

The tidal Thames is affected by:

- less fresh water flowing into the river
- pollutants from chemicals and sewage
- vertical wall flood defences and structures which influence the strength of the currents which in turn influence the plants and animals capable of living within affected areas
- loss of riverside habitat over many years of development

All of these and other factors have a huge effect on water quality in the river, upon its wildlife and biodiversity, and upon the people who use the river. Coordinated action by people, businesses, public bodies and organisations can improve and enhance our river environment. This Plan will be the first step.



Thames Estuary Partnership



## **Background to the project:**

Your Tidal Thames started as a one year pilot project looking at a new community approach to river management. In 2012 the project was funded by Defra and the Environment Agency as part of the „catchment-based“ approach to working with individuals and organisations that can make a difference to the health of England’s water environments. This Catchment Plan approach was launched in response to requirements for transparency, aspirations for the environment and public engagement laid out in the Water Framework Directive. 25 key river catchments across England were selected to test out this community approach to river management, before it is expanded across the country in 2013.

## **How the Plan has been developed in 2012:**

In 2012 Thames21 and TEP invited people to add their ideas directly into the developing Plan. Some people added new ideas, whilst other people built on or commented on the issues already raised by others. All issues raised in 2012 are listed in this Working Plan in people’s own words. Each point was considered by the Project Team and the Strategy Group – a group of key river users, managers and experts. The key issues, solutions and actions raised in the Plan are summarised in a Final Project Report, which compliments this Working Plan, and the two documents should always be considered together. At the end of this Working Plan there is an Appendix listing all the organisations and individuals who have contributed their thoughts and ideas.

At the end of 2012 Thames Estuary Partnership and Thames21 submitted this Working Plan to Defra along with the Final Project Report. The Working Plan included all of the ideas that everyone had written and will become an essential part of the planning and delivery process for an improved, sustainable river environment.

## **What will happen in 2013?**

Thames21 and TEP intend for the Your Tidal Thames project to continue and we are currently seeking funding to make this possible. We acknowledge that within one year it is unrealistic to try and hear the views of the whole tidal Thames community and we plan to continue this work in 2013. If you have not yet given your views please complete this Catchment Plan Template and return it to TEP or Thames21. The plan is still a developing document and will continue to be updated in 2013.

## **Keep updated:**

Sign up to receive updates on the Your Tidal Thames project by providing your email address at the end of the form - or just look on our websites.

## SECTION 1: IN YOUR VIEW, WHAT PROBLEMS ARE AFFECTING THE TIDAL THAMES?

You can be as technical, site specific or general as you like. Please add your views here. Then go to Section 2.

*The Environment Agency has identified specific problems affecting the tidal Thames. Details of these issues are available on our websites. However, we would like to know about any concerns you or your organisation has. These might tie in with the problems identified by the Environment Agency or might be different.*

The ideas written in blue below are responses to this plan which we have received in between June and November 2012. Please add your new ideas, or comments on existing ideas, in the box below the blue text.

- Nov11. The *Thames Strategy - Kew to Chelsea* was published in June 2002. The West London River Group will continue to campaign for the implementation of the policies and projects set out in the strategy. As the Co-ordinator for the TSKC I work closely with the WLRG and most of the policies and projects of the Strategy are still current and therefore this document should be referred to when looking at Issues affecting the Thames.
- Nov16. We fully support the work that Thames21 and the Thames Estuary Partnership are doing to consult all relevant stakeholders along the Thames and develop a catchment plan to deliver integrated river management. However, it is important that a full audit of the Thames is carried out. This will need to identify in detail where the current gaps in knowledge are about what is causing the problems and, what measures need to be taken to fill these gaps. To understand what measures can be carried out which are not disproportionately costly a cost/benefit analysis will need to be carried out to judge the various options.

### Access to and along the river

- Jun1. The problem which concerns me is lack of cycling access to the northern bank of the Thames Estuary. This is not directly relevant to „water-related“ issues, but any works to improve these present an opportunity (e.g. cycle tracks could be incorporated in necessary infrastructure works) – and possibly a threat e.g. if significant areas are to be flooded. Cycling is an excellent „green“ means by which people can stay healthy, enjoy their surroundings and get around. Evidence shows that long distance traffic free cycle routes through pleasant or interesting surroundings with an established „brand“ increase cycle usage, benefit local communities and can increase visitors to towns and sites along the route.
- Jun3. The Thames walking path is not fluid – has lots of diversions
- Jun4. Thames path is not continuous all the way along from Chiswick to the west end. There is not much in the way of interpretation regarding the Thames and its wildlife along the Thames path. There is no undercover area for children or adults taking part in River Thames walks between Hammersmith and Chelsea
- Jul1. Better foreshore access
- Aug4. Along the Southbank area there is rather limited access to the foreshore. I think that’s a pity because it really is a lovely river, and I think too many people are distracted by the activities on the banks to pay any attention to the river.
- Aug5. Having been caught out on an incoming tide as an 11 year old (50 years ago!!) with friends at Thorpe Bay (walking out to Malberry Harbour), and watching families not familiar with the Leigh/Chalkwell creek/mudflats and tides, I think more information is needed about the dangers of walking out on the mud.
- Aug8. Can I walk to the Thames at low tide at Leigh on Sea?
- Aug12. In the summer I swim at Chalkwell beach, Southend and feel restriction of dogs on the beach is most important
- Aug13. More accessibility required
- Aug16. Beyond Purfleet there is no Thames Path along the north shore of the river
- Aug17. Access to the river is very poor. As a kayaker I know of only a few points in central London where I can legally access the river via public steps or slipways. Footpaths along the river on the NW Greenwich peninsular have been closed off to the public for unacceptably long stretches of time. At one stretch, the demolition of old buildings has left a long section of riverside walk in a very poor condition and so the section remains fenced off. The closed off sections of footpath have been badly damaged by metal thieves, who have stolen much of the cabling used to fence the river. A new section of footpath as been closed off right next to the Dome, at Tunnel Avenue. Even the large slipway has been fenced off, preventing access to the beach. The slipway is the only brick slipway that I know of on the Thames, and I worry it will be destroyed by the developers. Previous development along the river has made no provision for public access or footpaths.
- Aug18. Confluence of Wandle & Thames. I am concerned by the need for an adequate size open space at the mouth of the Wandle into the Thames on the Feathers Wharf site. At present the east bank of the mouth

is a recycling facility. There had been plans by Wandsworth Borough Council to make the Feathers Wharf site all open space. But now open space risks being no more than 3-5 metres for the Thames path and a token „piazza“ at the mouth itself. As the River Wandle mouth will be in the Wandle Valley Regional Park (WVRP) this site is potentially a key Gateway to the Park and Wandle Trail as well as the Thames Path. The open space provision on the Feathers Wharf site should meet this requirement.

- Aug20. I agree that access is a problem in some areas.
- Sept1. Remove the gypsy horses which roam along the public footpaths from Shornemead Fort to Cliffe Fort. Footpath n/s 138 becomes impassable in wet weather because of the illegal horses on the land. More access by car is needed. Gravesend Canal basin and Grain are the only places you can get a car to. My husband was a pilot on the river for 37 years. Sadly he is now 80 and cannot walk that far, to access the river. Circular walks in the area taking in the Thames would encourage people to enjoy the area.
- Sept4. Access – bike/walking when the path keeps stopping – can't be helped sometimes could be better at others
- Sept11. There is not enough bicycle storage along the tidal Thames and associated waterways. The mayor of London is doing a great job in promoting the bicycle as a means of transport for commuting and as a vehicle for sport and leisure. There are now a large number of Barclays hire points, some near to the waterways, and therefore the thinking needs to be a little more joined up.
- Sept12. There are not enough areas where residents of Kent can go and enjoy viewing the great Thames i.e. car parks / picnic / walk areas
- Sept14. Which are the unpleasant parts? Those where the traffic intrude on the pedestrian e.g., from Chelsea to Blackfriars.
- Sept20. On north bank past Tower of London, you have to leave the Thames Path too many times
- Sept21. Access to and from the River itself is scarce, and normally ignored by the riparian London Boroughs and others. Normally "access" means only "access to the Riverbank, to enjoy looking at ornamental water". The five functions of the River as originally defined in RPG3B/9B - 1. Water supply and drainage, 2. Freight transport, 3. Passenger transport, 4. Water sport and recreation, 5. A setting for development. - are usually ignored, except sometimes for no. 4 and often no. 5 but interpreted to mean the chance to charge higher prices. Another problem with Tideway access concerns the drawdocks where boats can come when the tide is in, tie up, and beach as the tide goes out. They can then be unloaded and loaded, from vehicles on the drawdock if necessary, before sailing away on the next job when the tide comes back in. But often selfish and thoughtless car-drivers use the dried-out drawdocks as free car-parks, blocking River access and use. Unless Councils put double-yellow-lines down the sides of the drawdock as far as Mean High Water, there is no peaceful and lawful solution to this. Councils have tried Notices with great energy, but without success – the selfish drivers take no notice.
- Sept23. Lack of footpath signs
- Oct2. As more and more important wildlife habitats and reserves are set up along the Thames shoreline, access for angling could become more restricted. The seabed to the South of Southend Pier head is still heavily littered with debris from previous fires. These snags result in the loss of fishing tackle and prevent the area being used by anglers.
- Oct4. The mix of tow path uses – walking/running and cycling, especially at weekends
- Oct5. As a cyclist. More people would use the Thames Path which cyclists can use if it was fully accessible. The gated communities push us away from the river
- Oct8. Public access – pedestrian and cycling
- Oct11. Privatisation of the Thames Path walk in places
- Oct13. While I understand the wishes of the cycling lobby, there is no room for a cycling path at Strand on the Green, where the narrow footpath means that cyclists often collide with pedestrians and more frequently ignore "No cycling" notices. This is a hot issue with local residents. Cycling is permitted on the Surrey bank opposite with the proviso that pedestrians take precedence.
- Oct16. Access north to south
- Oct22. Between Mortlake and Hammersmith the river floods the footpath.
- Oct36. Access to the river for the public can be reduced by unsympathetic development. Passive recreation (e.g. views & Thames Path) and active recreation (e.g. rowing) uses need to be balanced with ensuring sustainable ecology. One example is the potential reduction of public access visitor moorings. Having a safe and sustainable navigation on the Thames is very important. Development affecting the affecting the middle third of the river can impact the navigable channel for boats. Works closer to the banks can impact smaller craft like canoes.
- Nov1. There are certainly not enough mooring places for visiting boats to stay in towns such as Gravesend, Dartford, Twickenham and Richmond. Lack of harbours of refuge - Gravesend Basin, Dartford Creek or the proposed Northfleet Harbour could fulfil this with new lock gates. The pontoon at Gravesend is an improvement. There is no authority directly responsible for the Darent & Cray. Darent responsibility just seems to be passing from one authority to another, ie; EA, Dartford council, KCC, Thames Water, Southern Water, all of which claim they are no responsible for the river upkeep for navigation. The PLA are responsible

from Thames to Cray creek junction for patrol. Lack of continuity of the Thameside path with particular criticism of a) Environment Agency's 'managed retreat' where they have removed the floodbanks near Shornemead without making alternative provision for the Thameside footpath that used to run along the top of the floodbank. (Similar to Cuckmere where IWAKES formally made the same complaint and EA denied any liability to maintain the right-of-way). b) Northfleet where the Thameside public footpath that ran through the cement works has been blocked following demolition of the works.

- Nov4. With regards to access through the London Reaches, it has almost become an impossibility to be able to fish anywhere from either bank, north or south of the river. This erstwhile facility has been slowly whittled down, mainly through private development saturation of the river bank that, largely invest nothing in their planning for local amenities right through to the design and build. This is facilitated by local Councils who, are either willingly disregarding the needs of the existing communities, or are too ill-informed to understand the needs of their communities, and therefore in consequence, their current river using communities.
- Nov5. Too little is made of the real issue of access problems to the Thames, this being the lack of public slipways, lack of safe visitors walk on walk off facilities for mariners, the lack of victualing facilities, lack of fueling facilities, lack of repair facilities for both recreational and commercial vessels.
- Nov6. Short stay visitor moorings are scarce throughout the tidal Thames, and almost non-existent in Central London. Marina berths have restricted tide access and are therefore not practical for a short stay. Slipway access is scarce and often difficult to use.
- Nov8. More facilities for leisure craft are needed on the Lower Thames – both to provide safe havens and to encourage a sport which (can be) both healthy and environmentally friendly. These require not only access at suitable places along the river (the tide is a significant problem), but also sufficient space land-side to provide supporting infrastructure and services. The proposed marina at Robins Creek, Northfleet has tremendous potential, since boats can be moored out of the current – provided details such as a new entrance through the flood defences can be managed. The proposed marina at Greenhithe has limited potential, largely due to the lack of space for shore-side facilities. In attempting to achieve the (understandable) objective of access to as much of the River's edge as possible, a balance needs to be drawn, since there are activities which need direct access to the river, and to be able to control that access, generally for safety/security reasons (e.g. launching/retrieving boats, cargo terminals). In increasing access and use of the river, the potential hazard of the currents must be borne in mind. They can be made use of by experienced sailors, but can put the less experienced at risk. In some places access from the water is constrained by lack of depth.
- Nov9. Access to the Thames Path in the Bexley/Dartford area is generally very good, but could be improved by creating a link across Darent Creek. Information boards along some areas of the Thames Path need to be constructed, although there are always the concerns of vandalism, which seems rife in some areas. I agree with some earlier comments about easing access to the Thames Path, however this does need to be carefully considered as to how much access is allowed and to what sort of traffic. There are too many incidents of SUV's, Quad and Scramble Bikes being driven along river walls, which not only causes severe erosion but is a danger to the general public. There is also a need for more signs indicating where access to the river is possible. LB Bexley has in recent years significantly improved positioning of signs, e.g. Crossness Nature Reserve has in the past suffered in this respect.
- Nov10. I think that there is a lack of access availability and facilities in the lower tidal Thames, with regard to cycle paths and information boards etc. It's an under used space in the lower Thames. There is so much to learn but no information on what you are looking at or where you are.
- Nov12. Simply to add my continuing concern about access to the foreshore in Central London. At one time there were many access points via the 'ferryman's steps' . These 'steps' now are falling into disrepair and some are cordoned off as they are unsafe. There needs to be a central body who has responsibility for them and keeps them in good repair. At the moment no one seems to accept any responsibility for them at all!
- Nov13. Good access to the Thames is to be encouraged from points such as historic drawdocks and causeways but care needs to be taken when considering physical access to fragile parts of the river banks. For example, Chiswick Eyot is both a withy bed of historical significance and a local nature reserve: excessive physical access will destroy both these rare characteristics.
- Nov17. Related to this is the maintenance of access to the riverside and the maximum possible continuity of the river path link. This also means that new buildings should not be flush with the river side and do not preclude provision of a river path.
- Nov19. There is not enough public access to the foreshore and riverside. The Thames path is diverted away from the river in many areas and new riverside development can create a barrier, reducing the connection to river for communities not immediately adjacent to it. Extensions to public access along the Thames and a continuous riverside path will be good for leisure and commuters. There are also not enough well maintained safe access points onto the foreshore and the landowners are reluctant to allow unsupervised access on to the shore.
- Nov20. ATYC represents most of the yacht clubs along the Thames and we support the idea of encouraging and facilitating as many people and wildlife to enjoy the Thames as is possible. Naturally we would like this to

happen without any further restrictions to our hobby. Indeed we would look for better access for our members to moorings and anchorages along the length of the tidal Thames, not less. We are not brash rich people as some of your correspondents infer. Most of us are now pensioners and have saved hard to be able to continue with our hobby.

