

HELENE U. TAYLOR



BITS & PIECES FROM EAST LONDON



Helene U. Taylor was born in Norway in 1964 and moved to London, UK in 1999 where she still lives.

The book 'Bits & Pieces from East London' is her second book. You can find more of her work on her extensive web-site, where both her first book, 'My Garden' and this book can be viewed.

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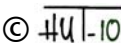
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EAST HAM

From 1851 to 1911 the population of East Ham grew from 1,737 to 133,487. This huge growth was due to the area changing from a rural to an urban district. This change took place in much of Britain during this time because of industrialisation. Before it was urbanised East Ham consisted of large fields for farms. During industrialisation many people started to move to East Ham for work. This was mainly due to the Beckton Gas Works Gas Light and Coke Company, formed in 1870, the Victoria Docks built in 1855 and the Royal Albert Docks built in 1880. Newham's key location as the gateway to London has shaped its past and will influence its future. Five miles east of the City of London, the parent borough Newham is bounded by the River Thames in the south, by the River Lea in the west, the River Roding in the east and Wanstead Flats in the north.

Farming was the most important way of making a living until the mid 19th century. Some industries emerged along the River Lea between the 13th and 19th centuries but communities did not grow into towns. Real change came in the 1850s with the building of the Royal Docks for the new large steam ships. At that time they were the largest docks in the world and the first directly linked to the railways. Other industries



Newham Town Hall, East Ham



The White Horse Pub, High Street South, East Ham

were attracted to the area which grew to be the most important manufacturing centre in southern England. Thousands of people moved in to take up the jobs that were created. New residents included those from other parts of London and Britain but also Indians, Chinese, Africans, Jews and Italians.

In 1858 East Ham railway station opened and, although in 1863 the area was still being described as a 'scattered village' the availability of transport contributed in increasing urbanisation, especially from 1890 onwards. The electric services of the District Railway first served East Ham in 1905. Much of the original Victorian station architecture has been retained and some restoration work was carried out during 2005. The cost of the Second World War was especially high in Newham. Nearly 3,000 locals lost their lives and approximately 16,000 homes had been destroyed with many thousands more damaged. The period after the Second World War was a time of rebuilding. The area had lost about a quarter of its homes. The population declined too. Many who had been bombed out or evacuated chose not to return to the area.

The principal offices of Newham Council are located at the junction of Barking Road and High Street South in the former East Ham Town Hall, a Grade II listed Edwardian structure designed by A. H. Campbell, H. Cheers and J. Smith, and including a landmark clock tower. Built between 1901 and 1903, the Town Hall was opened by the philanthropist Passmore Edwards on 5 February 1903.

Housing in East Ham consists principally of Victorian and Edwardian terraced town houses, often in tree-lined avenues, which radiate from the High Street. There are many green spaces in the otherwise bustling and urbanised area of East Ham.



High Street North, East Ham





The War memorial in Central Park, East Ham

The graveyard of the Norman St Mary's church is maintained as a nature reserve, it is London's largest churchyard and an important haven for local wildlife. Central Park and Plashet Park are the two largest parks in East Ham, and both combine open space with playgrounds and cafés.

East Ham is a multi-cultural area, with a large number of south Asians, African/Caribbean and eastern Europeans resident. There are many stores and restaurants specialising in ethnic tastes. There are also still traditional East End eateries, including the century-old Robin's, which specialises in the traditional East End dishes of pie, mash and jellied eels, although, East Ham is not considered part of the historic East End, having only become part of Greater London in 1965.

As of 2009, East Ham has the fifth highest level of unemployment in Britain, with 13.5% of its residents registered unemployed. Around 7 in 10 children living in East Ham are from low income families, making it one of the worst areas in the country for child poverty.

THE LONDON BOROUGH OF NEWHAM was formed by merging the former area of the Essex county borough of East Ham and the county borough of West Ham as a borough of the newly formed Greater London, on 1 April 1965. Green Street marks the former boundary between the two. North Woolwich also became part of the borough along with a small area west of the River Roding which had previously been part of the Municipal Borough of Barking. Newham was devised for the borough as an entirely new name.

Unlike most English districts, its council is led by a directly-elected mayor, since 2002, one of the councillors has been appointed as the 'civic ambassador', and has performed the civic and ceremonial role previously carried out by the mayor but this post was recently discontinued.

Newham has the highest young population and one of the lowest indigenous British populations in the country according to the 2001 Census. The borough has the second highest percentage of Muslims in Britain (24.3%). When using Simpson's Diversity Index on 10 aggregated ethnic groups, the 2001 census identified Newham as the most ethnically diverse district in England and Wales, with 9 wards in the top 15.

The main ethnic groups are Whites and Asians. Based on 2006 estimates by the ONS, 39% of the population is White (32.6% White British, White Irish 1.1% and other 5%) 38% is Asian (12.2% Indian, 9.2% Bangladeshi, 8.9% Pakistani and other Asian 3.1%), 20% is Black (6.5% Caribbean, 12.4% African and 1.1% other Black), and 7.6% are Chinese and other ethnic groups.

Population in 2001: 249,500

VICTORIAN LONDON

The Victorian city of London was a city of startling contrasts. New buildings and affluent developments went hand in hand with horribly overcrowded slums where people lived in the worst conditions imaginable. The population surged during the 19th century, from about 1 million in 1800 to over 6 million a century later. This growth far exceeded London's ability to look after the basic needs of its citizens.

A combination of coal-fired stoves and poor sanitation made the air heavy and foul-smelling. Immense amounts of raw sewage was dumped straight into the Thames River. Upon this scene entered an unlikely hero, an engineer named Joseph Bazalgette. Bazalgette was responsible for the building of over 2100 km of tunnels and pipes to divert sewage outside the city. This made a drastic impact on the death rate, and outbreaks of cholera dropped dramatically after Bazalgette's work was finished. For an encore, Bazalgette also was responsible for the design of the Embankment, and the Battersea, Hammersmith, and Albert Bridges.



East Ham tube station, opened 1858



Typical Victorian terraced housing, East Ham

Victorian Housing grew in reaction to the increase of population in all major cities, but the middle classes who wanted to own fashionable villas rejected the terraced housing popular in the industrial areas. The poorer factory workers stayed in the cramped housing within the cities whilst the aspiring middle classes moved to the suburbs to larger properties with gardens.

