

TEAM2100 Barnes & Mortlake project fact sheet

This factsheet provides information about the planned works taking place in Barnes and Mortlake at two outfalls into the River Thames and along two culverts. The TEAM2100 Programme is investing in the tidal flood defences in the Thames Estuary as part of the Thames Estuary 2100 Plan.

What are we telling you about?

TEAM2100 is undertaking works to the outfalls by replacing ageing assets, improving maintenance and debris clearance arrangements, which reduces the need for workers to enter confined spaces, and prolonging the life of the existing culvert structures.

Where is this happening?

The works are taking place at two outfalls, one situated near the Thames River end of White Hart Lane, postcode SW14 8SW, the other situated near Thames river end of Elm Bank Gardens, postcode SW13 0NS. There will also be works taking place to culverts running under White Hart Lane and Elm Bank Gardens.

When are we doing this work?

The site set up is scheduled to begin towards the end of May 2021, with construction works beginning in mid-June 2021. The project is projected to finish on site by the end of September 2021. The key project dates listed below are indicative project dates only and are subject to change.

Event	Start Date	End Date
On-site mobilisation	27 May 2021	23 June 2021
Towpath closure	17 June 2021	22 September 2021
Construction works White Hart Lane Outfall	24 June 2021	13 August 2021
Construction works Elm Bank Outfall	1 July 2021	15 September 2021
Construction works start culverts	17 June 2021	15 September 2021
Site demobilisation	2 September 2021	24 September 2021

What will we be doing?

The works will include installation of new flap valves to replace the existing timber flap valves, which will ease maintenance operations and provide a highly effective way to prevent water backflow into the culvert. Additionally, a platform above the outfall chambers with a demountable winch lifting system to lift the flap valves, which will not be present when not in use, will be installed along with a steel ventilation grid installed on the roof of the outfall chambers. The grid will allow the inspection of the outfall chambers via camera, without requiring a person to enter the outfall chamber. Maintenance will also be carried out to the aforementioned culverts, and the manhole covers for entering the outfall chamber will also be enlarged to conform to current standards.

Works to the culverts will include the sealing of any cracks with an epoxy resin, and root material will also be cleared from the culverts to ensure water can flow freely.

Why are we doing this work?

The current system of culverts and outfall structures work alongside the tidal barrier at Ashlone Wharf helping to reduce flood risk in the area by preventing tidal water from the Thames entering into the Beverley Brook and storing water from the Brook during high tide periods. The existing outfall structures are currently equipped with ageing timber flap valves which are at the end of their useful life and are situated within a confined space with no means of opening or inspecting the flap valves from ground level. Periodically the flap valves are prevented from closing due to large branches lodging themselves under the gates and posing a flood risk.

The project was established to ensure that the Beverley Brook overflows in Barnes remain able to drain into the Thames while reducing the risk of reverse flows causing flooding through culvert manholes to the densely populated landward catchment. The project also improves safe access and maintenance arrangements.



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With the replacement of the flap-valves, the culverts will also allow flows from the Beverley Brook to be stored in the culverts if the flap valves are shut due to a high tide (tidal locking scenario), therefore reducing flood risk from the Beverley Brook too.

Periodic raising of the flap valves is necessary to allow inspection and maintenance of both the tidal flap valves and the culverts. At present, the Environment Agency Operations Delivery staff do not have a method for doing this, as the previous procedure was deemed too dangerous due to the stringent Health and Safety requirements of working in such a high-risk environment. The Environment Agency is therefore seeking to develop a safe system of access and maintenance.

in the Beverley Brook, at which point the stop logs will be temporarily removed.

Access to and from the outfall structures is extremely restricted with the river footpath only being separated from The Terrace road by the existing flood wall. Therefore, to enable delivery of plant and materials to site and removal of waste, lane closures will need to be implemented adjacent to the river wall to provide lorry access. These closures will be under manual traffic light control to minimise any queuing of traffic and will only be installed during off peak periods. The closure will also only be installed for the time it takes to complete the delivery or collection.

What should I do in the meantime?

We understand that green spaces have become even more important to many people over the past year due to the lockdown restrictions, and we apologise for the reduction of public amenity space for the duration of these works.

The documentation will be updated should any of the dates or timings stated above change for any unforeseeable and unavoidable reason. If you would like to know more about the project, please contact the project stakeholder lead using the details below.

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All our current and proposed future activity on-site is taking place within our Thames Estuary Asset Management (TEAM) 2100 programme. TEAM2100 is a 10-year programme of works to refurbish and replace existing tidal flood defences, one of the key first steps in delivering our Thames Estuary 2100 plan - our vision of how tidal flood risk management will be delivered across the Thames Estuary and is available to view via <https://www.gov.uk/government/publications/thames-estuary-2100-te2100>

What is the impact of the work?

As a result of the constrained working environment along the towpath and the movement of plant along the towpath, it will be closed from Barnes Bridge to Jubilee Gardens. There will be a sign-posted diversion in place which will be step-free, and lead cyclists from the towpath to Mortlake High Street, while pedestrians will be able to use designated crossing points and the pavement adjacent to Mortlake High Street.

The site compound will be set up in Jubilee Gardens, which will result in the loss of approximately half the available green space. However, once the works are completed, the compound site will be reinstated.

Benches and tables along the towpath between Barnes Bridge and Jubilee Gardens will also remain inaccessible while the towpath is closed.

There will be temporary parking bay suspensions along White Hart Lane and Elm Bank Gardens during the culvert repair works. There will also be very localised public footpath closures here, with an approximate length of 25 meters.

At the inlet end of the culvert stop logs will need to be installed to control the flow of water in the culverts during the works. The stoplogs will remain in place for the duration of works, unless there are high fluvial flows

Find out more about TEAM 2100 by visiting our web-page: <https://www.gov.uk/government/collections/thames-estuary-2100>

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