#### **Water quality, sediment and freshwater flow**

- Jun2. Less freshwater flowing into the river
- Jun3. Too polluted
- Jun4. Sewage going into the river, particularly after heavy rain in summer. This affects rowers and others using the river, also children who could be exploring the foreshore. I have found sewage near Hammersmith Bridge and Under Putney Bridge where there is an outfall.
- Jul1. Pollution/sewage incidents caused by errors made by large organisations.
- Jul2. Main issues affecting the tidal Thames related to the Water Sector are discharges from sewers/drains at High rainfall/flood events where raw/untreated sewage is discharged straight to the river from many locations along the Thames. Notwithstanding these specific event issues, normal treated sewage is discharged under consent from the Environment Agency to specific water quality standards that are gradually getting tighter, all with the aim of overall improvement of water quality for water-habitants. The risk of large volumes of untreated or poorly treated sewage being discharged straight to the river is unacceptable and much work is needed to improve the sewage collection, control and transfer infrastructure.
- Jul3. I am concerned about the public profile of the Thames. It is known as a dirty river, difficult to access for ordinary people. The actuality of that has to be addressed by the expensive method of cleaning up the sewerage system and being imaginative about finding ways to access the river. But I am most concerned that the relative successes that have undoubtedly been achieved have not penetrated the public mind to any great extent. River users grouse about the state of things (and they have plenty still to grouse about!) however it needs to be said that all river users are also ambassadors for the river – and should be proclaiming the successes as well as working to achieve more.
- Aug1. I have noticed this year for the first time that the quality of the water at Leigh on Sea has become very poor. My grandson's swimming clothes have been really grey and I have had to boil them and the resulting water is very dark. I wonder if this is the water or the mud. If it is the mud then something is happening as I have never noticed this before.
- Aug3. I am concerned about dredging activity in estuary – this affects our foreshore and fishing. Stop mucking it about. Leave as nature intended - natural forces.
- Aug13. Rubbish in St Saviours Dock at Shad Thames and rubbish in Thames docks generally
- Aug14. Problems with excessive rubbish in the water and public unaware of the effect it can have
- Aug15. Floating litter
- Aug17. Pollution is a problem, especially after rainfall. You could probably relate the number of dead fish you see to the number of condoms that go floating past, washed into the river as part of the sewage overflow.
- Aug19. Much of the water quality of the tidal Thames must be attributable to the quality of the input from tributaries such as the Lea – my concern here is that the Lea suffers from a high level of indigenous pollution, with evidence found by Thames21 showing that the raised levels of ecoli and other bacteria caused by direct dumping of sewage during storm surges, and high levels of phosphates and nitrates are present in many reaches of the river. As the Lea feeds into the tidal Thames at Limehouse, this is an issue which needs consideration – a plan for the tidal Thames needs to take account of its whole tributary system and its impact, and ideally there should be scope for a plan for improving the water quality of tributaries such as the Lea as well.
- Aug20. I'm concerned about pollution inputs from tributaries, such as the River Brent, which will not be addressed by the Thames Tunnel Project. Greater emphasis needs to be placed on Sustainable urban Drainage Systems (SuDS) schemes, and on tracing misconnections and prosecuting polluters.
- Sept1. The rubbish on the foreshore around Cliffe Fort is dreadful.
- Sept4. Too much rubbish in the river
- Sept7. Dirty
- Sept8. People putting rubbish in the water
- Sept9. Sewage overflowing, a lot of rubbish/waste that is not biodegradable
- Sept10. Rubbish & Sewage
- Sept17. Pollution, sewage, pipe burst
- Sept18. Domestic misconnections sewage – Thames and tributaries – Salmons Brook etc. Not dealt with until cholera hits S.E
- Sept19. Upper Thames needs dredging. PLA say it's self-draining but due to lack of boats moving it's not
- Sept22. Sewage can overflow following heavy rainfall
- Sept26. As a nation we don't care enough – too me, me, me – don't drop litter!
- Oct2. The man made beach located on the Southend on Sea foreshore created in the late nineteen nineties

is slowly redistributing eastwards onto the mudflats. This appears to be smothering the important Blue Mussel habitat. The beach has very few breakwaters along its length. Tidal scour seems to be in evidence to the West of Southend, possibly due to the uninterrupted tidal flows. The Business case for introducing the man-made beach looks to have been supported by a financial saving in breakwater maintenance of some £1.5m. (See Southend Council website)

- Oct4. Pollution from rubbish dumped by people and from lack of capacity in sewerage/drainage systems
- Oct15. Rubbish collection
- Oct16. Sewage
- Oct17. Plastic bags. Plastic bottles – shops/supermarket give them away without thinking of recycling
- Oct18. Too much sewage waste is on the foreshore
- Oct20. The huge amounts of plastic bags we're all still using. Fly tipping.
- Oct21. Confused about the impacts of proposed Thames Tunnel/Sewer project
- Oct22. Between Richmond and Kew needs litter picking
- Oct23. Continued contamination as a result of people not respecting the river
- Oct28. Plastic cups and glasses thrown overboard from pleasure boats. Plastic backed sanitary towels Dog poo bags being deposited along the towpath which get washed into the river, adding to the amount of plastic as well as faeces in the river
- Oct29. Raw sewage going into the river. Disgusting and outrageous in 2012.
- Oct30. Sewage and litter
- Oct31. Continued dumping of rubbish
- Oct32. Sewage overflow and rubbish
- Oct36. Construction close to the river can reduce the quality of the water by increasing the proximity of possible pollution sources. Examples of this include making it easier for polluted surface water to get into the river and unsatisfactory sewage processing procedures (i.e. direct to river or misconnected waste water pipes). Pollution can also come from farming practices and agricultural changes that border the Thames.
- Oct36. There is increasing evidence that summer discharges from CSO's is having an impact on the recruitment of species such as smelt. Work will need to continue to aid in the quantification of these impacts.
- Oct36. With the continued improvement in the ecological value indicated by spawning sea lamprey and smelt in the upper estuary, there is a concern that the existing standards of freshwater flow into the Tidal Thames are at a level that will not protect these important species. This issue will be raised within the CAMS process but may need extra survey or research to determine new standards in a scientifically robust manner.
- Nov2. A high volume of waste floats in to the Thames every year, either from surface water outfalls or sewage discharges as well as people throwing items in.
- Nov4. As the Thames Anglers' Conservancy (TAC) - we would like to reiterate the need for the Thames Tunnel, the adverse effects of pollution through the discharging of raw sewage is unacceptable, regardless of the various concerns we have (water poverty, consumers paying for it etc.), as detailed in our response to the consultation regarding the Thames Tunnel project.
- Nov6. CSO sewage discharges after periods of heavy rainfall.
- Nov9. The discharge of pollutants into the water course is an issue that needs to be more tightly monitored and more stringent penalties imposed. The Darent Industrial Area is an example of unsuitable usage of riverside land and a source of pollution into Crayford Marsh and then to the rivers.
- Nov13. Sewage overflow is a major problem along Chiswick Mall and on Chiswick Eyot. For example, Chiswick Eyot was inundated with sewage debris after the rains of Saturday 3<sup>rd</sup> Nov. The Church Street Causeway often becomes a health hazard with sewage related debris such as cotton bud plastic straws. Also plastic jetsam especially broken up polystyrene foam is smothering new growth on the island. There is on-going erosion especially to the North bank of Chiswick Eyot.
- Nov16. Water resources – in order to meet WFD targets there is likely to be a need to restrict water abstraction from main river systems, which would reduce the ability to maintain coastal grazing marsh in favourable condition for ground nesting waders, especially in the light of climate change. Increased evapotranspiration rates due to warmer springs/summers will mean that the marshes will dry out earlier, making these habitats unfavourable for breeding/fledging waders. These freshwater habitats also benefit a whole range of specialist aquatic invertebrates and plants. The ability to abstract or store water will be critical for maintaining habitats. Morphology – The tidal flap systems currently used by the Environment Agency allow tidal exchange which is beneficial for brackish invertebrates throughout the South Essex Marshes and elsewhere. However, we understand that the EA are now looking to replace tidal flaps with pumped systems and we are concerned that this could lead to the loss of these important brackish habitats. Urban runoff water quality – where the water catchment for valuable wetland habitats comes through an urban area there is a high risk of higher levels of pollutants and sewage getting into surface water drainage systems and impacting on the reserve. Over the past year there were 2 such cases affecting the RSPB Bowers Marsh reserve and Vange Marsh reserve, both needing significant action to reduce the high ammonia levels and improve the oxygen levels in the waterbody affected by the sewage. High levels of non-organic nitrates in river could be

as a result of run-off from intensive farming practises on land. There are large areas of arable farmland in both Essex and Kent and it is likely the use of phosphates and nitrates on these areas is contributing to diffuse pollution runoff affecting waterbodies.

- Nov19. Diffuse pollution is damaging to the water quality, environmental integrity and public perception of the Thames. Pollution from surface run off and sewage discharge via the combined sewage overflows create both acute and chronic water quality issues without a single easily identifiable source. Litter also enters the river via a multitude of routes damaging river enjoyment, navigation and wildlife with much of the floating litter making its way into coastal waters. Current communication about the Thames confuses these issues with both stories of the Thames recovery and the fact that it has never been cleaner in modern times running at the same time as stories about sewage pollution and litter problems. More generally there is still a general feeling amongst Londoners that the Thames is a hopelessly polluted dirty river of no real value.
- Nov20. We are keenly aware of our wildlife and our heritage and are justifiably proud of OUR river. Not to say it cannot be improved on a sustainable basis. Certainly we want to see the effects of London's growing population being mitigated in terms of refuse and sewage. We welcome the arrival of the Thames Path and support its ongoing maintenance.

### **Redevelopment and riverside planning**

- Jun3. Development and industry is often prioritised over wildlife on the Thames – i.e. brownfield sites in east London!
- Jul1. Development on flood plains and on valuable habitats
- Aug9. I am very against building Boris Johnson's island airport in the estuary – it would be damaging to all the aspects I value most – space, wildlife, fishing, sailing
- Aug15. A criminal waste of tidal energy
- Aug18. House boat blight. House boats can add character and bring life to the river however many are designed to look more like mobile homes or prefab housing with not a shred of design that acknowledges the marine environment. Some moorings like those in Wandsworth by the Wandle mouth are starting to look reminiscent of the caravan parks that blight the beauty of the British coastline. However their role has no connection with social or affordable housing but are often million pound dwellings or second homes for the wealthy. Is it not possible to introduce some sort of planning approval system which stipulates that there must be sufficient design cues to link to the marine environment.
- Sept6. We love the quiet and solitude of the North Kent Marshes – the birds and the seals, if the airport came you could say goodbye to all that!
- Sept14. Which are the unpleasant parts? Where the riverside is seen as an income generator by developers as at Vauxhall et al; as a future fortune as in the disgraceful affair of the Battersea Power Station. Also where the Thames is seen as an ideal place for a „retail resource“ as in the area near the Royal Festival Hall and the National Theatre.
- Sept18. Why can't we harness the power of the river?
- Sept28. The river is becoming a sterile corridor with fewer moored boats and blocks of flats along both banks
- Oct1. My views are based on the fact that the Thames has always been one of the key engines for economic growth for London, the South East and the rest of the country and economic development should be seen as the first & over-riding consideration in planning the future of the Tidal Thames.
- Oct2. The most productive places for anglers to fish on Southend Pier are steadily being taken up by new buildings being placed on its structure. Access for Anglers is slowly being reduced. Very little shelter is available for disabled anglers to get out of the weather whilst fishing Southend Pier.
- Oct3. In general I am concerned that the Thames is being over developed. Too many buildings with too little space between and in front and too many 'hard edges' preventing people enjoying the river and destroying the habitat for wild life. In particular I am concerned that the Battersea Power Station site becomes more derelict and the authorities do not penalise developers for wasting opportunities of value to the people and wildlife of London.
- Oct16. Congestion in the estuary with proposed airport, wind farms etc.
- Oct19. Proposed Thames Estuary Airport/Boris Island. This will cause habitat loss – breeding ground for fish of economical worth and water displacement will influence flood risk. There will also be increased pollution etc.!
- Oct20. London's overcrowding; too much development.
- Nov2. Infrastructure is missing to help manage port activities where they may have an impact on the environment; due to over regulation the cost to developers is significant. For example waste oil or water sites require waste licences, and potentially dredging to maintain berths etc. Mitigation requirements are placed on developers to provide are so high that the implication means that the development or/and the mitigation do not go ahead, or the development is redesigned such that no habitat gain is achieved. Therefore it is a loss all round. Maintaining Safeguarded wharfs for trade to come through the port for sustainable development.
- Nov4. Local Councils, do not promote and build in provision the need for private development to enhance habitat and improve access as a collective planning body, they are disparate and self serving in the main and

this needs to change very soon. Whether that is through Govt. legislation or through a collective plan is debatable, but the former is probably the only way that this can be achieved.

- Nov5. Redevelopment does not address redevelopment of the River Thames it tends to be solely land based regeneration, this needs to be reversed with marine based regeneration taking the lead.
- Nov6. Many developments present a “hard edge” to the River – with little or no access. You can SEE the river built you can’t GET to the river. Some developments – e.g. the proposed new stand at Fulham Football Club – adversely affect recreational boating activities on the river by blocking the wind and / or altering the tidal patterns. Boatyards are often seen as development targets and many have been lost over the years
- Nov7. There are a wide range of different interests in the use and the protection of the tidal Thames. These interests have to be balanced appropriately to achieve a sustainable future for the river. New development along the tidal Thames should contribute to the use and protection of the river (bank) and its characteristics.
- Nov8. Boris' Island – appears totally impracticable both due to the disruption and potential risks to river users (including the new Thames Port), and the lack of transport and support infrastructure. It would also potentially reduce the available width of the river, bringing small craft and larger craft closer to each other.
- Nov9. Recent proposals for development in the estuary are of great concern. „Boris Island” airport and the recently proposed Paramount Park on Swanscombe Peninsular will bring ecological destruction to the estuary through loss of habitat and displacement of overwintering and passage migrant birds. The proposals for Swanscombe Peninsular would appear to be in an area that with sea level rise will become severely prone to flooding, without extensive flood protection measures, which seems to be counterintuitive to what is actually required in the estuary. Allowing the developments would set very dangerous precedents by allowing internationally, European wide and nationally protected sites of conservation to be damaged and destroyed. Further developments, such as Prologis at Slade Green, whilst probably benefitting Crayford Marsh as an individual entity does nothing to protect the landscape as a whole and would create the loss of the marsh should it be decided to use the marsh as a flood storage area, as there would be no refuge for the marsh to retreat into.
- Nov16. Development pressures from major developments along the Thames can affect the water quality if they are poorly planned and designed. These include dredging from port developments which can stir up sediment and reduce oxygen availability in the water. Similarly, point source pollution caused by surface water runoff from urban development can be a problem, especially where there are combined sewer outflows that are designed to overflow in storms and discharge directly into rivers. Inappropriate developments, including proposed airports would hugely damage vital sites. Riverside developments do not take into account habitat and potential to integrate smart design for benefit of wildlife.
- Nov17. For many visitors to Thames side the view across the river from one side to the other or from river craft provides the raison d’être. It is therefore important that new riverside developments are not allowed to mask existing views which are often of great historical or cultural significance. It could be argued that a main disadvantage of the floating walkway with service pods proposed offshore on the north bank from Blackfriars to Tower would have done just this.
- Nov19. Insensitive riverside development can damage connectivity between communities and the river and contribute to excess urban run-off. Lack of understanding between local people, organisations and interest groups on their different requirements from the river leads to territorial conflicts.
- Nov21. I understand the concerns expressed in Aug18 Houseboat blight”and would like to add my comments.
  - Houseboats or Permanently Moored Serviced Houseboats (unpowered): Some boats referred to as houseboats, are static floating homes that have no engines or power to move independently, they are moved from their moorings only to access a dry dock or boatyard for repairs or maintenance, or to be delivered to their mooring, or to a new mooring. Some of these are converted, unpowered boats, barges and narrowboats without engines, at the end of their working life, others might be new, purpose built to look like a boat, but with all living space and no engine. Many others are indeed floating houses/mobile homes, built on pontoons or rectangular steel hulls, and do not pass as 'boats', they can be extremely large and expensive, and can number 2 or 3 stories in some cases. There are some new designs offered for sale, without moorings, that leave me wondering where the buyer will be able to take them, how will they get there, and how will they be maintained in the future.
  - Residential Boats (powered): These are cruising boats with engines/sails and power to move under their own steam, and they are actually boats. Some people live permanently on a residential boat, which may move from place to place or may remain on one mooring permanently, but these boats are boats, will always look like boats, and are built to cruise.