Speculative builders bought small plots of land off farmers and built rows of identical housing. The interior layout tended to stay the same with a hall leading to two rooms on each floor. Very few people owned their homes. In deprived areas, Victorian houses were often very small, for example, back-to-back houses built in extremely cramped conditions. Some of these areas became slums or 'rookeries', and were later cleared. Smaller, Two-up Two-down houses still survive all over London and were often renovated and given back-extensions in the 1950s and 60s to provide an upstairs bathroom.

In 1848 the great Potato Famine struck Ireland. Over 100,000 impoverished Irish fled their native land and settled in London, making at one time up to 20% of the total population of the city.

The year 1863 saw the completion of the very first underground railway in London, from Paddington to Farringdon Road. The project was so successful that other lines soon followed. But the expansion of transport was not limited to dry land. As the hub of the British Empire, the Thames was clogged with ships from all over the world, and London had more shipyards than any other place on the globe.

Joseph Quick (6.11.1809 - 30.3.1894) was an English civil engineer who was closely involved in improvements to water supply in the great industrial cities of the nineteenth century. Both his father and his son were also waterworks engineers by the name Joseph Quick. Quick's expertise as a waterworks engineer was such that together with his son he set up an international consultancy, and in the 1860s became involved in projects for the provision of modern water supplies in Amsterdam, Berlin, Saint Petersburg, Antwerp and Beirut.

For all the economic expansion of the Industrial Revolution, living conditions among London's poor were appalling. Children as young as 5 were often set to work begging or sweeping chimneys. Campaigners like Charles Dickens did much to make the plight of the poor in London known to the literate classes with his novels, notably *Oliver Twist*. In 1870 those efforts bore some fruit with the passage of laws providing compulsory education for children between the ages of 5 and 12.



Victorian terraced houses, Gresham Road

THE TERRACED HOUSE has housed different parts of the social spectrum in western society. Originally associated with the working class, in modern times, historical and reproduction terraces have been widely associated with the process of gentrification. The practice of homes built uniformly to the property line began in the 16th Century and became known as 'row' houses. The term terrace was borrowed from garden terraces by English architects of the late Georgian period to describe streets of houses whose uniform fronts and uniform height created an ensemble that was more stylish than a 'row'.

In England, the first streets of houses with uniform fronts were built by the Huguenot entrepreneur Nicholas Barbon in the rebuilding after the Great Fire of London. The Georgian idea of treating a row of houses as if it were a palace front, giving the central houses columned fronts under a shared pediment, appeared first in London's Grosvenor Square (1727 onwards; rebuilt) and in Bath's Queen Square (1729 onwards).

It is far from being the case that terraced houses were only built for people of limited means, and this is especially true in London, where some of the wealthiest people in the country owned terraced houses in locations such as Belgrave Square and Carlton House Terrace.

By the early Victorian period, a terrace had come to designate any style of housing where individual houses repeating one design are joined together into rows. The style was used for workers' housing in industrial districts during the great industrial boom following the industrial revolution, particularly in the houses built for workers of the expanding textile industry. The terrace style spread widely in the UK, and was the usual form of high density residential housing up to World War II, though the 19th century need for expressive individuality inspired variation of facade details and floor-plans reversed with those of each neighbouring pair, to offer variety within the standardised format.