I suggest that residential boats should not be feared, they should be welcomed on the river. They provide, via their mooring fees and license fees, a regular source of income for the river, have a small footprint and a low impact on the environment, are moveable. They can be moored in places where they are able to provide a 'caretaker' presence where housing does not exist, residential boats can provide temporary security for commercial operators and an element of safety in public places that are secluded at night. Residential mooring for these craft can be permanent, or temporary moorings, such as winter moorings for boaters who like to cruise the rest of the waterways (or oceans) in the summer months, but remain in one place for the

winter. Demand for residential moorings continues as commercial use of the river declines. The 'houseboat blight' described in Aug18. I would put firmly at the door of the riparian landlords, who owe it to their tenants and to other River users, to look after and care for their residential mooring, and not to allow such 'blight' to occur. There is no reason why a mooring agreement cannot make stipulations about the type and condition of craft moored (and many do), and it is my own experience that it is the neglect of riparian landlords to apply their own rules, that leads to neglect of the craft moored, and neglect of the moorings in general. Where moorings are privately owned, the local and river authorities have a part to play in ensuring that moorings do not degenerate to a problematical degree. So I would add that permanent residential houseboat moorings, properly managed and regulated, are also an asset to the river. Unlike land-based development, they do not take up riverside land or towpath space, and can be in small groups to leave access to the river shore, and so as not to crowd out the view of the river, their size, height, design can be stipulated. Some could be given responsibilities and jobs on the River in return for a mooring or lower fees. Local Authorities can obtain tax-breaks by way of Government Council Tax funds, for every new home they create, and this includes houseboat homes. I don't think there is any connection with social or affordable housing where houseboats are concerned. Residential boating in any form, is not a cheaper way of life, there is a boat to maintain which is capable of sinking, and rent and River licenses to pay, with little or no security of tenure in most cases. Council and Local Authority riparian landlords continue to seek 'market rate' mooring fees for residential moorings under their control, and do not consider houseboats as any part of their social housing provision.

### Flood Risk

- Jun5. My primary concern is the potential risk of flooding from the river Thames, including properties, roads and amenity areas, particularly taking into account climate change. In a recent flooding consultation exercise undertaken by one of the London boroughs there was a concern amongst residents living near to the river regarding the potential risk of flooding from the river. There is also the potential for the river to be used to reduce the risk of surface water flooding in areas adjacent to it with surface water discharging into the river directly etc. The condition of the river wall will also have an impact on the flood protection that it provides.
- Aug8. Flooding of Leigh on Sea High Street
- Sept21. The Environment Agency (EA) does a good job looking after our Flood Defences. EXCEPT their recent support for Fulham Football Club's proposed encroachment out into the Tideway (a navigational waterway) to extend their grandstand. This is blind irresponsibility by the EA to allow a reduction in flood capacity for a use which is nothing whatever to do with the River. EA should be severely disciplined for this flagrant breach of duty and trust.
- Oct2. Flood risk initiatives do not seem to include a valid assessment on the impact they may have on important habitat and seem to lack protection measures being agreed before approval.
- Oct36. Due to the development potential at the tidal Thames river bank, many applications look to maximise space so there is a high demand to narrow the river channel. Narrowing the river channel increases flood risk elsewhere through reduced flood storage volume and reduced flood flow conveyance. The constriction of space around flood defences can increase loading on the structures. This increases the probability of scour undermining the defences. Unsympathetic development can restrict access for maintenance of the defences and future sustainability of the development, for example need for future raising of the flood defences to combat climate change.
- Oct36. As well as an increased possibility of human error causing flood defences to fail through inappropriate construction methods or lack of knowledge of the structures making up the flood defences, resulting in the flooding of areas they defend.
- Nov4. Risk of even greater flooding in the tidal reaches, notably below London, seem inevitably set to become more frequent. This unless provision is made throughout the whole length of the Thames (and its tributaries), to mitigate the impact. It would be remiss not to mention „climate change“ events and in many ways the „big picture“ is, to some extent, beyond our immediate control.
- Nov6. The RYA generally supports the proposals set out in the Environment Agency document TE2100 with the proviso that any enhance flood defences do not adversely affect access.
- Nov9. Flooding is an issue that will affect the Tidal Thames both in the short and long term. Whilst the EA has made great strides in „making room for water“ and created areas adjacent to the river in urban areas that allows water to overtop the banks, there are still areas that would benefit from a softening of edges rather than hard structures. This is applicable to the Thames tributaries as well as the Thames itself. In the outer Thames area there will be conflict if a „managed retreat“ programme is introduced and a loss of grazing marsh occurs. However, this is probably the best way forward and ecologically viable as the effect would be to return the land to saltmarsh, the original habitat, and the softened riparian areas would provide greater flood protection.
- Nov16. The impacts of climate change are predicted to include: increased temperatures, varied rainfall patterns and rising sea levels. The Essex and Kent coastlines are low lying and particularly vulnerable to rising sea levels. Therefore it is essential that investment decisions to meet WFD targets are taken with this in mind.

- Nov19. Climate change and sea level rise, changing rainfall patterns pose a large threat to the future of London.

### Wildlife and Habitats

- Jun4. On the northern bank of the river between Chiswick – Battersea, more could be done to improve the riverside environment for wildlife. Some work has been done to create habitats for birds on barges near Chelsea, but in most areas on this side of the river it is all hard vertical walls so that when the tide is in wild birds have to find somewhere to go.
- Aug6. Having lived by the Thames for many years my concerns are for the ecology of the Thames. People come along and pick the oysters and winkles out of the mud, disregard the shells so people who love a walk to the bay cut their feet, they are not farmed oysters so get into the source system, the birds will disappear with no shell fish – It was on Look East this week regarding the problem.
- Aug7. Saltmarsh erosion is a problem in places and yet so helpful in mitigating against flood risk
- Aug8. Can I dig up cockles and eat them?
- Aug11. I am concerned about the effect that the dredging and deepening of the Thames (at the mouth) will have on marine life, I believe it is already affecting this in a negative way.
- Aug17. The containment of the river has destroyed almost all natural riverside habitats.
- Aug20. While the negative impact of non-native invasive plants is relatively small on the tidal Thames, mainly due to the embanked nature of the riparian zone, many of the uninhabited aits (for example Chiswick and Brentford Aits) suffer from invasion by Himalayan balsam (*Impatiens glandulifera*). The uninhabited Thames aits have the potential to serve as important wildlife refuges, particularly for birds. The presence of Himalayan balsam, combined with the influence of the tide, may contribute to the degradation of these aits in terms of soil erosion and by reducing their plant species richness. Other areas affected by Himalayan, and increasingly by orange balsam (*Impatiens capensis*), include Ham Lands/Meadows and the Syon Park SSSI. The foreshore at Syon is also negatively impacted by the burrowing habits of Chinese mitten crabs (*Eriocheir sinensis*), adding to the bank erosion. Other invasive terrestrial non-native plants, such as Japanese knotweed (*Fallopia japonica*), giant hogweed (*Heracleum mantegazzianum*), butterfly bush (*Buddleja davidii*), aquatic plants, such as Canadian pondweed (*Elodea canadensis*), and the invasive zebra mussel (*Dreissena polymorpha*) may also be considered a threat to native species and would need to be considered in a catchment management plan.
- Sept5. When addressing the loss of saltmarsh/mudflat in relation to sea level rise there needs to be consideration given to the value of freshwater habitat too.
- Sept12. Too much „hard edging“ to river i.e. steep concrete „culverting“. Not enough natural flood defence and habitat in form of reed beds. Not enough for native wildlife!
- Sept23. Loss of salt marshes
- Oct2. Along the Southend on Sea foreshore there has been a drastic reduction in Blue Mussel habitat. In particular the habitat has been affected between Chalkwell and Southchurch. The mussel beds used to build up in height creating rock pools and weed beds that supported Shore Crab, Gobies, Fish Fry and Shrimp. Through silting and Oyster dredging the habitat is now all but a stony desert only supporting large numbers of non-native Oysters. There are nil wildlife educational information points for Anglers along the Thames shoreline. (Best practice on bait collection, fishing size limits, tackle discard, fish handling, contact for enforcement bodies)
- Oct36. Unsympathetic development can also have negative ecological impacts such as wildlife provision not being replaced. Such as the reduction in the productivity offshore and riverine habitat, and splintering of existing green/blue links along the river corridor for wildlife. Proactive development has created river habitat for biodiversity, terracing and vertical beaches. However, these areas are very limited and spread apart. The increased use of artificial lighting disrupts the natural rhythms and processes of wildlife, and the disruption of seasonal behaviours of birds and fish.
- Oct36. There is restricted or no access for migratory fish or eels to some freshwater systems and creeks along the Tidal Thames that have suitable habitat for these species, such as Robins Creek. Structures such as tidal flaps, pumping stations or weirs have a negative impact in areas that would be beneficial for shelter or spawning.
- Oct36. Much of the river within London is highly modified. With improvements in water quality, habitat is increasingly becoming the limiting factor in achieving full ecological potential for the Water Framework Directive. Further to this to enable the ecology to be able to respond to environmental change such as sea level rise, habitat restoration will be required to enable species to change existing distribution in light of this change. There is a requirement through the DEFRA/EBSI targets to the maintain extent of priority habitats despite sea level rise.
- Oct36. Some invasive species and their impacts have been mentioned in previous comments, but others that have been captured by the London Invasive Species Initiative (LISI) also need to be tackled.
- Nov4. The need to provide adequate habitat for the existing wildlife within the planning of new and existing developments should be paramount. It should also reflect a long-term view in enabling an even greater

diversity of native wildlife to be encouraged back to the river's foreshore. Also, as is often mentioned, the invasive nature of many „non-natives“ needs to be addressed, and considering the current cuts in Govt. spending, this will no doubt be very difficult for the official agencies to achieve, if not next to impossible.

- Nov5. The River Fleet in Northfleet is currently culverted and isolated from the Thames and migratory fish
- Nov6. The RYA notes that “softening” of the river edge will improve wildlife habitat. The overall level of recreational river traffic is such that it is unlikely to adversely affect habitat.
- Nov9. An extension to the protection of riverside habitats, i.e. making Crayford and Dartford Marshes SSSI's. The removal of invasive species, such as Japanese Knotweed and Himalayan Balsam, throughout the river corridor. Softening many of the hard river walls would be a benefit to the ecology of the river corridor
- Nov13. Invasive species including Himalayan Balsam and Chinese Mitten crabs are still a major challenge to the reintroduction of native flora on and the stabilisation of Chiswick Eyot. If too much growth on the concrete river revetments is removed, wildlife will suffer.
- Nov14. The area of historic grazing marsh is much reduced, only a small area is still in operation around Rainham, action is required to prevent this disappearing altogether.
- Nov15. Erith reed saltings on the southern shore of the Thames. The lack of width leaves the reed bed vulnerable to the tides and wash generated by heavy merchantmen and speeding motor launches. The marshland, downstream of the fill, is completely open to the problems created by strong tidal flows etc referred to above. The tides are an excellent rubbish depositor and as a result the marsh is choked with rubbish which is not only an eyesore but, more importantly, is responsible for rises in temperature which tend to inhibit plant growth, marsh recovery and its development.
- Nov16. The Thames Estuary is an internationally important wetland site for wintering waders and waterfowl and this has been recognised by the number of designated sites (Special Protection Areas, Special Areas of Conservation and Sites of Special Scientific Interest). It contains Priority Biodiversity Action Plan Habitats, such as mudflats and saltmarsh, and historically these have been subject to landtake. Historical landtake and the building of seawalls has resulted in some designated sites achieving unfavourable condition assessments because they are suffering from „coastal squeeze“. For example the two units of the South Thames Estuary and Marshes SSSI are both experiencing saltmarsh erosion as a result of coastal squeeze. Similarly, at West Thurrock Lagoon and Marshes SSSI, unit 2 is in unfavourable declining condition and the reason is that the intertidal mudflats and saltmarsh are thought to be suffering from steepening as a result of „coastal squeeze“. Also the Inner Thames Marshes SSSI (Unit 5) is in unfavourable condition because of habitat loss from coastal erosion and the site has not recovered. Saltmarsh habitats can help to improve water quality and this has been shown by the Centre for Ecology and Hydrology's ongoing work for Defra.
- Nov19. As well as the impact of water quality and litter there is damage to habitats and species from current and emerging non-native invasive species. The heavily modified nature of the river channel particularly in the central section also means there is a lack of general intertidal habitat and few shelters//structures for endangered, rare or threatened species.

#### **River traffic**

- Aug10. I am very concerned about the large ships that are going to go up the Thames surely they will make an impact on the beaches due to wash they will cause.
- Aug16. Not enough boat service upstream of Westminster – can there be more passenger boats?
- Oct15. More use of the river for Transport
- Oct34. I am concerned about the Thames itself becoming traffic ridden or developed over more without consideration of nature that lives there.
- Oct35. The Thames is significantly under used to ease London's traffic congestion. There are insufficient piers and pontoons to gain access
- Nov2. Heavy and confusing regulation for operators and duplication between regulators- dredging –mmo licence, PLA licence, WFD assessment. Need for commercial port to survive to reduce vehicles on roads, provide fuel etc. to infrastructure sites in the South East, and by keeping the port thriving there are methods and pathways to secure funding for management of the river.
- Nov4. The speed of many watercraft on the tidal reaches is far too fast.
- Nov17. It seems to me that the history of London and other estuary settlements are intimately related to the Thames itself and nothing should be done which might in any way distort or destroy this relationship. A critical element in this is the river as a transport artery providing transverse links between the two banks and laterally to the sea. The „stairs/steps“ were vital features in this and everything must be done to preserve and maintain them with signage pointing to their function. Likewise, wharves, whether for the ship/shore transfer of people or goods, were once in the hundreds and while far fewer now exist as much as possible should be done to preserve and highlight them. Providing as it does a multi-land highway through London which could handle far more traffic than it does there is considerable official rhetoric in favour of greater waterborne freight but the means of handling it are neglected – wharves and access to them are being planned out of existence. The Port of London's wharf safeguarding strategy, now being taken up in the London Plan, is a model that should be encouraged. There are increasingly strong environmental arguments for doing this

which should be acknowledged in the Catchment Plan. Effectively this amounts to a statutory presumption in favour of river related uses and services of all kinds but certainly including the operation of passenger and freight transport services.

- Nov19. Passenger transport on the river is limited with a lack of hop on hop off transport options. Increased use of river for passenger transport will improve people's connection and understanding of the river. However expansion of shipping needs to be sensitively handled as there has been significant foreshore/bank erosion by boat and other factors leading to loss of habitats.

### Heritage

- Sept3. Heritage sites being destroyed by tidal erosion and alteration of sea walls
- Sept23. What are you doing about the Richard Montgomery Munitions ship sunk off Sheerness
- Oct4. Not enough use of historic waterway links to connect the river to communities
- Oct33. I know there a number of hidden/secret/underground rivers in London that feed into the Thames and can see from the foreshore that there are some places they may exit.
- Nov5. Not enough is being done with regards to assessing our historic maritime infrastructure and looking to restore it and get it back into use.
- Nov13. We wish to put up a marker as to how easy it is for the understanding and enjoyment of the historical aspects of Thames to be diminished often as a result of unintended consequences. One example of this would be the excessive removal of growth from the concrete revetments and tops of the river banks. This would create an extremely harsh appearance and greatly lessen the already diminished opportunity to understand and enjoy the look at the Thames as it was in the past.
- Nov14. Increased river traffic and alteration to dredging methods may have an impact on the levels of erosion of the river bank deposits which include historical and archaeological material. Examples; historic wrecks, fish traps and the drowned forest at Erith.
- Nov18. The historic environment is an important and irreplaceable resource, and the contribution it makes in its broadest forms (buried and landscape evidence for the evolution of its paleo-, prehistoric and historic environments, as well as in its historic buildings, monuments and artefacts) to our understanding of the tidal Thames is a major theme of both our national and local stories. *An Archaeological Research Framework for the Greater Thames Estuary* was jointly produced and published by English Heritage, Essex County Council and Kent County Council in 1999. A revised version is published online on 6 January 2010 <http://www.english-heritage.org.uk/publications/greater-thames-estuary-res-framework-2010/>. This provides a comprehensive overview of the History and Archaeology of the River, characterising the historic assets and their significance, outlining their potential and the threats to their conservation. We hope that you will be able to use and refer to these documents, to ensure that the significance and the conservation of historic environment can be appropriately represented in the proposed catchment plans.
- Nov19. There is significant resistance to change from some riverside group and communities with a focus on pointing out problems and aspiring to an historic vision of the river but with little commitment seeking or engaging in finding solution to the problems.