Victorian terraced, Two-up Two-down houses, Gresham Road ►

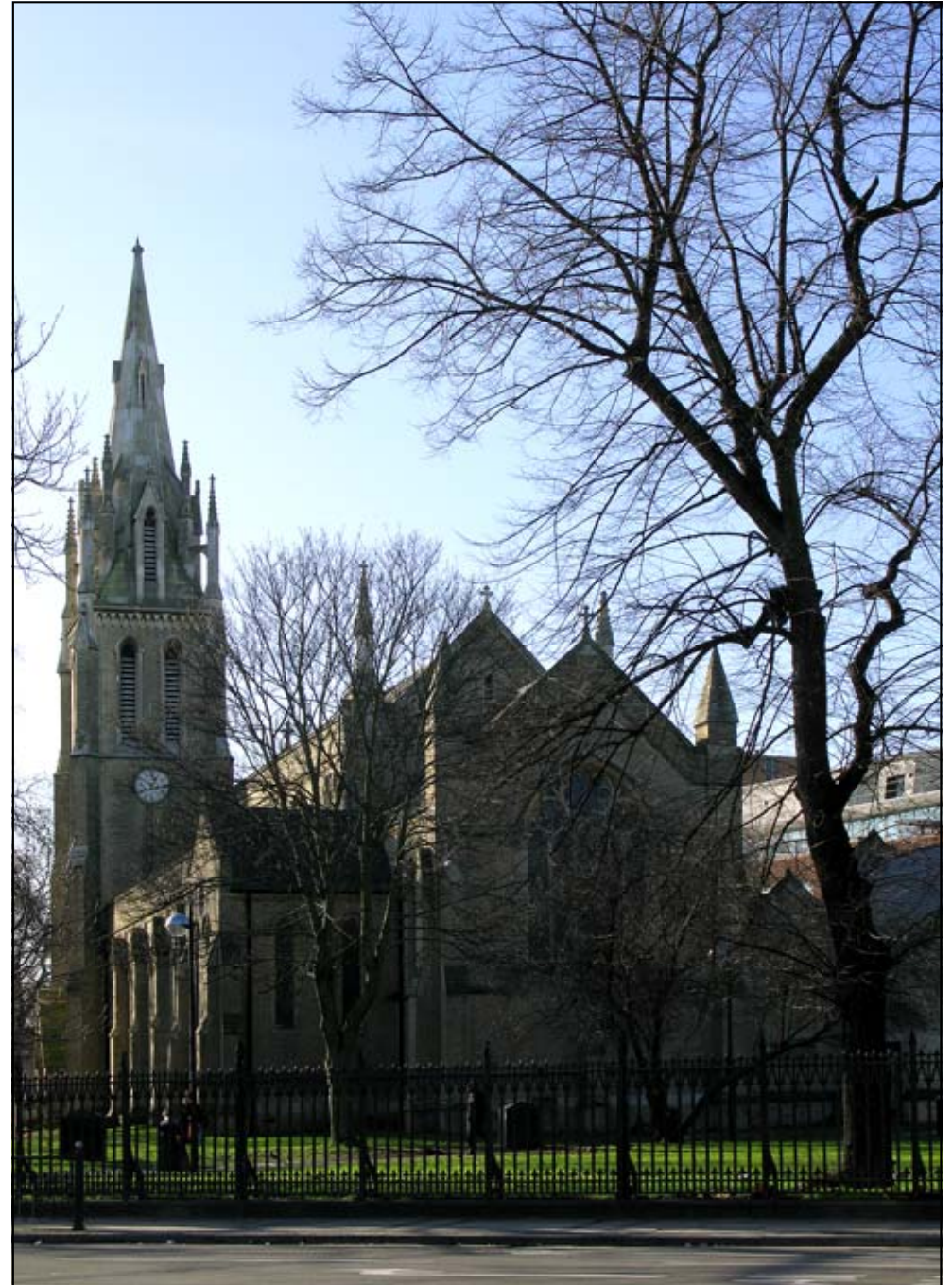


STRATFORD

The name 'Stratford' derives from the Old English word for 'street' combined with 'ford' (a river crossing). It was originally the name of two adjacent villages, one on each side of such a ford over the River Lea on the Roman road from London to Colchester. Stratford-atte-Bow, on the west bank, was named after a bow-shaped bridge over the Lea, and is now known merely as Bow. On the east bank was Stratford Langthorne, now simply Stratford.

The Abbey of St. Mary's, Stratford Langthorne was founded in 1135 and was a dominating influence until the dissolution of the monasteries by Henry VIII in 1538. It was one of the largest of the Cistercian order, possessing 1,500 acres (6.1 km²) of local land. None of the abbey's buildings remain, but archaeological investigation is ongoing.

Until the arrival of the railways in 1839 much of Stratford was open countryside in the historic county of Essex. From 1889 to 1965 it was part of the County Borough of West Ham, which shared geographical boundaries with the ancient Parish of West Ham. With the formation of Greater London in 1965 Stratford became a part of the London Borough of Newham.



St. John's Church, Broadway, Stratford

View over Stratford, with Canary Wharf in the background ►





In the nineteenth century, industry in Stratford took off as the area became a hub for the toxic and noxious industries that were banned from London in the 1844 Metropolitan Building Act.

Polluting activities such as carcass rendering, chemical plants and printers relocated over the border to Stratford, which was then in Essex. The town also had extensive railway works at this time, a 78 acre site which employed 6,000 people to build locomotives and carriages. From the 1920s onwards, this area was used as a repair and maintenance depot. Conditions for Stratford residents in the nineteenth century were poor, with overcrowding, poverty and poor health.

The deprivation continued into the twentieth century, and unemployment reached record levels in the interwar years causing demonstrations and rioting. Many people were evacuated during the Second World War and the area was severely bombed. In spite of massive rebuilding after the war, the economic decline continued with the closure of the docks.

The history of regeneration in Stratford started in the 1960s, bringing the shopping centre and London International Freight Terminal and some employment for local people. In the 1990s, a new train station and bus station were built along with a library, cinema and theatre. The town centre became a brighter, more attractive place. The regeneration story in Stratford is ongoing, and the area will change dramatically over the next few years.

London bid successfully for the 2012 Summer Olympic Games, to be held in London, with most events taking place in Stratford, Newham. The British Olympic Association had been working on the bid since 1997. At the time of the bid, the budget projection was around £2 billion, but more recently, many are saying that the true cost will be around £9 billion and involves a major regeneration of the Stratford area of London, as well as long awaited improvements to surrounding services and associated venues. Public transport, an aspect of the proposal which scored poorly for the bid, will see numerous improvements, including the London Underground and the new 'Olympic Javelin' service.

In February 2005 planning permission was granted for a major mixed use development on the former Stratford Rail Lands, known as Stratford City. The development includes 465,000 square metres of offices, approximately 5,000 new homes, 150,500 square metres of retail space and up to 2,000 hotel bedrooms, together with a secondary school, a primary school, drop-in health centre and primary

care centre plus community facilities, including an employment bureau and youth facilities. Stratford has been a focus of regeneration for many years, and is now the location of a number of major projects:

- * Stratford International station on High Speed 1 (the Channel Tunnel Rail Link). The station cannot be opened until the surrounding infrastructure has been completed.

- * Stratford City, a multi-billion pound scheme to regenerate the 73-hectare brownfield railway lands to the north of the town centre.

- * The 2012 Olympic and Paralympic Games will have their main base at the Olympic Park, which will contain a significant number of venues including the Olympic Stadium, Aquatics Centre and London Velopark.

- * Crossrail, a new rail line through central London connecting Heathrow Airport and Maidenhead in the west, will serve both Stratford and Maryland stations.

The Stratford City site will accommodate the majority of the Olympic Village, the home to 17,000 athletes and officials during the Games in 2012. It will also provide access to the Olympic Park from Stratford Regional and International Stations as well as from Stratford town centre.

Located adjacent to the site of the London 2012 Olympic and Paralympic Games, Stratford City is the largest retail-led, mixed-use urban regeneration project ever undertaken in the UK and will act as a catalyst for the regeneration of the whole of East London. There will be a vast shopping centre similar in size to Bluewater, for which John Lewis, Waitrose and Marks and Spencer have already committed to provide anchor stores.

Stratford City's town centre will create more than 25,000 construction jobs throughout the duration of the project, with a peak of 4,500 workers on site at one time. It is estimated that over 18,000 permanent jobs will be created on completion. Stratford City will build on the existing excellent connectivity of Stratford, creating a bustling community through the delivery of transport and road network improvements. The new Stratford International Station will help to promote Stratford as Britain's front door to Europe, serving Paris and Brussels in approximately 2 hours. Local rail links will reach St. Pancras in 7 minutes, Ebbsfleet in 10 minutes and Ashford in 20 minutes. Stratford City is also served by DLR, Central and Jubilee services and has direct rail links from London City Airport. Crossrail is also intended to connect to this hub at Stratford.



Soprano Court, Plaistow, Stratford

PLAISTOW is a place in the London Borough of Newham. It formed part of the County Borough of West Ham in Essex until 1965. Plaistow is a mainly residential area, including several council estates; the main road is the A112, and is alternately named Plaistow Road, High Street, Broadway, Greengate Street and Prince Regent Lane. It contains relatively few shops and amenities, but does boast the historic Black Lion public house, said to have links to the infamous 18th century highwayman Dick Turpin. The Black Lion was also a regular haunt of legendary West Ham United players such as Bobby Moore in the 1960s and 70s. Essex Lodge Doctor's Surgery on Greengate Street is also believed to stand on the site of one of King Henry VIII's hunting lodges.

Plaistow is currently undergoing extensive urban re-generation. Older council estates are slowly being replaced with new council accommodation. Plaistow's parent borough, Newham, is one of the most deprived in the UK, and with an ethnically diverse population; it is hoped the staging of the Olympic Games at nearby Stratford in 2012 will bring additional prosperity to the area.

Apart from a number of convenience stores, post offices, etc, the area is mainly occupied by houses and apartments blocks, a number of them were built just recently. Local residents usually visit its neighbouring areas such as Stratford, West Ham and Green Street, all within walkable distance, for large shopping centres and restaurants.

In terms of travel connections, both local and international, Plaistow is well positioned. A 10-30 minute bus ride from almost anywhere in Plaistow allows travellers to easily reach London City Airport and, from there, many places in Western Europe. Stratford International - station for the Eurostar - is also a 10 minute bus ride away. Plaistow tube station itself is part of the District Line and Hammersmith and City Line network of the London Underground.

A walking path called The Greenway runs on top of Joseph Bazalgette's Northern Outfall Sewer from Hackney Wick to its end point in Beckton - connecting several locations in Plaistow to areas including Beckton, East Ham, West Ham and Stratford.

Newham and the wider East London remains, however, one of the poorest in Britain and contains some of the capital's worst deprivation. This is in spite of rising property prices and the extensive building of luxury apartments centred largely around the former dock areas and alongside the Thames. With rising costs elsewhere in the capital and the availability of brownfield land, East London has become a desirable place for business.





Stratford Bus Terminal

STRATFORD STATION was opened on 20 June 1839 by the Eastern Counties Railway. As well as a station, a railway works was also built, and much of this has since been turned into a freight terminal.

Central Line tube services started on 4 December 1946, extended from Liverpool Street station in new tunnels after being delayed due to the Second World War. Services were extended to Leyton on 5 May 1947 and then on to the former London and North Eastern Railway branch lines to Epping, Ongar and Hainault progressively until 1957. The Docklands Light Railway opened on 31 August 1987 reusing redundant rail routes through the Bow and Poplar areas to reach the new Docklands developments on the Isle of Dogs.

The Low Level station underwent a major rebuilding programme in the late 1990s as part of the Jubilee Line Extension works. This saw the construction of an enormous steel and glass building that encloses much of the Low Level station, and a new ticket hall. With the massive increase of services and passengers since the Second World War, Stratford station has changed from being a fairly busy junction to one of the country's major rail interchanges. This is set to continue in the future with the opening of the Crossrail line across London and the nearby Stratford International station.

The Stratford International station opened on 13 December 2009 and Southeastern began its domestic high-speed service between St Pancras and Kent. In mid 2010 an extension of the Docklands Light Railway over part of the North London Line will link the two stations using low level platforms 16 and 17. In preparation for the Olympics and the Stratford City development, a new north-facing exit and ticket hall will be constructed. A new pedestrian bridge may also be built to connect Stratford shopping centre with the Stratford City development. The station will also become a major interchange for Crossrail services which are due to commence in 2017.





THE UNIVERSITY OF EAST LONDON is a university based in the east end of London, and is according to the Sunday Times the 'embodiment of the modern university'. UEL's strong commitment to widening access and regional development, in an area of England with a traditionally very low uptake of higher education, allied to multi-million pound investment in campuses and facilities, has seen a rapid growth in student numbers, from 12,000 to 20,000 in the last eight years. UEL is located on two main campuses in East London.

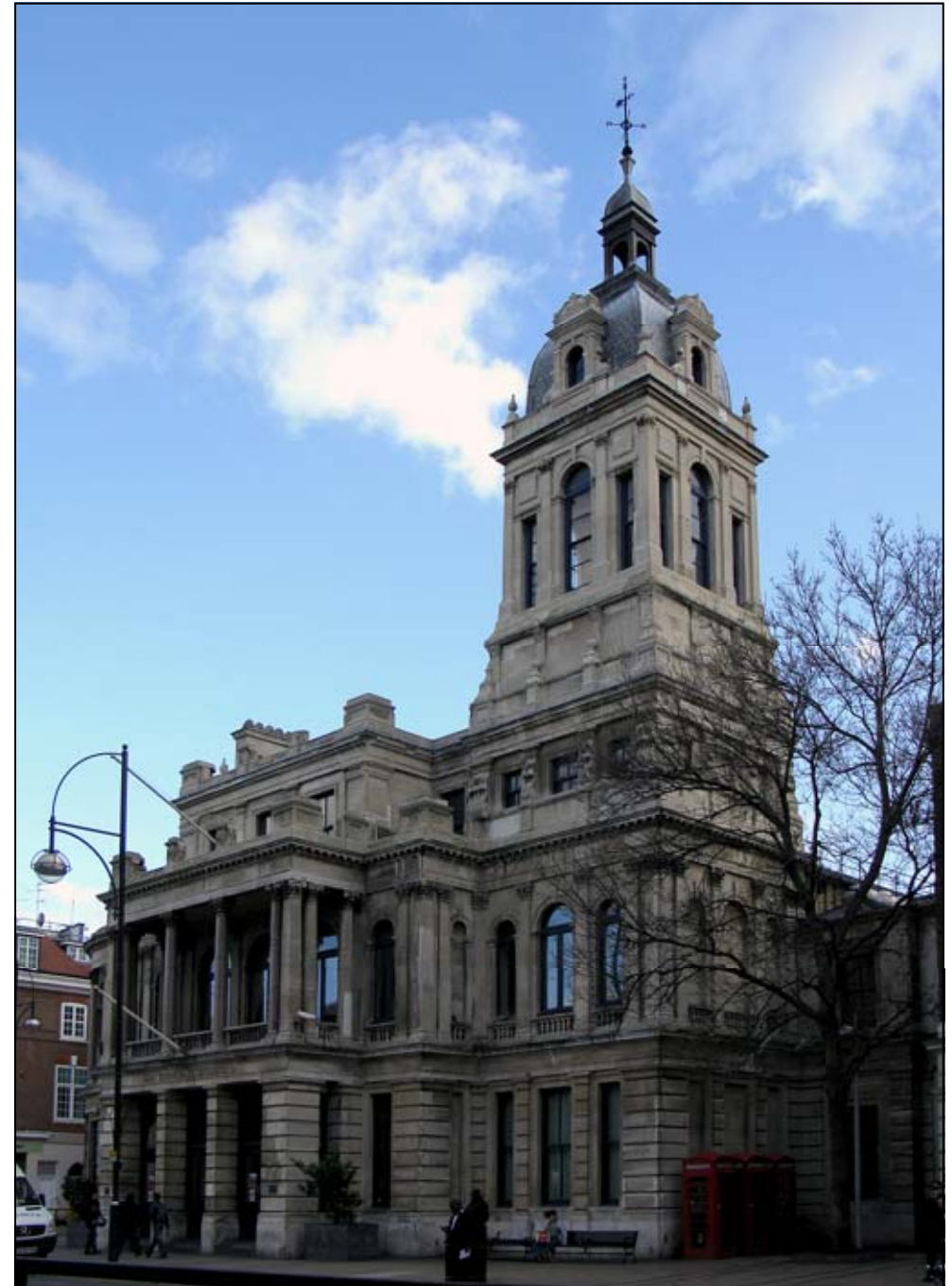
-The Stratford Campus, at Stratford.