Please add your views here.

## SECTION 2: WHAT CAN BE DONE TO ADDRESS THESE PROBLEMS?

If you have an idea of a solution to address a problem faced by the tidal Thames please add it here. Then go to Section 3.

The ideas written in blue below are responses to this plan which we have received June and November 2012. Please add your new ideas, or comments on existing ideas, in the box below the blue text.

- Nov9. Wider publicity, i.e. although this scheme has been well documented, it would have been good to see articles in the main press or on programmes such as BBC London. This would reach a greater proportion of the population. Perhaps the results could be more widely published, which would alert more people to what organisations such as yourselves are doing and hence engage them and attract or encourage them to participate in addressing the Tidal Thames problems.
- Nov9. Local Authorities should also try and engage the local population, rather than just interested organisations. In Bexley beyond Thames21, NWKCP, Natural Environment Forum and recently Erith Yacht Club, there seems to be little knowledge of the Tidal Thames Project.

### Access to and along the river

- Jun1. Consider how cycling access might be improved/impacted within any infrastructure developments or changes (e.g. adding a cycle track to flood defences, changing the status of footpaths to legalise cycling access and improving surfaces accordingly; providing bridges over creeks to make it possible to stay by the River).
- Jun3. Try to improve access for pedestrians/cyclists along riverfront
- Jun4. Look at a joined up approach to interpretation and environmental education along the Thames path
- Jul1. River access improved
- Aug5. I think it would be a good idea to put up large warning signs indicating the dangers of walking out on the mud, perhaps with a clock/timer indicating when not to walk out due to incoming tide.
- Aug12. There should public signs to remind owners about the restriction of dogs on Chalkwell beach, Southend
- Aug17. If contractors damage the Thames Path they should be forced to repair the footpath immediately – as it is their work that undermined it. Where riverside development occurs, to include public footways along the river (not diverted inland) and to provide steps to beach level to facilitate public access to both the beaches and the river itself. Developers to only be allowed to close riverside footways for agreed periods, and to be fined a significant, daily amount for every day the footpath remains closed outside of that agreement.
- Aug18. Ensure Wandsworth Borough Council allows appropriate open space on Feathers Wharf which is the only Thames Gateway to the Wandle Valley Regional Park.
- Sept4. More priority for walkers and cyclists when designing paths
- Sept11. There needs to be more secure bicycle racks in and around key areas used by cyclists. Perhaps a more detailed analysis needs to be done by the professionals, but they should tie into well used areas i.e. Victoria Park where it meets the canal, the Thames path at key tourist sites i.e. Tower of London, London Eye, Cutty Sark, Shad Thames, Limehouse Basin, also perhaps at Thames Clipper docks. Perhaps more Barclays Cycle ports could also be considered at sites along the Thames to suit commuters and tourists.
- Sept12. More viewing / picnic spots
- Sept14. All riverside planning to include riverside public access and pedestrian walks. Skyline height to be limited
- Sept15. I would like to make two small points in relation to the Thames towpath, which represents an element of thin Green Belt to many Greater London residents: 1. Refuse containers should not be permitted, particularly large ones for private companies, anywhere on the towpath. 2. Signage should be appropriate directional/distance indicators or small statutory Highway Code related examples only, recently introduced signs warning of “sudden drops” or “no unauthorised access” are unsightly and wasteful of public money
- Sept16. The Thames should be opened up more for youth sports, independent from river transport.
- Sept21. Define “access” as “access to and from the River itself for River and River-related purposes”. Promote and encourage the provision, preservation and enhancement of such River-access. Councils to put double-yellow-lines down the sides of the drawdock as far as Mean High Water. Local groups to stick warning-stickers on vehicles blocking drawdocks explaining the danger they pose and asking them NOT to block River-access, emergency or otherwise.
- Oct2. Work with anglers and nature bodies to ensure all reserves and new habitats have proper access arrangements and that anglers contribute to the development of best practice codes of conduct. The seabed to the south of Southend Pier head could be dredged and the debris from the fire removed. This would create open fishing along this stretch reducing pressure on current fishing points and opening up the pier for further

development that benefits all users.

- Oct4. Consider widening tow paths where possible so that cycle paths are separated from walking/running paths.
- Oct8. Don't let developers build on the Thames Path. No floating housing developments (existing houseboats OK). Keep the river walk open for cycling.
- Oct9. More and better access to the pathways along the Thames. The river should be more central to the people living around it
- Oct10. Better access to the River, especially in new and reclaimed areas e.g. Deptford redevelopment
- Oct12. Please leave the parks at Kings Stairs Garden and King Edwards Memorial untouched (in reference to the Thames Tunnel Project)!
- Oct16. Another river crossing between Tower Bridge and QEII bridges
- Oct22. The towpath needs raising to prevent it flooding between Mortlake and Hammersmith
- Oct36. Landscape and mooring design for public access - Increased access for the public to the river, for passive recreation (e.g. views) and active recreation (e.g. rowing) purposes, including public access visitor moorings. No developments should affect the middle third of the river or more fringe areas, if used for river-dependent recreation purposes.
- Oct37. The creation of the Thames Path took years of work and is now widely celebrated. There are still some gaps along the tidal river – some unlikely to be changed due to existing buildings and other structures, but there are still many opportunities for improved access. Unlike the non-tidal river there is no one body (such as National Trails) with overall responsibility for co-ordinating work on the Path. Enabling National Trails to undertake this work would be a step forward.
- Oct37. River Thames Society has produced a guide to all the access points along the tidal river – steps, stairs, draw-docks and hards – listing their condition and availability. Emphasising to local councils, as highway authorities, that they have responsibility for maintaining these public access points to the river, would be beneficial.
- Nov4. Adequate parking facilities, due to the structure of cities invariably means that access will always be a problem, but surely some form of provision can be made near slipways for those that use those river slipways regularly i.e. portable boat users etc. Maybe some form of yearly pass/licence that allows „exclusive“ access only to those licence holders to park in such spaces? It's a tricky one though, as it could still be open to abuse, and would need a system created to prevent flagrant mis-use for purposes other than it was designed for? In terms of anglers, we are generally a versatile collective and access (via slipways etc.) would greatly increase our opportunities to practice our sport. In addition, that any new projects include slipways to provide access to the foreshore, where possible. The more access we have (as a whole community), the more chance we have of local communities engaging with „their“ river, and the greater good concerning the river can be gained, through numbers we have strength.
- Nov5. The restoration of Northfleet Harbour will address the lack of repair facilities, public slipways, safe walk on walk off facilities, disabled access, habitat for migratory fishes, safe moorings, maritime employment and much, much more.
- Nov6. Short stay berths could be developed at some existing piers. Disused jetties & wharfs could be developed as short stay berths. Prevent existing slipways & draw docks being obstructed by parked cars (e.g. Isleworth) unnecessary Bollards (e.g. Ham House) or rubbish boom (Masthouse). Some areas of upper tideway require dredging to restore navigation at all states of the tide.
- Nov8. Regulatory – make it as simple and cheap as possible to maintain access to the river, and to the shore from the river – thinking particularly of voluntary organisations, who often have tremendous enthusiasm and a supply of free labour, but lack the resources and willpower to deal with undue regulation. (e.g. the new constraints on maintenance dredging, hitherto unregulated, which may in the future need costly permits from the MMO).
- Nov10. Further investment in access tracks, facilities (such as benches/information boards) and publicity in terms of the Thames in these areas. You could create a „national park“ along the Thames in the lower areas, as the floodplain is underutilised.
- Nov13. After many years of encouragement by Old Chiswick Protection Society, the London Borough of Hounslow first improved access to the Church Street Causeway by putting granite sets in place and then found a way to prevent cars and trucks parking on them and on the Chiswick Mall Drawdock. They have placed enforceable notices allowing only unloading at these points. This has made access to the Thames at these defined areas much easier. Where the environment is very fragile as at Chiswick Eyot, it would be better to encourage „access“ through good communication rather than excessive footfall, i.e. understanding and enjoyment through well sited notice boards, websites, videos, talks etc.
- Nov19. Ensure new developments maintain or open up continuous riverside pathway. Encourage local councils to make the most out of their riverside areas by maintaining pathways, creating viewing points and installing and maintaining bins and benches. To improve foreshore access relevant organisations should examine opportunities to increase availability of suitable access points. More access and river celebration events should be organised both large events like the Thames Festival and smaller local activities e.g.

### **Water quality, sediment and freshwater flow**

- Jun2. One possible way of remedying this is to encourage direct discharge of surface water run-off into the Thames (where appropriate and with suitable screening/treatment) from sites along the river, including new developments. Is the direct discharge of surface water run-off something that could be included and promoted in the new Catchment Plan?
- Jun3. More targeted enforcement and investigations into diffuse water pollution. At present there is not enough EA staff to be effective.
- Jun4. Improve the sewage system in London!
- Jun4. Prevent people from paving over their gardens to park their cars – causing excess water run-off and making the problem worse
- Jul1. Information on pump out locations for boats
- Jul1. Carry out wider water quality monitoring. Investigate the potential to train and organise community volunteers to carry out water quality testing along the river
- Jul2. Actions to control and improve sewage collection, transfer and treatment include increases in storm storage capacity, possible separation of surface water run-off from raw sewage to reduce risk of storm and flood mixing with sewage, thus reducing “sewage volumes”. This would probably lead to the need for more effective sewage treatment plants due to the higher levels of solids/effluent however there would likely be a reduction in volumes of grit generated at treatment plants as this comes mainly from run-off and would potentially go straight to watercourses.
- Jul3. A greater commitment of all involved in raising the positive public profile of the river
- Aug2. It should be compulsory for all domestic households to have a water meter – this would, I believe, impact on more efficient use of river water.
- Aug13. Work party at low tide to collect litter from docks, but there is very thick mud at St Saviours. The litter would need collecting in bulk. There is a need for more rubbish collecting static barges along the Thames. Also, for the docks most affected by the accumulation of rubbish, could a neat floating boom be placed across the entrance to the dock to stop rubbish floating into it? The boom would need to be quite light so that anyone actually entering or leaving the dock (which I think is very rare) could either go over the top of it, or lift the boom up and go under it. The boom would obviously float up and down with the tide.
- Aug14. Programmes to raise awareness within the public of the problems of aquatic litter and more events (more widely advertised for volunteering to clear it up)
- Aug15. More floating litter catchers that are regularly emptied
- Aug19. Alongside a catchment plan for the tidal Thames that takes account of the impact of tributaries such as the Lea, there should also be a commitment to similar plan for tributary rivers such as the Lea, Fleet, Effra etc. to achieve a joined up whole-system approach.
- Sept1. I helped clear the rubbish around Cliffe Fort a few years ago with many other volunteers organised by the RSPB.
- Sept2. Build the Thames Tunnel as soon as possible.
- Sept7. Try to clean it
- Sept8. Protect it more
- Sept9. Signs to educate people, maybe a sad looking fish crying; going to schools explain about the Thames and environmental issues
- Sept10. Infrastructure – Thames Tunnel; Stop people throwing rubbish
- Sept14. All sewage overflow to stop.
- Sept16. Cage trap to collect floating waste but not to be of danger to people or wildlife but to collect bottles, tree branches etc.
- Sept17. Government does something about it rather than spending billions on the Olympics!
- Sept18. Make public/communities aware. Education, photos, word of mouth, communication
- Sept19. Dredge parts of the Thames
- Sept21. London’s “combined” sewer system, with surface-water and sewage all ending up in the same drain-pipes, results in sewage-contaminated overflows at times of very heavy rainfall. The only solution is to divert surface water away from the existing “combined” system and into natural watercourses, either existing, or newly constructed. How you do this in London with its existing “combined” system, is complex, but there is only one solution, however long it takes to complete, and however small the individual “diversions”, it needs to start NOW. This is a slow and incremental process, but essential for long-term sustainability.
- Sept22. Improvements to local sewage farms and facilities
- Sept26. Start with schools to affect social change – little steps to achieve a great change; raise awareness and make people care
- Sept29. Improving the sewerage system should be on the lines of Philadelphia’s (USA) green infrastructure and not by the proposed Thames Tunnel which cannot solve the basic problem of too much rainwater

entering the system. The treated sewage also needs to be chemically cleaner before discharge into the Thames, as this is as much a problem as the 10-12% of actual sewage in CSO discharges.

- Oct2. If breakwaters were to be re-instated along the length of the beach at Southend, sand would be less likely to redistribute along the mudflats and they would reduce the impact of tidal scour.
- Oct4. Invest more in pollution control and in sewage and drainage solutions.
- Oct6. We need more public awareness of littering. Research and more towards total recycling methods of sewage.
- Oct13. This is a major problem which will only be resolved by the Thames Water tunnel, although Mogden Sewage works extension (due for completion in Spring 2013) will bring some improvement upstream from Chiswick.
- Oct14. Would be good to see if Thames21's litter clean-up project could be extended further out of the Greater London area. Local awareness – maybe involve local environment groups or schools to encourage similar „clean up“ days in local area.
- Oct16. Thames Tideway Tunnel essential and needed now!!
- Oct17. Look to Germany - sell bags (not only bags for life) all plastic bags! Deposit for all plastic bottles
- Oct18. Continuing with the new sewage system
- Oct20. Try to persuade people to re-use hessian/permanent shopping bags whilst popping to the shops.
- Oct21. Clearer messages on environmental/health/cost benefit of the Thames Tunnel – not just vested interests positions
- Oct22. Pick up litter and trim the overhead bushes between Richmond and Kew
- Oct23. More controls at home, in business and on the boat traffic on the Thames to reduce contamination of the river
- Oct27. Make local council take some responsibility for keeping the river banks clean
- Oct28. Boats should use glass or ceramic ware and re-use it or at the very least, provide bins with VERY PROMINENT notices to use them and not to throw plastic or ANYTHING overboard. It should be statutory to state in red print on sanitary towels that these are not to be deposited of down the toilet. Similarly, where they are advertised, the firm should have to state this LOUD and CLEAR. Bins for rubbish and dog poo at Hammersmith Bridge south side and anywhere else where they're lacking
- Oct29. Improve the sewer system. Thames Tunnel?
- Oct30. Sewage - long term solution is in place. Short term – can nets be placed over outflows? Litter -more education? More litter picking – more rubbish catching boxes – teams to be responsible for sections of river bank?
- Oct31. Local councils to be more accountable for rubbish
- Oct32. Councils to encourage the local community to do what we're doing today – volunteer to clean-up the river. Environmental groups and big companies to educate everyone. Support the Tunnel! Too much local opposition
- Oct36. Avoid contamination - By assessing if there is any contamination present and how to remediate, it will help to avoid existing contamination being unlocked and remediated as necessary. Contamination of ground waters that link with the river from surface pollution can be avoided by designing piles and basements that do not make linkages to the underlying water table/aquifers.
- Oct36. Provision of adequate infrastructure - Adequate sewerage infrastructure should be provided to avoid unsatisfactory sewage processing procedures (i.e. direct to river). Diffuse pollution could be addressed by the retrofitting, where practicable, of Sustainable Drainage Systems - SuDS (with filtration strips/swales).
- Oct37. The most significant improvement to the quality of the river and the health of all who work, play, visit and live near the Thames will come from the construction of the Tideway Tunnel , which will prevent the 39 million cubic metres of untreated sewage flowing into the river. This crucial measure to be undertaken by Thames Water should be seen alongside the current work on the Lee Tunnel, which will also stop sewage reaching the Thames and improvements to tidal treatment works.
- Oct37. Tribute should be paid to the sterling work undertaken by Thames21, in conjunction with the Port of London Authority (PLA), in organising regular clean-ups both on the foreshore and in the river. Some local authorities play their part in this work, but others do not. Requiring local councils, as highway authorities to regularly clear rubbish on draw-docks and riverside stairs would be a step forward.
- Nov2. More work to improve the waste disposal on land and on boats, as well as wider education would be beneficial. Provision of waste disposal sites for boats to discharge liquid waste as well as solid waste would also be beneficial.
- Nov4. The need for the Thames Tunnel to be built is absolutely paramount. So much progress has been made over the last 40 years and the Thames Tunnel will elevate those improvements to the next level. Concerning other pollution incidents, the fines that are imposed on any company or individual that is the cause of serious pollution incidents, should be re-invested into the reparation of the river itself, and not consumed by central Govt. and „lost“ within the system.
- Nov6. Construct the Thames Tunnel.

- Nov9. Stricter enforcement. Give the EA greater powers to prosecute and make the deterrents, i.e. fines more substantive. An early decision on the route and timetable for completion of the super sewer is needed.
- Nov13. Any steps such as the Thames Tideway Tunnel which might prevent sewage overflow are to be strenuously encouraged.
- Nov16. Farm Conservation Advice – a project funded by the Greater Thames Marshes Nature Improvement Area (NIA), to address diffuse pollution from agricultural runoff. This will involve using farmland advisors to work with farmers and local water companies to integrate buffer strips and reed beds into their land management. There is also the opportunity to reduce fertiliser inputs through rotational cropping of nitrogen fixing crops. Integrating Sustainable urban Drainage schemes (SuDs) into new developments and using a risk based approach to identify where retrofitting Suds into existing developments would deliver the most benefit. Regional SuDs schemes, such as wetlands, can also provide important biodiversity benefits.
- Nov19. To tackle diffuse pollution a range of approaches are required. The Thames Tunnel will reduce CSO discharges in the future however more work on installing sustainable urban drainage systems should be carried out immediately. Engaging people directly in the solution is also important. Volunteers can be trained to basic water quality testing and schools involved in learning and testing activities. The lack of statutory duty on clearing aquatic litter make it essential that local communities are directly involved in clearing litter from the foreshore. Research to better identify the extent of problems, particularly local issues and trends should be carried out. This data can inform public awareness, behaviour change campaigns and influence policy; for example encouraging the introduction of a plastic bag levy across London and the installation of more litter traps in the river.

### **Redevelopment and riverside planning**

- Jun4. Local authorities should make sure new developments include community facilities for use of the river- particularly for schools and local children and make some wildlife enhancements also.
- Jul1. Greater commitment from borough councils to require riverside developments to include habitat improvements in their design.
- Aug15. Harness tidal energy to generate electricity, lunar power! Predictable unlike wind and solar.
- Aug17. Where riverside development occurs, to provide grants, tax breaks or other financial inducements to encourage developers to factor in design elements which will enhance and improve the natural habitat.
- Aug17. The reed beds constructed and planted near the Dome are a good example. Even leaving a thin stretch of „rough“ ground above high tide level allows wild plants to flourish.
- Aug18. House boat planning regs that stipulate marine associated design elements to harmonise with the river environment and avoid the caravan park look.
- Aug20. As development opportunities arise, developers should be required to set new developments back from the river’s edge, by perhaps 10 metres at a minimum. This would allow access for the public, provide extra flood storage and allow greater habitat connectivity.
- Sept14. Invite and require all riverside developers and builders to participate in planning/consultation processes. Require planning permission for hard standings and driveways so to lower storm water volume to drains. Ensure that river banks are secured by appropriate means e.g. Syon reach and safety measures are in place. Perpetual vigilance is essential so that the Thames is not used as a dump or as a means of generating profit for private enterprise. The Thames belongs to the riverside communities, to the whole of London and is a jewel to all the UK and for all our visitors.
- Sept16. State of the art build a tidal hydro and wind power station with road and rail across the estuary
- Sept21. Riverside development sites should be subject to a statutory presumption in favour of River-uses and River-related-uses, and should be protected by the town-planning regime and regulations from exploitation by developers only interested in maximising financial returns. (This would be comparable to the protection currently given to Green Belt sites by current planning law). The whole tidal Thames should be designated as Metropolitan Open Land (the urban equivalent of Green Belt). The recent National Planning Policy Framework confirms that in this planning context, “land” includes water, so the fact that in the case of the Tideway the proportion of water to dry land is different from that in actual Green belt, is irrelevant to the basic designation, and the protection it would provide from inappropriate development.
- Sept24. Build on brown field not green field community land
- Sept25. Brown field site in E16/E6 area near to tidal basin inlet King George Dock – designated for development and awaiting clearance. Project should be halted, the wildlife that thrives there should be supported and eventually a nature reserve should be established.
- Sept28. Encourage mooring and restrict building
- Sept29. Generally there needs to be much more attention paid to riverside developments. They must not be allowed to fill, to great height, every available space along the riverbank. The spaces between housing/office blocks on a particular site and between sits should be strictly and statutorily controlled. There needs to be much less hard standing and more soft green landscaping along the Thames Path in London. New developments must ensure that surface water is not allowed to flow into the sewers.
- Oct1. The number one priority must be a world class, international hub airport with at least four runways

initially but with the potential to grow to eight or more. To support that there will clearly need to be lots of supporting infrastructure and in particular a motorway getting as close to the City as possible and perhaps terminating at the Western End of the Limehouse Tunnel. It will obviously be able to link to the M25 to serve the rest of the country. Consideration could also be given, if economic, to a rail link to the Channel Tunnel to connect to Frankfurt, Amsterdam & Paris.

- Oct2. Ensure proper consultation with anglers and other pier users at pre planning stage as the pier is redeveloped. Planning should include the opening up of closed areas when pier
- Oct4. Consider opening up new basins along the river, making use of rivers and streams which have been closed in over the years such as Stamford Brook, the Fleet etc. These might become new centres of amenities such as boat moorings, affordable housing, cafes and boat “bus” stops, making more use of the Thames. Preserve historic features such as Kew Pond. Encourage more communities to face onto the Thames and link to communities on the other bank with public amenities, for example encourage Kew Gardens to implement their plans for turning the current Thames side car park into gardens along the Thames and to build a footbridge linking Kew Gardens with Syon Park.
- Oct7. Planning rules for London Boroughs should enforce all new roofs to be water absorbent - either green or rubble, front gardens to be water absorbent. Strict planning against paving over
- Oct13. The banks of the Thames should be comprehensively included in Conservation Areas, and the increasing use of canyon residential blocks bordering the Thames – particularly along the higher reaches – should be halted.
- Oct15. Government (local and central) coordination of waterways
- Oct16. Better council/Boris management of housing developments vis-à-vis lack of sustainable local infrastructure. No estuary airport.
- Oct19. Say not to Thames Estuary Airport (TEA)!!
- Oct20. Try to move centres of employment to other parts of the country to reduce the pressure on the south-east.
- Oct34. I think awareness of the Thames as a nature reserve – particularly for Central London – would be fantastic. If it could be treated with as much respect as Richmond Park and become seen as The Royal River – perhaps that label and backing would preserve and protect it
- Oct35. Planning permission for Landscale Thames side – especially on the south side – should only be given if there is a pier/pontoon provided
- Oct36. The Environment Agency encourages early engagement with developers and consultants to influence the design of future proposals. Proactive engagement can lead to a greater knowledge of the environmental impacts and issues within the decision making bodies. This will increase the likelihood that local authorities will encourage developers and consultants to design schemes that are environmentally sensitive. We work with local authorities to ensure that their local plan policies are environmentally sensitive.
- Nov2. Providing tangible solutions for mitigation on site with little red tape, making it possible for developers and operators to manage and maintain a sustainable site along the Thames as part of a larger sustainable port.
- Nov4. Collectively there is a tremendous opportunity to help turn our fine river into a shining example of urban planning. Regarding the point, we, as an organisation would sincerely hope that the Catchment Plan, and those that will be in a position to coordinate the “Plan”, can be used to assist local authorities and Councils in broadening their knowledge base concerning those that use the river’s [scarce] amenities i.e. slipways. Where appropriate, ensuring that Council Planning Depts. are aware - at the planning stage of private developments for example - that are built along the shores of both banks. This is just one relatively inexpensive amenity that can be used by existing local communities, to access their river’s foreshore.
- Nov5. The restoration of Northfleet Harbour will be an exemplar to riparian regeneration and riverside planning.
- Nov6. All new developments to be obliged to consider the river edge to enhance access and to improve wildlife habitat. No new developments should be allowed to encroach further into the river unless their use is directly river related. Proposals to redevelop boatyards should come under detailed scrutiny with a presumption to refuse unless an overwhelming case can be made.
- Nov7. The London Plan provides in particular through its water management policies (5.12 – 5.15) and its Blue Ribbon Network policies (7.24 – 7.30) a strategic planning framework for local authorities and communities along the tidal Thames to promote and implement measures to improve the water environment (and address the issues raised). There is scope through the Mayor’s All London Green Grid SPG and the Area Frameworks to support required actions. Meetings of the London Waterways Commission could also seek to initiate required actions.
- Nov8. Support Sept21 comment – restrict river-side developments to those which specifically require to be at the waters edge – generally activities associated with boats and other maritime activities.
- Nov9. The NPPF calls for development to be sustainable, some of the proposals for projects in the Thames Estuary would be anything but that, i.e. infrastructure and water supply to a new airport would have a negative impact on ecology, landscape and quality of life. Both government and local authorities must

implement the clauses in the Countryside and Rights of Way Act (2000) and the Natural Environment and Rural Communities Act (2006) that state that consideration must be given to Biodiversity in legislation.

- Nov19. (See access) Ensure a wide range of river users, interest groups and local residents are consulted over new riverside developments during the planning phase.

### **Flood Risk**

- Jun5. More engagement with members of the public in the vicinity of the river would help to reduce some of the concerns associated with flooding from the river. Continued maintenance of the existing defences (as is proposed) will help to protect areas adjacent to the river. An integrated approach to flood risk management including the Environment Agency, Lead Local Flood Authorities and water authorities will help to ensure that flooding from all sources is managed together where possible.
- Sept21. Encourage the Environment Agency (EA) to go on doing a good job looking after our Flood Defences. EA should be severely disciplined for their flagrant breach of duty and trust when they allowed a reduction in flood capacity at Fulham Football Club for a use which is nothing whatever to do with the River, by approving the Club's proposed encroachment out into the Tideway (a navigational waterway) to extend their grandstand.
- Oct36. Design of flood defences – By setting back flood defences, flood storage volume is increased, flood flow conveyance is increased, and the possible impacts of scour on the defences are reduced. There is also the opportunity to create areas of inter-tidal habitat, which leads to better green/blue links along the river for wildlife. This habitat can also create a degree of buffering from the impacts of nearby diffuse pollution through filtration of any pollutants and increases the recreation options available for the public. For existing sea walls it might be possible to improve the biodiversity by implementing "vertical beach" style improvements. Where re-development is due to occur, it may be possible to instigate terracing which is sensitive to biodiversity and improves the opportunity for habitat improvement/creation. Guidance exists for this in the form of Estuary Edges (a joint publication by the EA and Thames Estuary Partnership).
- Oct36. By increasing the space (both vertical and horizontal) landward and riverward of the flood defences, the ability to inspect and maintain them is improved. This means that the various machines can access them should they need to be repaired or raised in the future. This maintains the structural integrity so that the defences are improved if they are failing, and can take the loadings that would result from any future raisings required to tackle climate change. The planning and flood defence consent process also makes sure that developers are aware of the structures that make up the flood defences, like tie rods, which could otherwise be impacted during construction.
- Nov4. The need to alleviate the risk of flooding seems obvious and it would need to be done in a manner that compliments bio-diversity. The technological requirements are beyond our capabilities to comment on and best left to those far more informed in the regard.
- Nov6. The EA has been invited to consult the RYA on these Matters.
- Nov19. Ensure that Thames Estuary 2100 Management Plan is effectively communicated to the public. Create local flood plans and where possible use managed realignment of flood defences to create space for water and new habitat.

### **Wildlife and Habitats**

- Jun3. Safeguard marginal/terrestrial habitats for wildlife, including jetties as winter roost sites for waders
- Jun4. Improve habitats for wildlife right along the river - even where it is more residential
- Aug16. More floating rafts in docks to provide habitat for birds
- Aug20. Any management plan for the Tidal Thames should make reference to the Aits, as well as other natural flood plains, such as at Syon Park, that might be negatively affected by the non-native invasive species. Future efforts to recreate tidal meadows or flood plains, such as at Kew or Ham, would need to take into account the likely impact of invasive species to assist in the mitigation of any negative consequences.
- Sept5. Estuary wide habitat strategy is needed
- Sept12. Reed beds, natural habitats, natural flood defence ideas
- Sept25. The River Lea E16 East India Basin managed by Lea Valley Country Park. The tidal basin and the Lower Lea reaches should all be given over to Lea Valley Group and a „wildlife corridor“ established to allow migrating fauna
- Sept29. There need to be more steps taken to soften vertical riverbank walls to enable water fowl to have safe resting points (too many tiny young birds are seen being washed down stream to certain death).
- Oct2. Along with breakwater re-instatement, mechanical harvesting of non native Oysters through dredging, should be better regulated to reduce the destruction of the Blue Mussel beds. Hand collection and area rotational techniques for harvesting could be introduced. Consult angling and nature groups to agree content of educational notice displays, agree locations, secure funding and install.
- Oct13. The growth of native species of trees along the river bank should be encouraged, and Councils should be discouraged from their policy of not replacing those that die. We must preserve what remains of the rural landscape along the river banks. A coordinated approach to wildlife of every kind should be

adopted. The increasing colonisation of the river by Canada geese, at the expense of other, native birds, should be checked.

- Oct36. Sensitive construction techniques - Method statements should not include certain types of works, like impact piling, which can disrupt the seasonal behaviours of birds and fish during sensitive months of the year. Builders and developers should also adhere to pollution prevention guidance in order to not affect the land directly adjacent to the river. This also includes how to treat invasive species found on a site and prevent invasive species entering the site during construction.
- Oct36. Sensitive light management - Reduce the use of artificial lighting near the river corridor.
- Oct36. Improvements to fish passage can be made to increase access to suitable freshwater habitat along the Tidal Thames for migratory fish species by working with the EA and land owners to identify obstructions and possible solutions e.g. Mardyke.
- Oct36. Work with LISI and the PLA on tackling Invasive species and bio security, though further research into the extent and possible methods is needed.
- Oct37. River Thames Society has tried to draw attention to wildlife habitats along the river and their often fragile status. Our web-site "Exploring the Thames Wilderness" ([www.thameswilderness.org.uk](http://www.thameswilderness.org.uk)) lists a wide range of habitats that are open to the public, near the river or its tributaries and managed for conservation and wildlife. These crucial areas deserve to be more widely known and appreciated.
- Nov4. Private developments often bear influence from agencies and stakeholders to incorporate wildlife habitats into their design and build, which can only be commended. However, anglers are often excluded from such environments and as anglers we would wish more consideration in this regard and would view it as an abject failing of the „Catchment Plan“ if anglers concerns were not considered fully. Regarding non-native species. Invasive plants are particularly prevalent, and in view of agency spending restrictions it is very much an area that stakeholders and concerned groups can assist greatly in. The catchment wide groups can, through the „The Plan“, perform a great deal of correlated work to make an immense difference in this regard.
- Nov5. The restoration of Northfleet Harbour and the deculverting of the river Fleet will recreate an environment for migratory fish to use.
- Nov6. River edge "softening"
- Nov9. I would like to see the reestablishment of the Managing the Marshes initiative. This would involve obtaining government funding, but it would again bring together the many stakeholders along the outer Thames who have an interest in maintaining the grazing marshes of the Thames Estuary. Improvement to marginal habitats, work around the Greenwich Peninsular shows what can be done with little space. There needs to be a river wide initiative to remove invasive species, possibly overseen by LWT. Funding could be an issue, but there is no reason why the GLA couldn't fund on a yearly basis.
- Nov13. There must be a balance between counteracting invasive species such as Himalayan Balsam and stabilization work with not undue disturbance of wildlife habitats particularly in the nesting season. Can initiatives to hunt Chinese Mitten crabs be encouraged?
- Nov15. The Club concluded that its aims and objectives as far as the Erith Saltings is concerned should be to prevent further erosion and restore the reed bed, stop the flow of rubbish accumulating in the marsh and clear the marsh of rubbish.
- Nov16. Managed realignment schemes. The RSPB has experience of carrying out large-scale managed realignment schemes with its Wallasea Island project. This can lead to the creation of Priority BAP habitats, such as saltmarsh and mudflats, which can in turn improve water quality and address the issue of coastal squeeze. Beneficial use of dredged material to improve the condition of designated sites and prevent erosion taking place. This involves pumping appropriate dredged material onto existing designated sites where they are in unfavourable condition. Wetland habitat creation schemes to store water to reduce the need for abstraction of groundwater. The RSPB has created a 20ha freshwater lagoon at its Bowers Marsh reserve in South Essex and this can be used to maintain water levels throughout the site for breeding waders.
- Nov19. Pressure must be maintained on developers to include habitat creation as part of riverside development. Further research is also required to assess problems and seek novel solutions to create habitat in the highly modified section of the tideway. Volunteers can play a valuable role in the installation of many small scale habitat improvements and in monitoring these improvements. Volunteers can also assist in the monitoring and control of NNIS where early local action can greatly reduce long term problems.