-The Docklands Campus, in London's redeveloped Docklands area.

Stratford Campus, located in the heart of Stratford and on the doorstep of the 2012 Olympic Park, is centred around University House, a 19th Century listed building. The adjacent Passmore Edwards Building is one of the area's most beautiful buildings, with its striking architecture, colourful frescoes and domed roof. In addition, Birkbeck College, part of the University of London, has launched courses in the area, initially using space provided by UEL, with a view to constructing its own campus in Stratford.

The campus is home to the Schools of Distance and E-Learning, Education, Health & Bioscience, Psychology and Law. It houses modern laboratories, workshops and teaching spaces and a 24/7 multimedia library. In January 2008 the Centre for Clinical Education in Podiatry, Physiotherapy and Sports Science was opened by Camilla, Duchess of Cornwall. Operating in partnership with the NHS, the state-of-the-art facility centre is London's only provider of podiatric education. In 2009 the School of Education moved into its new centre equipped with mock classrooms, kitchens, music rooms and more.

Off-campus, over 2,000 students are registered on programmes with UK collaborative partners, principally London's Tavistock Clinic and 1,240 on programmes with partners located overseas. Degree programmes and other courses are taught at UEL by one of eight schools at the University. In addition, there are three schools that carry out more of an administrative role within the academic structure: the School of Combined Honours, the Graduate School, and UELconnect which manages Distance & E-learning and Short Courses. UEL also offers a wide range of postgraduate degrees, including taught master's degrees, professional doctorates and research degrees including MPhils and PhDs. According to the results of the most recent government research assessment exercise, UEL is among the top ten post 1992 universities in the UK for research.



Stratford Old Town Hall

CANARY WHARF

Canary Wharf is a large office and shopping development in East London, located in the London Borough of Tower Hamlets. Rivalling London's traditional financial centre, The Square Mile, Canary Wharf contains the UK's three tallest buildings: One Canada Square, commonly known as the Canary Wharf Tower; 8 Canada Square and the Citigroup Centre.

Canary Wharf is built on the site of the West India Docks on the Isle of Dogs. From 1802, the area was one of the busiest docks in the world. The original docks consisted of an import dock of 30 acres (120,000 m²) of water, later named North Dock, and an export dock of 24 acres (97,000 m²), later named Middle Dock. Between them, the docks had a combined capability to berth over 600 vessels. Locks and basins at either end of the docks connected them to the river Thames. These were known as Blackwall Basin and Limehouse Basin, not to be confused with the Regent's Canal Dock also known as Limehouse Basin. To avoid congestion, ships entered from the (eastern) Blackwall end; lighters entered from the Limehouse end to the west.



West India Docks at Canary Wharf

A dry dock for ship repairs was constructed connecting to Blackwall Basin. Subsequently the North London Railway's Poplar Dock was also connected to Blackwall Basin. The docks' design allowed a ship arriving from the West Indies to unload in the northern dock, sail round to the southern dock and load up with export cargo in a fraction of the time it had previously taken in the heavily congested and dangerous upper reaches of the Thames.

By the 1950s, the port industry began to decline, leading to the docks closing by 1980. Canary Wharf itself takes its name from No. 32 berth of the West Wood Quay of the import dock. This was built in 1936 for Fruit Lines Ltd, a subsidiary of Fred Olsen Lines for the Mediterranean and Canary Island fruit trade. At their request, the quay and warehouse were given the name Canary Wharf.

The Canary Wharf of today began when Michael von Clemm, former chairman of Credit Suisse First Boston (CSFB), came up with the idea to convert Canary Wharf into



LIMEHOUSE STUDIOS was an independently-owned television studio complex built in No. 10 Warehouse of the South Quay Import Dock. This was located at the eastern end of Canary Wharf on the Isle of Dogs in London, which opened in 1983. The building was demolished just six years later, in 1989, to make way for the massive Olympia & York development of Canary Wharf which now occupies the site. The warehouse was built for Fruit Lines Ltd, a subsidiary of Fred Olsen Lines for the Mediterranean and Canary Island fruit trade. At their request, the wharf was given the name Canary Wharf. The company moved to Millwall Docks, in 1970.

One of the first successes of the London Docklands Development Corporation, the studios were housed in the immensely strong converted shell of a disused rum and banana warehouse built in 1952. At a cost of about £3.6m, and under the design of Terry Farrell, this was transformed into a complex containing two studios of 279 m² and 557 m² and various associated production offices and post-production facilities. The two studios were contained in suspended concrete boxes mounted on independent giant springs to reduce external vibration, and the whole complex was fitted out to the highest standards.

As one of the then few independent facilities in London, founded by a group of executives from the former Southern Television after that company had lost its ITV franchise in 1981, the new studios quickly became the venue of choice for many of the independent production companies now making programmes for the new Channel 4, helped also by the popular hospitality boat moored alongside in the dock. Among the many programmes made at the studios at that time were *Who Dares Wins* (1983–88); *Treasure Hunt* (1983–89), including a celebrity episode in 1985 where the studio itself was the final ‘treasure’ location; Janet Street-Porter's (1987) ‘yoof tv’ series *Network 7*; and the first series of *Whose Line Is It Anyway?* with Clive Anderson in 1989. The studios were also the home for the first nine series of *Spitting Image* from 1984 to 1989, for ITV. In 1988, the building was sold to Olympia and York for £25m.



back office. Further discussions with G Ware Travelstead led to proposals for a new business district. The first building was completed in 1991 which included One Canada Square that became the UK's tallest building and a powerful symbol of the regeneration of Docklands.