#### **River traffic**

- Aug7. Care should be taken when planning for and encouraging river traffic and associated tugs.
- Sept16. The Thames should be river transport for the public not only for the rich i.e. cherry garden green land and south dock
- Oct25. Thames should be exploited more as a form of transport as tubes and roads become busier
- Oct35. All the relevant authorities should cooperate to increase Thames traffic – especially passengers. The mayor should provide subsidies and incentives to promote traffic.
- Oct37. The tidal river from Teddington to the sea is part of the Port of London, the second busiest in the UK, handling about 50 million tonnes of cargo a year and with some 30,000 people working in jobs directly

connected to the port and the Thames. The river is an essential part of the transport infrastructure and plays a pivotal role in thousands of supply chains, with over 70 independently run port facilities along the 95 mile stretch. The goal is to safeguard existing wharves and port facilities, while developing new opportunities that enhance employment and the maritime skills base, in the context of conserving and improving the environment.

- Nov2. A singular process for regulators to work with that connects all the individual requirements and therefore each understands the others likely issues. Therefore consideration of trade and environment together is likely to be achieved.
- Nov3. I am very keen that the substantial pier at Millennium Drive on the East side of the Isle of Dogs should be taken back into public use for the Thames Clipper service and other ferries. The lack of any public pier in the area discourages local residents from making use of river boat services.
- Nov4. Possibly needs speed restrictions issued by the PLA with exceptions, where deemed necessary.
- Nov17. While the existing geography of the river inhibits access for all but small or modest size seagoing vessels, for a port city such as London nothing should be done to reduce further the size of vessel that can be accommodated. Visiting ships either military or commercial, are very attractive additions on the river. It still seems quite unbelievable that London, a world tourist attraction of the top league, does not have a welcoming cruise ship terminal. Such should be an integral feature of a plan for the river.
- Nov19. To increase public transport on the river boat travel needs the same subsidy from the GLA as tube and bus transport. Part of any expansion on boat traffic on the river must include a study to find the root cause of foreshore erosion and the impact of particular boat designs. Measures to enforce speed restrictions and install foreshore erosion controls should be considered.

### Heritage

- Sept3. More awareness needed of historical sites being uncovered along coastline.
- Oct33. Could signs be placed above the exits of underground rivers to show where they are and which river it is?
- Nov5. The archaeological investigations at Northfleet Harbour are revealing a rich maritime heritage for the Thames ranging from Viking Invasion Fleets, Roman Settlements, Elizabethan Armada defences to the birth place of the modern cement industry.
- Nov13. Steps need to be taken to continue the liaison with the PLA and the Environment Agency to ensure that the concrete revetments and river banks are not overly „cleaned“ near Conservation Areas so diminishing the more historical „rural“ aspect of the river. More study needs to be taken into the historical appearance and use of the river banks. This would lend weight to the understanding and preservation of these aspects.
- Nov19. Use heritage as a catalyst for change. Change creates strong feelings which can be harnessed to get people talking about current and future environmental issues. Many organisations with interests in the many different histories, including industrial and maritime heritage of the Thames, must be involved. Encouraging greater use of the river through multi organisational public events like the Thames Festival will get people to join this debate about the Thames past and its future.

Please add your views here.

## SECTION 3: ACTION PLAN

What should the target be to achieve and by when?

Who else can help deliver this target? What part can you (or your organisation) play?

Please indicate if you work for the organisation you talk about and whether a solution is just an idea or a commitment to complete the suggested action.

Please add your views here. Then go to Section 4.

The ideas written in blue below are responses to this plan which we have received June and November 2012. Please add your new ideas, or comments on existing ideas, in the box below the blue text.

- Oct36. Delivery agents should include;
  - Environment Agency, Natural England, Forestry Commission (Defra)
  - Greater London Authority, Local Planning Authorities
  - Planning Local Authority, Transport for London, Marine Management Organisation
  - Thames Water (and related industry)
  - Thames21, Thames Estuary Partnership,
  - Local Enterprise Partnerships
  - Wildlife trusts
  - National Trust, English Heritage
  - LEAs (local education authorities), FE (further education) establishments
  - local community groups
- Oct36. London Green Grid Local Nature Partnership (LNP) and the Thames Gateway LNP should be made aware of the plan and ensure that their aims are commensurate with those of the Plan. Various foreshore days and boat trips have been successful in raising awareness of the various impacts on the river and influencing decision makers. Continue to raise the profile on the importance of the foreshore. Continue to input into initiatives such as Thames21 and the London Biodiversity Partnership, there is value in improving co-ordination across the area geographically and across sectors.
- Nov7. The Further Alterations to the London Plan, the process for which will commence in 2013 will provide an opportunity to refine the water-related policies in the London Plan. Annex 1 of the London Plan Implementation Plan includes actions to facilitate the delivery of the London Plan policies, including actions on water-related policies.
- Nov9. There are a number of initiatives proposed by Natural England, RSPB, LWT, e.g. Natural Areas, London Living Landscapes. These all appear to have similar objectives, so perhaps a more coordinated approach with all organisations working together rather than individually. Overall the target should be to achieve an ecologically viable river corridor that is fully protected by legislation and conservation designation and is inviolate. Future proposed development should be fully cognisant of these facts and any that is inappropriate, i.e airports, should not even be considered.
- Nov11. As the Coordinator of the TSKC the main issues are lack of funding to help deliver the projects and diminishing staff in Local Authorities who have to concentrate on core work due to having less staff. If there was enough grant funding for the TSKC each year it would be good value for money. This was demonstrated this year as more funding has been brought in for projects through grant bids that the TSKC has cost so everyone can benefit. An example of this is shown along the Towpath at Mortlake. A Viridor grant of 30K was received by the WLRG with the assistance of the TSKC coordinator. The London Borough of Richmond Upon Thames contributes a small annual donation to the TSKC of just over 5K which allowed for the bid to be made and working with the local community and volunteer groups. The match funding was put in by the Local Authority as this was a project that they wanted to do but did not have sufficient funding for. The work has now been completed and there is a brand new section of granite towpath in an area that was very prone to flooding. There have been a number of volunteer days arranged to help paint railings and clear litter and overall this project has been a real success. There is an opportunity to continue on with these types of projects however with funding cuts to Local Authorities there is no guarantee that this work will continue. A further 60K of additional funding for the London Borough of Hammersmith and Fulham and local Friends Groups has been brought in over the last year, however the funding for the TSKC is not secure after April 2013 so a valuable asset that is very cost effective may be lost.
- Nov16. Need more information from the Environment Agency on the source of problems (results of investigations) to inform the next River Basin Management Plan (RBMP) cycle.

## Access to and along the river

- Jun1. Have a target of (say) 2015 to complete and publicise a continuous cycling route along the river bank from central London to (say) Southend. Emphasise links by Greenwich tunnel, Woolwich ferry, Gravesend ferry and QE2 Bridge to the Thames Path on the southern side. (Will the new cable car at Greenwich take bikes?). Liaise with organisations like Sustrans (if you are not already) to gear up funds. I am a volunteer ranger for Sustrans, although I do not speak for them. I would be interested in assisting in any route development initiatives.
- Jun3. Improved river access by 2020
- Jul1. As an Environmental Education charity on the tidal Thames, Thames Explorer Trust, can help by advising on how to improve foreshore access and can help raise awareness as part of our education programmes.
- Sept11. Get Barclays and the local authorities involved in joining up with the current cycle networks, hire points, tourist attractions and Thames Clipper docks.
- Oct2. Seek estimate and secure funding to recover debris on sea bed to the south of Southend Pier head improving the angling experience at this location.
- Nov4. As detailed in the TACs response to the „Thames River Basin Management Plan“ [consultation], the need for our catchment to fully utilise a group forum through the use of forum boards would allow a greater level of centralised cross-community information/discussion. While we accept that such boards are difficult to manage, it should not be lost that it does not necessarily have to adopt the role of a „question and answer“ facility. What it should do is allow the community to post their concerns, allow the community to point out to the many where local responses to consultations/planning applications are in progress, and highlight the need for a collective catchment approach. The benefits of such a facility far outweigh the disadvantages as there are then „no excuses“ for lack of inclusion. The need to implement such a board facility is therefore paramount from day one.
- Nov4. The obvious benefits - regarding access along the river - are being able to approach access problems from a diverse, but refined position, as a collective. Without such facilities the catchment plan will potentially exclude many that would be willing to assist.
- Nov5. Support the restoration of Northfleet Harbour to provide the much needed access to the River Thames to the public as well as much need employment and traditional maritime skills.
- Nov6. Require developers to provide short stay berths as condition of planning – e.g. Battersea Power Station and Thames Tunnel CSO intercepts which are built on the foreshore. Survey existing slipways & implement parking restrictions on slipway & below MHW (will require byelaw). Consider re profiling of Masthouse Slipway to improve tidal access and enhance rubbish collection. Dredging
- Nov10. The local authorities, Environment Agency, private companies and developers could all help to deliver further investment in access tracks, facilities and publicity. They could also help create a „national park“ along the Thames.
- Nov13. The West London River Group is the essential forum for sharing information about different aspects of access to the river. OCPS is planning a website and hopes to include information and understanding of Chiswick Eyot and the Chiswick Mall riverside as part of Old Chiswick. This we hope will encourage appropriate access to the river using the Drawdock and the Causeway but help reduce unnecessary footfall on the fragile island. The irony is that too much physical activity to help stabilize and clean-up Chiswick Eyot will endanger its fragile nature. After all the fundamental aim must be to retain the existence of the island: without it, a large piece of the heritage will be lost. We would welcome discussions to help ensure that all activities are kept to the minimum necessary.

## Water quality, sediment and freshwater flow

- Jun3. Have 100 more Enforcement Officers – EA testing outfalls and local polluters
- Jun4. Thames Water and the local authorities must come to a coherent solution about what happens to our sewage in London, instead of just closing our eyes to it and hoping it will go away. At present there appears to be a stand-off over the super sewer question that is not helping anyone.
- Jun4. Training volunteers to test the water quality.
- Jul1. There is the potential for Thames Explorer Trust to monitor pollution levels with school and community groups.
- Jul2. Any changes to Sewage/surface water run-off management strategies will need a significant investment and a Strategic Water/Sewage Management Strategy would need to be established to identify Long-term objectives and Long-term action planning as a change to the current infrastructure/strategy will take a long time to reconfigure and adapt.
- Aug12. I swim regularly at Bell Wharf beach, Leigh on sea – autumn and winter (short swim!) and it has been reassuring to see the Environment Agency take samples of sea water at Bell Wharf for analysis – I’m not sure how often this is (or used to be) done.
- Aug19. I think groups such as Thames21 and those responsible for the Lea and tributary rivers such as the new Canals and Waterways Trust, Lea Valley Park Authority, and local voluntary groups should be able to

provide suitable input on improving the water quality of tributaries – perhaps consulting local residents along the riverside at local and well-publicised engagement events.

- Oct2. Authorities responsible for flood defences to review medium to long term beach replenishment plans at Southend and introduce measures to reduce the impact of sand redistribution onto the mud flats
- Oct36. Water Quality targets in the Water Framework Directive should be incorporated into the plan
- Nov2. Reduced volumes (not weight to take into account lighter materials) of solid waste being collected by volunteers and driftwood collectors. More reception facilities for all types of waste on the river.
- Nov4. Thames Tunnel Now!
- Nov6. The RYA supports the construction of the tunnel. We have requested consultation regarding the construction of foreshore CSO intercepts (see above) and impact of construction on some RYA affiliated organisations.
- Nov13. OCPS will continue to work with Thames21 to provide opportunities for volunteers to help stabilise the banks of the Eyot using the withies harvested from the island, and to remove plastic rubbish and rotting vegetation.
- Nov16. The Thames Tunnel (super sewer) project being undertaken by Thames Water to deal with the 39 million tonnes of untreated sewage which overflows into the Thames each year. The RSPB supports this project as part of an integrated series of measures, including the Lee tunnel, upgrading existing sewage works and SuDs.
- Nov19. Thames21 will continue to deliver practical activity on the Thames foreshore with Londoners and take this opportunity to pass on messages for behaviour change to reduce water use, improve waste management and develop understanding of the Thames and the problems it faces. Thames21 is delivering a volunteer water testing project on the river Lee. We aim to expand this project onto the Thames to generate more water quality data and improve Londoners' understanding of diffuse water pollution. The construction of the Thames Tideway Tunnel will significantly reduce the amount of untreated sewage discharged into the Thames annually. Thames21 has joined the Break the Bag Habitat campaign that is calling for the introduction of a charge for single-use carrier bags in England. Thames21 is working with volunteers to actively implement a range of filtering and trapping systems such as reed beds and gravel trenches to intercept storm water on the Salmons Brook and will continue to look for opportunities to deliver SuDS projects with local people around rivers across London.

### **Redevelopment and riverside planning**

- Jun3. Safeguard natural river marginal habitats by 2015, and include habitat enhancements, such as „Estuary Edges“, in new developments
- Jun4. Local borough councils could use existing approved design guidance such as „Estuary Edges“ when working through planning applications; development agencies/contractors could work in partnership with community groups or NGOs to create habitat as part of design plans.
- Jul1. I think all organisations, local authorities and businesses who have a connection to the tidal Thames should be responsible for its management; even if they only play a small part as the Thames is often taken for granted.
- Aug17. Local volunteers can help, under the guidance of charities such as Thames21 – with funding perhaps supplied by those companies developing property along the riverside.
- Oct2. Consult with disabled representatives and local council to provide improved facility for disabled anglers on Southend Pier. Seek funding from appropriate sources. Angling and Wildlife groups to be engaged at planning stages for all new developments in the catchment/estuarial area.
- Oct36. There will always be demand for development near the Thames riverside. The aim should be the acceptance by all involved in development (decision makers like local planning authorities, developers, consultants, GLA) that environmentally-sensitive development is the default not the exception. The Environment Agency will commit to trying to achieve this.
- Nov2. Use current forums for the Thames to work together for a plan that does work for all involved not simply the environment without economic consideration. Communication between regulators to highlight issues for developers early on, rather than retrospectively having to correlate responses. Not being afraid of sharing information early on.
- Nov4. Communication among the catchment groups should be an open opportunity for all to invest in their rights to use the river, forum boards are the facilitator.
- Nov5. The target should include regeneration and redevelopment that actually addresses the shortfall in maritime facilities. It is a sad indictment that the Thames Estuary and Tidal Thames arguably the most important river in Britain does not have any public slipways and only one public landing stage.
- Nov6. Require statutory consultees to consider the river edge to enhance access and to improve wildlife habitat during planning consultation.
- Nov19. Section 106 money from riverside development must be used to improve the river. New developments should include sustainable drainage options. The Code for Sustainable Homes is currently voluntary for privately funded construction project. Constructors must be encouraged to develop more

sustainable designs.

### Flood Risk

- Jun5. The London Borough of Hammersmith and Fulham would be keen to work with the Environment Agency to look at solutions for managing flooding from more than one source. The main target regarding protection should be to continue with maintenance of defences along the river. LBHF will be undertaking a flood awareness surgery with its residents in October 2012, Environment Agency's involvement in this and any future awareness schemes will ensure that the public are made more aware of the risk they may face and how to take steps to protect themselves where necessary.
- Nov6. Consultation
- Nov9. Local Authorities and developers must treat floodplains as areas that are not suitable for development. The Environment Agency produced Thames 2100 some years ago, is it not time that its findings were published and implemented.

### Wildlife and Habitats

- Aug20. Consultation with the London Wildlife Trust, which manages Isleworth Ait, may provide a template for the management of other aits. Volunteers could assist in the control of Himalayan balsam on the aits and at Syon, as well as with any habitat rehabilitation. Sensitive planting of riparian species, including rare trees, such as Black poplar (*Populus nigra* subsp. *betulifolia*), would assist in partially restoring the natural floral diversity of the Tidal Thames. Other volunteer groups, such as the Environment Trust for Richmond-Upon-Thames, may be able to "adopt" an ait and be partly responsible for its management based on commonly agreed guidelines. However, long-term management of the invasive alien plants on the Tidal Thames cannot be achieved in isolation from the river's tributaries. Cooperation with catchment host organisations responsible for producing management plans for small tributaries, for example, the Rivers Lee, Wandle, Brent, and Crane, is essential to reduce the volume of viable propagules entering the Thames. The latter task is likely to be more problematic to achieve than managing the invasions along the Tidal Thames itself. In addition to the above measures, any action planned to target invasive non-native species would need to be in consultation with the London Invasive Species Initiative (LISI), via the London Wildlife Trust.
- Oct2. Shellfish industry, wildlife and fisheries authorities to consult and agree a habitat management plan for the restoration and maintenance of the Blue Mussel beds on the Southend foreshore. Ideas may include relocation of young Mussels to the location, hand harvesting and dividing the area into sections where harvesting could be carried out on an annual rotational basis to ensure recovery. Consult angling and nature groups to agree content of educational notice displays, agree locations, secure funding and install.
- Oct36. There are also opportunities to work with other plans and initiatives to tackle other elements on the Tidal Thames. One of these is tackling invasive species by supporting the London Invasive Species Initiative LISI and ensuring that its projects which target those species identified by LISI are integrated into this plan.
- Oct36. Biodiversity targets set by the UK Biodiversity Action Plan and those aspired to in the London Biodiversity Action Plan which the Environment Agency is also working towards, should be incorporated into the plan. There are also Green Infrastructure targets and objectives are set out in the sub-Area Frameworks of the All London Green Grid, and in the Project Plan of the Greater Thames Marshes NIA which should also be incorporated.
- Nov4. This is a fluid circumstance and recommendations/representations from the catchment groups should be in action from day one.
- Nov5. Deculvert the river Fleet and link it to the Thames with appropriate fish gates.
- Nov13. We look forward to continue working with Thames21 to organise working parties to destroy Himalayan Balsam and pick litter on Chiswick Eyot. We would welcome more discussion to ensure a balance between „cleaning up“ the island and retaining wildlife habitats.
- Nov15. Erith reed saltings. The solutions proposed by a number of long serving and experienced EYC members are to:
  - Create a barrier running almost parallel to the river. This would also serve as an additional slipway and would prevent further erosion for about a hundred metre stretch of marsh.
  - The barrier would also control the direction and flow of water from the tidal creek thus minimising scouring.
  - This initiative would be complemented by placing willow bundles and hurdles (following Dutch sea defence practice) along the half tide level to allow the mud to rise to the level of the existing reeds.
  - Install a vertical net supported by a floating boom to keep out plastic and other floating rubbish. The net's meshes would be large enough to allow the shoals of fish fry referred to above, to feed and get protection at high tide.
- Nov16. Specific actions currently underway by the RSPB (or with partners):
  - Thames Terrace Invertebrates project within the Greater Thames Marshes Nature Improvement Area (NIA)
  - Restoration of Higham Marshes to make it suitable for breeding waders

- Farm Conservation Adviser post to link land management, communities and reach shared objectives and actions
- Habitat restoration and management – our reserves – South Essex Marshes, Cliffe Pools, Northward Hill, Canvey.Wick
- Working with Local Nature Partnerships and Local Authorities to adopt strong Environment Policies into their Local Plans.
- Nov19. For the last 3 years Thames21 has worked with researchers at UCL to assess and trial the use of modified green wall habitat units on flood defence walls to create opportunities for increased marginal vegetation along the tideway. This trial is on-going.

#### **River traffic**

- Nov4. Speed restrictions should be imposed without delay, like ASAP.

#### **Heritage**

- Nov13. OCPS will continue to help preserve Chiswick Eyot as a rare historical withy bed, and to help preserve other aspects of the historic riverside. We hope to disseminate what is already known about the history of this area together with new research through our website, the WLRG and other appropriate outlets.
- Nov19. Various public access events take place along the Thames annually including the Thames Festival and the Tower National Archaeology weekend. These events offer opportunities for Londoners to learn more about the Thames. A greater variety of river organisations should get involved in these events and a larger number of this type of event should be organised along the Thames. Thames21 is working with the Old Chiswick Protection Society to help reduce erosion and improve habitat diversity while maintaining the historical integrity of the eyot.

Please add your views here.

## SECTION 4: HOW DO YOU USE OR RELATE TO THE TIDAL THAMES?

Please provide some background about how you use, interact with and value the tidal Thames. Then go to Section 5.

The details written in blue below are responses to this plan which we have received June and November 2012. Please add information on how you relate to the tidal Thames in the box below the blue text.

- Jun1. I enjoy cycling: I have a just-for-fun website [www.cyclingfromguildford.co.uk](http://www.cyclingfromguildford.co.uk) describing various routes accessible from my home in Guildford. I have cycled all along the southern Thames estuary from London using the Thames Path and National Cycle Routes, and on around the Kent coast (Oyster Bay Trail, Viking Trail), and it is a shame there does not seem to be the same access on the northern side. Although the northern side is highly (over?) developed with many industrial sites, landfills etc., there still seems much of interest (e.g. Rainham Marshes, Tilbury Fort, Hadleigh Country Park – venue for the Olympic Mountain Biking). The industrial sites (power stations, container terminals etc.) have their own fascination and of course there is always the view across the mighty Thames. It would be great to be able to cycle from central London to Southend, and get the train back to London.
- Jun3. I am a resident living on a boat in a marina of the Thames and I walk on the Thames and care passionately about wildlife and the environment.
- Jun4. Hammersmith and Fulham Urban Studies Centre uses the River Thames to enable children and young people to discover their local heritage, the geography of the river and its wildlife. We run curriculum based sessions along the Thames path in Hammersmith, Fulham, Chelsea, Chiswick and Richmond, and the foreshore explorer sessions under Hammersmith Bridge. We also organise wildlife walks with adults and families along the Thames path in west London, taking in the green spaces along the way and bird watching etc. We are passionate about the River Thames and would like to see the quality of water improved, the Thames path joined up, more interpretation boards or opportunities for interactive learning along the path for walkers and visiting schools. Ideally we would like an education centre based by the river in Hammersmith or Fulham that could be used by schools and environmental organisations.
- Jun5. I work for London Borough of Hammersmith and Fulham, my primary involvement with the tidal Thames is in flood risk related matters and working with the communities affected by the river.
- Jul1. The Thames Explorer Trust, founded in 1988 is an educational charity who promotes access to the Thames from source to sea. We provide activities to increase access to the river. Safety is paramount so we raise awareness of working beside rivers and to manage risk. With the Port of London Authority we are the authors of the Health and safety guidelines to the Thames foreshore. We work with many different Thames related bodies and have a role as an umbrella body bringing groups together to increase the educational potential of the Thames. We greatly value the tidal Thames, it is fundamental to our work and it's one of the best but least understood natural areas in London. Our school programmes include going on to the Thames foreshore and looking for archaeology or river wildlife with our groups.
- Jul2. The Water Sector of leading contractors/consultants interface/relate to the tidal Thames through projects associated with installation, maintenance and upgrade of assets used in the capture, control, distribution and treatment of sewage and surface water/run-off. Further relation is linked to run-off collection associated with new buildings and developments where new surface water drains and sewage collection systems are installed and connected to the existing networks for distribution or discharge.
- Jul3. Website creator of "Where Thames Smooth Waters Glide" <http://thames.me.uk> - a non-commercial guide to the river with history and poetry and prints and tides, historic events and races – and much more ...
- Aug1. I live in Leigh-on-Sea and enjoy taking my grandson down to the beach to swim in the sea
- Aug7. I live in Westcliffe on Sea (I use to work in the city – also on the river). I find it a relaxing and soothing companion in quiet moments and also help the Essex Wildlife Trust (attempt to) mitigate against saltmarsh loss.
- Aug11. I live in Southend at the mouth of the Thames and mainly walk or cycle by the Thames
- Aug13. Walking and cycling along the embankment.
- Aug17. I regularly walk and cycle along the Thames, although much of my local route along the NE Greenwich peninsular has been closed off for several years now. I regularly kayak on the tidal Thames, either alone or with friends from London canoe clubs. The Thames provides me with space and freedom which is hard to find in such a crowded city.
- Aug19. I live alongside the Lea, and am a member of the local voluntary organisation, Friends of Tottenham Marshes (although not an elected official of the organisation). I have worked on and been involved with local, national and international environmental issues for some years, and am a proud Londoner.
- Aug20. The Environment Trust for Richmond upon Thames has existed since 1984 with the mission to conserve the built and natural heritage of the borough, and now- through funded projects- of the

neighbouring riparian boroughs of Kingston and Hounslow. We were community members of the steering group of London's Arcadia (a £4million HLF project to restore river landscapes). Our volunteers work regularly on the river's towpaths and foreshores and at the annual drawoff we provide education opportunities to examine the archaeology, heritage and natural life of the river alongside our clean-ups. With TCV and other volunteering organisations we have recreated several hundred metres of willow spiling to protect the banks bordering Kew Gardens tow path and creating havens for invertebrates and native flora, and we continue to work in partnership with Thames Landscape Strategy and Thames Strategy Kew to Chelsea (TSK2C) on projects to maintain the biodiversity and accessibility of the river's edge. Working with West London River Group, Richmond Council and TSK2C we produced the Wooded Towpath Audit from Kew to Beverley Brook, and chaired a group comprising PLA, Environment Agency, and the above partners that produced a Table of Ownership, establishing the identities of landowners along the Surrey stretch. Our HLF-funded project „Between the Locks“ worked with school students to explore the lives of people who make or made their livings from the river, in particular highlighting the role of the watermen and lightermen. We have campaigned for and achieved listed status for boathouses and the infrastructure of boatbuilding which was key activity for past generations in the borough. We strongly support recreational use of the river and our Active Environment Programme introduces people with disabilities to rowing and walking. We are supporters of the Great River Race, the annual traditional Thames rowing marathon, and since 1999 have provided the welcome tent for riparian mayors involved with the race. The Thames defines Richmond, which is the only London Borough to have banks bordering both sides of the river, and the Environment Trust is keenly involved in all aspects of its conservation and protection.

- Sept1. My husband was a pilot on the river for 37 years
- Sept3. Local historian for Cliffe
- Sept8. Boat travelling
- Sept9. I live nearby and when walking along the Thames Path, the rubbish is upsetting
- Sept11. I have just moved here from Essex with my husband and live in Limehouse very close to the Thames. We use the Thames for travelling via the clipper both east and west bound, we also walk and cycle along the paths. We own our own bikes so do not use the Barclays scheme, but it is an excellent initiative and should be encouraged and extended. I have also volunteered for Thames21 which seems to be an excellent charity doing an essential job. The Thames is the life blood of the city and should be treasured.
- Sep12. Interested in environment.
- Sept13. Walking; a general lover of waterways
- Sept14. Now having had my 78<sup>th</sup> birthday and having lived within some 50m from the Thames at Kew for over 50 years I think I can make a contribution. We have enjoyed the river all this time as rowers, sailors and further upstream even swimmers. We are also acquainted with the Tyne, Wear and the Fal in this country as well as most of the major rivers of Europe from the Danube to the Rhone. My ideal stretch of the tideway is from Ham House to Putney Bridge because it is away from motor cars (but sadly not free of aircraft noise) and it has a very beautiful mixture of riparian views, trees, meadows as well as some excellent architecture. The walker is also well catered for by cafes, pubs and restaurants without being overwhelmed.
- Sept15. Live close by and frequently walk/cycle on towpath
- Sept18. As a volunteer with Thames21
- Sept21. Born in Greenwich beside the Thames in 1932 and lived there until 1938. Lived in Barnes near Hammersmith Bridge (river visible at high tide from upstairs windows) 1963–1999. Lived in Chiswick behind ULBC (river visible from back windows and garden) 1999–now. Received watermanship training from Royal Engineers during National Service. Owned a series of boats on the Upper Tideway between 1980 and 2011. Have given Planning Inspectors river site visits in my boat, which they found extremely helpful and enlightening. Acted as Mayor's Coxswain to the Mayor of Hounslow in the Tudor Pageant on the River in 2009. I once owned the oldest Bond girl in the world, the Thornycroft cruising-launch „Daphne III“, built at Hampton in 1923, who appeared in the River Chase at the beginning of the Bond film „The World is Not Enough“. Although boatless at the moment, and over 80, I live in hope of having another boat one day - dreams are free. The tidal Thames is immensely valuable for each and all of its five purposes or functions - 1 Water supply and drainage, 2 Freight transport, 3 Passenger transport, 4 Water sport and recreation, 5 A setting for river-related development. But in a way it is even more valuable for what cannot be measured or counted - listen to the singer Kathryn Tickell: *“...that feeling of open spaces, and that feeling of...it's just the sky always seems so much higher...I know it's not...where the city it seems to be crowding you in a bit, and you get out there, and you look out over all that space of this hillside and the bleakness of it all...it sounds like a funny thing but it makes your heart feel bigger or something, and it really affects me...”* From „Kathryn Tickell's Northumbria“.
- Sept22. Live and work on the river at Kew
- Sept23. Footpaths around the bank of the river and the associated wildlife and salt marshes
- Sept24. Live on proposed development land
- Sept26. Used to do lots of sailing, walk it now and love it, relaxing
- Sept28. Live nearby, walk the river