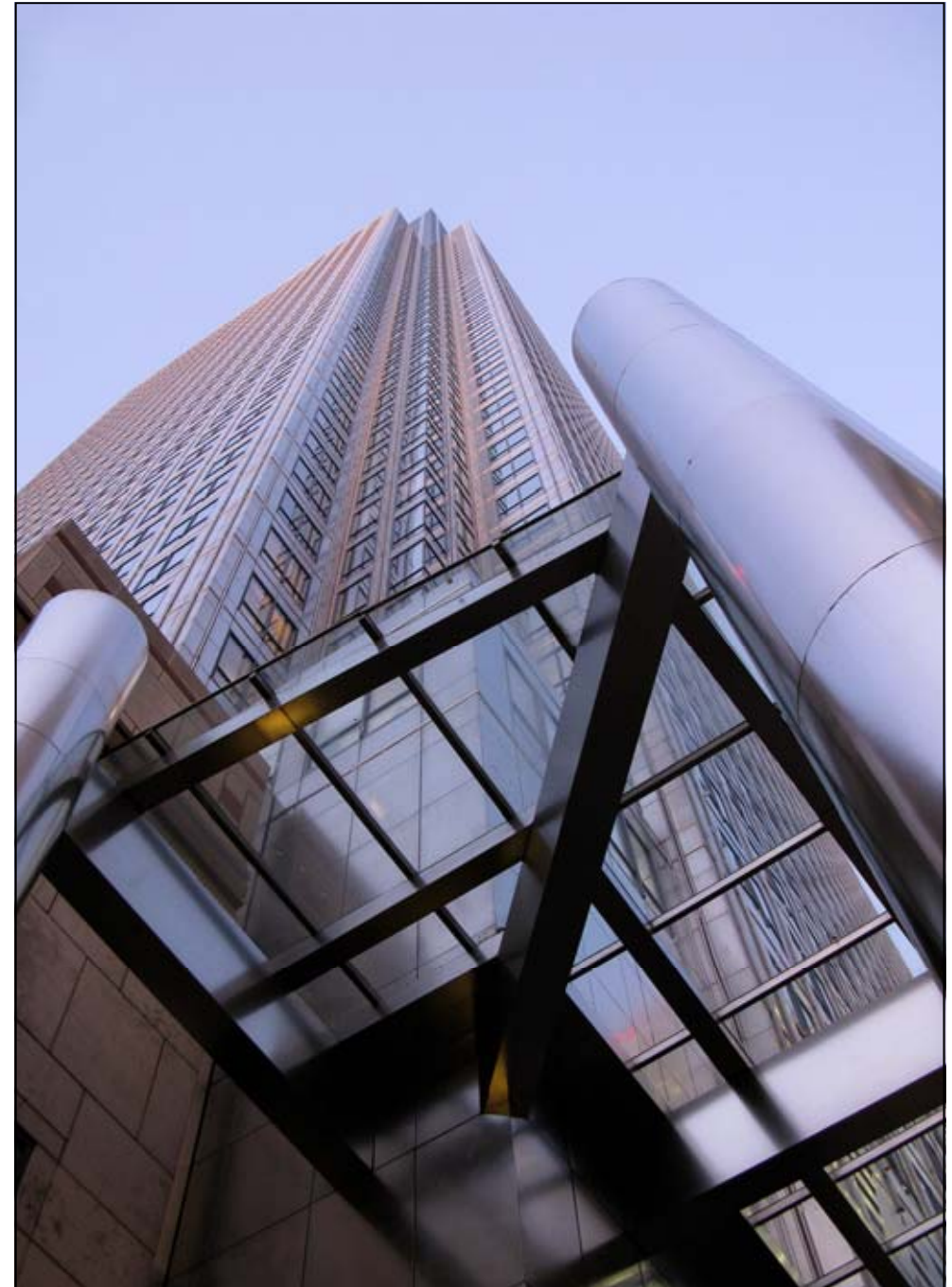
Building work at Canary Wharf is still ongoing and in January 2007, North Quay Office development was approved, consisting of three towers on the north side of Canary Wharf. Riverside South is another major office development under construction at Canary Wharf, with planned completion in 2013. The taller tower could become the tallest building in the UK, exceeding One Canada Square by a metre.

The idea of a new financial services district was not popular with local residents as the expectation was that the development would provide no local jobs or transport improvements. However, over the course of the development relations with the local community have improved and more than 7,000 local residents work at Canary Wharf. Canary Wharf tenants include major banks, law firms as well as news media and service firms.

The number of people employed on the estate is over 100,000 of whom around 25% live in the surrounding five boroughs. With the opening of Jubilee Place shopping centre, Canary Wharf has become a shopping destination. The most immediate impact of Canary Wharf has been to substantially increase land values in the surrounding area. This means that the Isle of Dogs, which had previously been seen as suited for low-density light industrial development, has been up-rated. Projects such as South Quay Plaza and West India Quay are a direct consequence of this. At the peak of property prices in 2007, the HSBC building sold for a record £1.1 billion.

At the metropolitan level, Canary Wharf was, and remains, a direct challenge to the primacy of the City of London as the UK's principal centre for the finance industry. Relations between Canary Wharf and the City of London Corporation have frequently been strained, with the City accusing Canary Wharf of poaching tenants, and Canary Wharf accusing the City of not catering to occupier needs.

Canary Wharf's national significance comes from what it replaces: the former docks were, as recently as 1961, the busiest in the world. They served huge industrial areas of East London and beyond. Both the docks and much of that industrial capacity are gone, with employment shifting to the service industry accommodated in office buildings. In this respect, Canary Wharf could be cited as the strongest single symbol of the changed economic geography of the United Kingdom.



More tall buildings at Canary Wharf



The Citi Bank at Canary Wharf

A WHARF is a landing place or pier where ships may tie up and load or unload. A wharf commonly comprises a fixed platform, often on pilings. They often serve as interim storage areas with warehouses, since the typical objective is to unload and reload vessels as quickly as possible. Where capacity is sufficient a single quay constructed along the land adjacent to the water is normally used; where there is a need for more capacity many wharves will instead be constructed projecting into the water. A pier, raised over the water rather than within it, is one type of wharf, commonly used for cases where the weight or volume of cargos will be low.

Smaller and more modern wharves are sometimes built on flotation devices (pontoons) to keep them at the same level to the ship even during changing tides.

The word comes from the Old English hwearf, meaning 'bank' or 'shore', and its plural is either wharfs, or, especially in American English, wharves; collectively a group of these is referred to as a wharfing or wharfage. 'Wharfage' also refers to a fee ports impose on ships against the amount of cargo handled there.

In the northeast and east of England the term staithe or staith (from the Norse for landing stage) is also used. For example Dunston Staiths in Gateshead and Brancaster Staithe in Norfolk. Though the term staithe may be used to refer only to loading chutes or ramps used for bulk commodities like coal in loading ships and barges. It has been suggested that wharf actually is an acronym for ware-house at river front, but this is a backronym, spread around as a fact by 'tour guides' on Thames river boats.

Another explanation may be that the word wharf comes, like a lot of naval terms, from the Dutch word 'werf' which means 'yard', an outdoor place where work is done, like a shipyard or a lumberyard.





LONDON CITY AIRPORT

London City Airport is a single-runway STOLport, an airport for use by STOL (Short Take Off and Landing) airliners, and principally serving the financial district of London. It is located on a former Docklands site, 11 km - 6.9 miles east of the City of London, opposite the London Regatta Centre, in the London Borough of Newham in East London. It was developed by the engineering company Mowlem in 1986/87. In 2008 London City was the fifth busiest airport in terms of passengers and aircraft movements serving the London area after Heathrow, Gatwick, Stansted and Luton and the 15th busiest in the UK.

London City Airport has a CAA Public Use Aerodrome Licence that allows flights for the public transport of passengers or for flight training. Only multi-engine, fixed-wing aircraft with special aircraft and aircrew certification to fly 5.5 degree approaches are allowed to conduct operations at London City Airport. London City Airport was purchased from the Irish billionaire Dermot Desmond in October 2006 by a



London City Airport

consortium comprising AIG Financial Products Corp and Global Infrastructure Partners (GIP) for an undisclosed sum. In the final quarter of 2008 GIP became the sole owner of the airport. In 2008, London City Airport served a record 3.2 million passengers, a 12.0% increase over 2007.

The airport was first proposed in 1981 by Reg Ward, who was Chief Executive of the newly formed London Docklands Development Corporation (LDDC) that was responsible for the regeneration of the area. He in turn discussed the proposal with Sir Philip Beck (Chairman of John Mowlem & Co plc) and the idea of an airport for Docklands was born. By November of that year Mowlem and Brymon Airways had submitted an outline proposal to the LDDC for a Docklands STOLport city centre gateway.

Construction began on the site shortly after permission was granted, with the Prince of Wales laying the foundation stone of the terminal building on 29 May 1986. The first aircraft landed on 31 May 1987, with the first commercial services operating from 26 October 1987.



Business Centre at the Royal Albert Dock

LONDON CITY AIRPORT is linked to London's new financial district at Canary Wharf and to the traditional financial district of the City of London via the Docklands Light Railway, and with an interchange to the London Underground. London City Airport DLR station is situated immediately adjacent to the terminal building, with enclosed access to and from the elevated platforms.

The airport is served by London Bus services 473 and 474 running to local East London destinations. However, the express shuttle buses that formerly ran to various destinations were withdrawn after the DLR line was built. The airport has a short and long term car park, both within walking distance of the terminal and a taxi rank outside the terminal door.

There are plans to rebuild and refurbish the terminal over the next three years. The exterior of terminal building will remain the same, but the internal infrastructure will be rebuilt to better utilise the space and handle the projected increase in passenger numbers.

In response to the UK government white paper 'The Future of Air Transport', the airport operators have produced a master plan outlining their vision for growth up to 2030. The master plan shows a phased expansion of the airport, giving the capability of handling 8 million passengers per annum by 2030. It does not propose the addition of a second runway, or significant expansion of the airport boundaries.



Placing a commercial airport into congested airspace (the London Terminal Area, TMA) was a challenge for the National Air Traffic Services (NATS). In the event, a new airspace authority, Thames Radar, was established to provide a radar control service and provide safe separations for London City arrivals and departures.

In 1988, the first full year of operation, the airport handled 133,000 passengers. The earliest scheduled flights were operated to and from Plymouth, Paris, Amsterdam and Rotterdam. With a runway of only 1,080 m (3,543 ft) in length, and a glide slope of 7.5 degrees (for noise abatement reasons), the airport could only be used by a very limited number of aircraft types, principally the Dash 7 and the smaller Dornier Do 228. In 1989, the airport submitted a planning application to extend the runway, allowing the use of a larger number of aircraft types.

In 1990 the airport handled 230,000 passengers, but the figures fell drastically after the Gulf War and did not recover until 1993 when 245,000 passengers were carried. By this time, on 5 March 1992, the extended runway had been approved and opened. At the same time the glide slope was reduced to 5.5 degrees, still steep for a European airport, but sufficient to allow a larger range of aircraft, including the BAe 146 regional jet liner, to serve the airport.

By 1995 passenger numbers reached the half million, and Mowlem sold the airport to Irish businessman Dermot Desmond. Five years later passenger numbers had climbed to 1,580,000, and over 30,000 flights were operated. In 2002 a jet centre catering for corporate aviation was opened, as well as additional aircraft stands at the western end of the apron. In 2003 a new holding point was established at the eastern end of the runway, enabling aircraft awaiting takeoff to hold there whilst other aircraft landed.

London City Airport was granted planning permission to construct an extended apron with four additional aircraft parking stands and four new gates to the east of the terminal in 2001. Work is now completed, with the four new stands and gates operational as of 30 May 2008. They are carried on piles above the water of the King George V Dock. By 2006, more than 2.3 million passengers used the airport.

On 2 December 2005, London City Airport DLR station opened on a branch of the Docklands Light Railway, providing rail access to the airport for the first time, and providing fast rail links to Canary Wharf and the City of London. On 30 November 2006, the airport was sold to a consortium consisting of insurer AIG and Global Infrastructure Partners.