- Oct2. Now retired I have lived at Southend on Sea for 45 years and have been an active boat/shore/pier angler across the estuary for much of this time. I have close family who have worked the river before me. I own my own angling boat and collect all types of bait to support my hobby. I have watched the changes in the Thames over many years and am proud to see the river steadily becoming cleaner and supporting an increasing number of marine species. I am passionate about Sea Angling and the social economic benefits it brings to Thames communities and visitors. I belong to the following clubs, authorities and forums:
  - Maplin Marine Angling Club – Treasurer
  - Shoeburyness Watermans Association – Committee
  - Southend Pier Angling Forum – Member
  - Anglers Trust – Member
  - Kent & Essex Inshore Fisheries Conservation Authority – Committee, Sea Angling.
  - Marine Conservation project (Balanced Seas) – Local group member, Sea Angling.
  - Southend Interclub – Member (Boating/Yachting/Rowing Clubs)
- Oct4. Walk/cycle along the tow path, occasional boating/rowing
- Oct5. I object to planned enclosure of the Thames Path
- Oct6. Walking/rambling alongside. Live near it (within smelling distance!). Conservation Projects
- Oct7. I work on a city farm by the Thames which is part of the Thames Path
- Oct8. I live nearby and walk and cycle along it
- Oct9. Like being near the water and walking along the path. Would like to see the path improved
- Oct10. I live in Rotherhithe along the Thames and use it for transport
- Oct11. We support the Thames as a transport Hub as more sustainable than endless roads. We enjoy the life it supports now
- Oct13. Strand on the Green Association - a majority of our members live in the houses that front the walkway along the Thames in this part of Chiswick. Consequently, they are familiar with the river, its benefits and the problems associated with it.
- Oct14. I live in Leigh-on-sea, a small town on the Thames
- Oct15. Travel – E14 to SE1
- Oct16. Live overlooking the river, opposite Deptford Creek. My father is a retired river pilot on the Thames. I regularly walk under the river to Greenwich. I regularly use Thames Clippers. I regularly walk and cycle along the river with my family. John Burns: "River Thames is liquid history".
- Oct17. Neighbourhood
- Oct18. Visits and walks along the Thames. Completed the National Trail in 2011
- Oct19. Pleasure, enjoyment and inspiration!
- Oct20. I live a couple of miles from the Thames but also love to take long walks along the bankside when time and weather permits.
- Oct21. I live and work in Shad Thames, St Saviours Dock.
- Oct22. Walk the river banks
- Oct23. I live on the edge of the Thames and enjoy the views. I walk the Thames Path frequently
- Oct24. I have always lived in and around the Thames and I feel it is a great part of our heritage and should be maintained as much as possible
- Oct25. I use it as a mode of transport.
- Oct26. I don't use the Thames. However have noticed the rubbish on the Thames when out in the City. Hence Thames21 project is very beneficial and necessary to keep the city clean.
- Oct28. I live nearby and regularly cycle along the towpath and on the Chiswick side. I also regularly pick up rubbish along the towpath and wash and recycle the bottles.
- Oct29. Walking by it, living near it, kayaking on it, I see it as my river and the river of my community, and we need to keep it clean and beautiful
- Oct30. Visually, walking by and on my narrowboat
- Oct31. Local resident and fisherman
- Oct32. Local resident – walking, cycling, pub crawls, local allotment. I encourage all my visitors to explore the Thames. Hope to join Hammersmith Sailing Club
- Oct33. Personal interest – took part in a Thames21 clean-up event at Battersea and have read a couple of books on hidden rivers in London.
- Oct34. I often conduct walks along the Thames Path and also go canoeing along the river from central London. I was born next to it and it has been a central part of my love of London. To me it is the spine and blood line of London and is tremendously beautiful.
- Oct35. I campaign this Parliament for greater passenger use of the Thames
- Oct36. The Environment Agency has a wide remit on the Tidal Thames including maintaining flood defences, and monitoring the water quality and ecology of the river. The Environment Agency's principal aims are to protect and improve the environment, and to promote sustainable development. We play a central role in delivering the environmental priorities of central government and the Welsh Government through our

functions and roles. The Environment Agency is also the competent authority for the Water Framework Directive, and fully supports Your Tidal Thames and the Catchment Based Approach. We will aim to work collaboratively on projects and actions that have an impact on our work and the environment.

- Oct37. The River Thames Society (RTS) has been in existence since 1962 and has sought to promote and protect the river from its source to the sea. Our aims are:
  - To protect the natural beauty of the river, adjacent lands and buildings of historic and architectural interest and to promote nature conservation;
  - To support and contribute to the efforts of other organisations with similar interest in the river;
  - To preserve and extend amenities and to encourage the use of the river for all purposes.
  - We hope that these aims will assist in the work of devising the Plan.
  - In developing the Plan note should be taken of the many and varied existing plans concerning the Thames – local authority, regional, county, development authority together with strategies developed by such bodies as the Thames Landscape Strategy and the Thames Strategy – Kew to Chelsea.
- Nov1. Inland Waterways Association (IWA) members regularly boat between the main canal system and the non tidal Thames either via Limehouse or Brentford and occasionally some venture further down. Other members enjoy walking The Thames Path and fishing etc.,
- Nov2. The PLA manages and licences activity and development along the Thames, and runs a harbourmaster and pilotage service on the river. We also collect and dispose of the waste accumulated in the river. Under WFD we have a responsibility to manage the estuary for no net deterioration.
- Nov3. Isle of Dogs resident. I would use the river boat services on the River Thames, such as the Thames Clipper, far more if the substantial pier at Millennium Drive on the East side of the Isle of Dogs were taken back into public use.
- Nov4. The Thames Anglers' Conservancy are the recognised representatives of the Thames angling communities between the Staines Stone and the Estuary. We are a group of dedicated anglers who want to protect the River Thames from the many challenges the river faces and improve it for the future.
- Nov5. I personally am a sailor who is fortunate to have some of the rare facilities on the Thames in as much as I have a swinging mooring at Gravesend and a mud berth at Broadness Creek, I can't see why such facilities should be limited and would want them to be available along the whole length of the Tidal Thames as they are on the South Coast and the rest of Europe. Northfleet Harbour Restoration Trust has been set up to restore what is a very important facility which will change the face of the maritime offer on the Thames reversing a whole century of neglect.
- Nov6. The RYA is the national body for all forms of recreational and competitive boating. It represents dinghy and yacht racing, motor and sail cruising, RIBs and sportsboats, powerboat racing, windsurfing, inland cruising and personal watercraft. The RYA manages the British sailing team. The RYA is recognised by all government offices as being the negotiating body for the activities it represents. The RYA currently has over 100,000 personal members, the majority of whom choose to go afloat for purely recreational non-competitive pleasure on coastal and inland waters. There are an estimated further 500,000 boat owners nationally who are members of over 1,500 RYA affiliated clubs and class associations. The RYA also sets and maintains an international standard for recreational boat training through a network of over 2,200 RYA Recognised Training Centres in 20 countries. On average, approximately 160,000 people per year complete RYA training courses. RYA training courses form the basis for the small craft training of lifeboat crews, police officers and the Royal Navy and are also adopted as a template for training in many other countries throughout the world. RYA Thames Valley & London Region is the regional committee of the RYA operating in the Thames area. As this committee represents the interests of recreational boaters using the Thames on a regular basis. This paper reflects the views of the RYA Thames Valley & London Region as the relevant stakeholder in these discussions. Recreational Boating activities are run by either voluntary Clubs, Charitable Organisations or commercial operators, most of whom are affiliated to the RYA.
  - Sail Cruising – largely below Tower Bridge and on the Estuary
  - Motor Cruising – from all of the tidal Thames marinas, and from the non tidal Thames who often transit Central London to access the estuary and beyond.
  - Dinghy Racing – on the upper reaches – Putney, Hammersmith, Barnes, Richmond and below Tower Bridge.
  - Dinghy Training – as above and also on the Chelsea Reach.
  - Power Boat Training – throughout the tidal Thames
  - Sailability – (Sailing and boating for the disabled or those with learning difficulties) – on the lower tidal reaches.
- Nov7. It is the role of the Mayor of London to facilitate at a strategic level the coordinated planning and balancing of different interests in development activities affecting the River Thames. This is set out in the GLA Act and in particular the London Plan – paragraph 1.55 and Policies 7.24 – 7.30.
- Nov8. I sail extensively on the Thames; mostly based at Gravesend. I am a qualified instructor for various sailing activities. I am also Chairman of an association of local Sailing Clubs, and represent them with various organisations.

- Nov9. As an individual I have walked much of the Thames Path from SE London through to Kingston. I did my PhD on the north Kent grazing marshes and therefore have an affinity with the estuarine habitats. Members of BNEF are concerned with the ecology and landscape of Bexley and the Tidal Thames and its tributaries represent important contributions to these objectives.
- Nov10. I normally walk or ride along the Thames, both the upper and lower due to the place that I work and the place that I live in.
- Nov12. As the Co-ordinator for the TSKC I work closely with the WLRG and most of the policies and projects of the Strategy are still current and therefore this document should be referred to when looking at issues affecting the Thames and referred to. The West London River Group (originally called the West London River Thames Co-ordinating Group) was formed in 1996 on the initiative of the Hammersmith and Fulham Historic Buildings Group and the Hammersmith Society. Its members are the riparian amenity societies and other community groups whose areas of interest are on or near the river between Kew and Chelsea. The Group sought the preparation of a strategy for the Kew to Chelsea stretch of the river. It took a leading role in the setting up of a Steering Committee, and is represented on it.
- Nov13. The OCPS is a Charity with aims to help preserve Old Chiswick which includes the riverbank at Chiswick Mall and Chiswick Eyot. We have 140 members many of whom live locally. We draw in volunteers from near and far to help continue the harvesting of the osiers on the Eyot so continuing a tradition that can be traced back to the 17<sup>th</sup> c. Our volunteers are now using these to create revetments of natural materials to help stabilise the island. We felt we should respond as a body to this Tidal Thames Plan as we represent the historical aspects of the river which sometimes get forgotten.
- Nov16. The RSPB in the Tidal Thames – our role and involvement: The RSPB recognises the need to work at a Landscape Scale in order to halt the continued decline in biodiversity. This has led to the launching of a number of Futurescapes, including one along the Thames which will seek to influence how land is managed throughout this area. Activities which RSPB is involved in:
  - The RSPB works in London on people engagement. It undertakes a variety of activities along the Thames including watching Peregrines at the Tate Modern and attending the Thames Festival.
  - Partnership working – the RSPB has formed innovative partnerships with Veolia, DP World and Crossrail.
  - Habitat and site management – Rainham, South Essex and North Kent
  - Role of casework – the RSPB works in the planning system to protect the most important sites for biodiversity.
- Nov19. Thames21 work with communities to create safe, clean and sustainable waterside environments. For over 10 years we have been working with volunteers to remove rubbish from the River Thames, its tributaries and canals, increase its biodiversity through enhancement schemes, transform towpaths through innovative art projects, and promote respect for waterways in London. The main activities we run are community based clean ups on the River Thames, its tributaries and the canals. We take groups of volunteers down onto the foreshore, provide them with all the protective equipment they need, and help to remove litter from the beaches and the waterways. No statutory body has responsibility for this litter; therefore it is down to the efforts of volunteers to make a positive difference to their environment. Last year, with the help of around 14,000 volunteers, Thames21 removes over 1,000 tonnes of harmful litter from the River Thames, its tributaries and the canal network.
- Nov21. RBOA is the only national organisation that represents the interests of residential boaters. It works to safeguard existing residential moorings and increase their numbers in suitable places throughout the Country. The RBOA maintains and supports a variety of lifestyles for those living on boats and encourages a high standard of ownership. It promotes good relationships between boat owners and their landlords and other waterways users. It negotiates with National and Local Authorities in all matters that are relevant to RBOA members. I believe that there is somewhere in the region of 250-300 houseboats and residential boats on the tidal Thames.

Please add your details here.

**Please note:** Original numbering may change as the plan grows, is developed and refined and sections and appendices added (such as the Ideas Appendix and List of contributing organisations). All contributions will be assessed by a proposed strategy group in late 2012 and no serious contributions will be deleted.

## SECTION 5: YOUR CONTACT DETAILS

Name: .....

Organisation: .....

Email: .....

Postcode: ..... Telephone: .....

Please provide your postcode. It will only be used to evaluate the distribution of individuals/organisations who have contributed towards the Plan.

Would you like to be kept updated with project progress?    Yes            No

Would you like your name and/or your organisations name to appear in an appendix of the Catchment Plan?

- Yes, please include my name and my organisation's name
- Yes, please include only my name
- Yes, please include only my organisation's name
- No, please do not include my name or my organisation's name

Signature: ..... Date: .....

**Please note:** Your details will be stored on a shared database managed by Thames21 and Thames Estuary Partnership. Under the Data Protection Act, we have a legal duty to protect all information we collect from you. We will not pass your details on to any other organisation. You can ask us to remove your details from our database at any time.

### Your Tidal Thames project co-hosts

This plan is being co-ordinated in partnership by:

#### Thames21

Walbrook Wharf  
78–83 Upper Thames Street  
London  
EC4R 3TD  
[www.thames21.org.uk/project/your-tidal-thames](http://www.thames21.org.uk/project/your-tidal-thames)

Alice Hall  
[alice.hall@thames21.org.uk](mailto:alice.hall@thames21.org.uk)  
020 7213 0160

#### Thames Estuary Partnership

UCL – Environment Institute  
Room G13, Pearson Building  
Gower Street  
London WC1E 6B  
[www.thamesweb.com](http://www.thamesweb.com)

Amy Pryor  
[a.pryor@ucl.ac.uk](mailto:a.pryor@ucl.ac.uk)  
020 7679 0540

## APPENDIX Ai: A LIST OF PEOPLE WHO HAVE CONTRIBUTED TO THE PLAN

The following individuals/organisations have contributed to the current version of the plan. There may be individuals/organisations who have contributed but who are not listed as they have asked for their details not to be included.

Name	Organisation
John Archer	
Tonia Baker	
Francesca Barker	London Wildlife Trust
Conrad Broadley	Northfleet Harbour Restoration Trust
Lord C Brooke of Alverthorpe	
Paul de Bruyn	
Margaret Buckey	Leigh Society and Leigh Heritage Centre
Mrs M Bulton	
Nigel Burke	Private individual – runs website <a href="http://www.cyclingfromquildford.co.uk">www.cyclingfromquildford.co.uk</a>
Kate Butchart	
Morag Carmichael	Friends of the Earth, Greenpeace
Alan Chadborn	Surrey Docks Farm
William Chesshyre	Isle of Dogs resident
Joseph Chun	
Chris Cockel	Thames Rivers Trust / Environment Trust for Richmond Upon Thames
Lorraine Conterio	Thames Explorer Trust
Richard Colvill	Strand on the Green Association
Chris Coode	Thames21
Alex Cooper – Conservation Officer	RSPB
Gary Crisp	Tamesis
George Crowe	RYA, Thames Valley & London Region
Paul Davies	
Steve Davies	North Kent Yachting Association
Paul Dietrich	
John Dobai	
Rosie Dodd	
Jacqueline Dodman	
Mark Duke	
Chris Drake	
John Eade	Private individual – created website <a href="http://www.thames.me.uk">www.thames.me.uk</a>
Alan Egby	Inland Waterways Association
Peter Finch	River Thames Society
Jacqui Gissane	
Dr. Ray Gray	Bexley Natural Environment Forum
Martin Griffiths	
Leslee Harrington	
Colin Hartridge-Price	
Gary Hazell	
Juliette Hetterna	
Linda Hinsa	

Paul Hobbs	
Bunny Hoover	
Ruth Hutton	Thames Landscape Strategy Kew-Chelsea
Hassan Idd	
Julia Jacs	Residential Boat Owners Association
Derrick Johnson	Battersea Society
Janet	
Matt Kuhn	
Margot Lindsay	
Stephanie Lodge	Southwark Friends of the Earth
Peter Makower	
Michelle Mandy	
Marion Meyer	
Mandy McGregor	
Hannah Miller	
Stuart McKean	
Ann Murphy	
Tony O'Dell	
Jorn Peters	Greater London Authority
Jo Richards	
Fay Roberts	
S Robinson	
Jo Sampson – Futurescapes Project Manager	RSPB
Michael Sharp	Maplin Marine Angling Club (Treasurer), Shoeburyness Watermans Association (Committee member), Southend Pier Angling Forum, Kent & Essex Inshore Fisheries Conservation Authority (Committee), Southend Interclub
Nic Shore	
Bill Simmons	Cliffe history project / Cliffe 1940's project
Geraldine Smart	
Janet Sutton	
Bruce St. Julian-Bown	Wandle Forum
Chris Taylor	
Martin Taylor	
Ian Tokelove	Canoe London
James Watts	
Mrs A Waugh	
Morna Wheatley	
R Wilkinson	
	Association of Thames Yacht Clubs
	The Department of Business, Innovation and Skills
	English Heritage
	Environment Agency
	Environment Trust for Richmond Upon Thames
	Erith Yacht Club
	London Borough of Hammersmith and Fulham

	Hammersmith and Fulham Urban Studies Centre
	Marks and Spencer
	North Kent Yachting Association
	Old Chiswick Protection Society
	Port of London Authority
	Thames Anglers" Conservancy