The airport has stringent rules imposed on the noise impact from aircraft operations. This, together with the physical dimensions of the 1508m (4948 ft) long runway and the steep glide slope, limits the aircraft types that can use London City Airport. Corporate aircraft such as the Beechcraft Super King Air, Cessna Jet series, Hawker 400, Hawker 800, Piaggio Avanti and variants of the Dassault Falcon business jets are increasingly common. Helicopters are denied access for environmental reasons. The size and layout of the airport and overall complexity caused by the lack of taxiways mean that the airport gets very busy during peak hours. The air traffic controllers have to deal with over 38 flights an hour on a runway requiring a lengthy backtrack for each aircraft needing to depart from runway 27 or land on runway 09.

Operations are restricted to 06.30 to 22.00 Monday to Friday, 06.30 to 12.30 on Saturdays and 12.30 to 22.00 on Sundays. The closure of the airport between 12.30 on Saturday and 12.30 on Sunday gives residents some relief from noise.



The London Regatta Centre

The size of the airport, constrained by the water-filled Royal Albert and King George V docks to the north and south respectively, means that there are no covered maintenance facilities for aircraft. London City Airport is small compared with the other four London international airports. Due to its proximity to London's Docklands and financial district its main users are business travellers but leisure traveller numbers are increasing. Inside the terminal there are 22 check-in desks plus self-service kiosks for Air France, British Airways, Lufthansa, VLM Airlines, KLM, Luxair, Swiss International Air Lines and SAS. There are fourteen gates at London City Airport, with a further four stands to the west connected via an airside bus. The airport flight path restricts the maximum height of new skyscrapers in and around Canary Wharf, and the management keeps a watch on planning applications for tall buildings in the area.

Unlike most of the smaller airports, London City is at its busiest during the winter months, when a number of airlines, most notably Swiss International and CityJet, fly to ski resort gateway destinations. Zurich, Geneva, Strasbourg and Milan are among the destinations popular among winter sports enthusiasts.



The London Regatta Centre

THE LONDON REGATTA CENTRE, a state-of-the-art rowing centre, is located in the heart of the Docklands area in the East End of London. It is built at the west end on the north of the historic Royal Albert Dock directly opposite London City Airport. The site is owned by the Royal Albert Dock Trust, and is home to the Royal Docks Rowing Club and the Raging Dragons dragon boat racing club.

The Regatta Centre was practically completed in September 1999. It was opened formally in March 2000, by HRH the Princess Royal. The building was designed by the award-winning Ian Ritchie Architects. The 200 year lease on the land for the centre was given to the Royal Albert Dock Trust, by the London Docklands Development Corporation.

The centre boasts a 2,000 metre course, with seven lanes plus a return lane. The existing 1,750 metre length of the dock was extended to 2,000 by the removal and replacement of the Woolwich Manor Way Bridge at the east of the dock. The new bridge was built further east and is now officially known as the Sir Steve Redgrave Bridge. Amongst the centre's other facilities are a rowing tank.

The adjacent quayside is undergoing significant redevelopment as a state-of-the-art Business Park, 'The Royals'. The east end of the dock is the home of the University of East London campus. The centre is two minutes walk from Royal Albert Docklands Light Railway station.

Two University of London schools (Queen Mary, University of London Boat Club and St Bartholomew's and the London Hospitals' Boat Club) are based at the Regatta Centre. Although their spiritual home is the Trafalgar Rowing Centre on the River Thames at Greenwich, Curlew Rowing Club now do most of their rowing from the London Regatta Centre.



THE RIVER THAMES

The River Thames is a major river flowing through southern England. While best known because its lower reaches flow through central London, the river flows through several other towns and cities, including Oxford, Reading and Windsor. The river gives its name to the Thames Valley, a region of England centred around the river between Oxford and West London, the Thames Gateway, the area centred around the tidal Thames, and the Thames Estuary to the east of London.

The River Thames is the second longest river in the United Kingdom and the longest river entirely in England, rising at Thames Head in Gloucestershire, and flowing into the North Sea at the Thames Estuary. It has a special significance in flowing through London, although London only includes a short part of its course. The river is tidal in London with a rise and fall of 7 metres (23 ft) and becomes non-tidal at Teddington Lock. The catchment area covers a large part of South Eastern and Western England and the river is fed by over 20 tributaries. The river contains over 80 islands, and having both seawater and freshwater stretches supports a variety of wildlife.



Limehouse Basin

Limehouse Basin ►





THE LIMEHOUSE BASIN in Limehouse, in the London Borough of Tower Hamlets was originally built for seagoing vessels and lighters to offload cargoes to canal barges, for onward transport along the Regent's Canal. By the mid 19th century the dock and the canal were an enormous commercial success for their importance in the supply of coal to the numerous gasworks and latterly electricity generating stations along the canal, and for domestic and commercial use. At one point it was the principal entrance from the Thames to the entire national canal network. Its use declined with the growth of the railways, although the revival of canal traffic during World War I and World War II gave it a brief swansong.

To the east of the canal entrance, behind a viaduct arch is the octagonal tower of a hydraulic accumulator (built 1869), replacing an earlier and pioneering structure dating from the 1850s by William George Armstrong, engineer and inventor. This regulated the hydraulic pressure of the extensive network of hydraulic mains around the basin supplying the coal-handling machinery. The associated steam raising plant and hydraulic pumps have been removed. The building was converted by Dransfield Owens de Silva for the London Docklands Development Corporation to function as a viewing platform. It, and the basin itself are now owned by the British Waterways Board; the building is Grade II listed and is open every year during Open House Weekend, usually the third weekend in September.

The history of the connection of the Basin to the River Thames and the Limehouse Cut is complex, but in 1968, a short stretch of new canal was constructed to reconnect the Limehouse Cut to the Basin, replacing the Cut's old direct link with the Thames. It was closed to commercial traffic in 1969, with one quay at the Basin retained for the use of pleasure craft. The redevelopment of the Basin started in 1983 as part of the London Docklands Development Corporation's overall master plan for the Docklands area. However, it took many years for the scheme to come to fruition. The property boom and bust of the 1980s set back progress considerably, as did the construction of the Limehouse Link road - tunnel which was built under the north side of the basin in the early 1990s.

Today the Limehouse Basin provides a navigable link between the Regent's Canal and the River Thames, through the Limehouse Basin Lock. The majority of the once derelict land surrounding the basin has been developed into luxury flats. In addition to the various apartment blocks around the Limehouse Basin, a number of other facilities are available. Most noticeable when visiting the area is the 90 berth marina with excellent modern facilities, an oasis of calm in the middle of busy London.



The basin lock at Limehouse Basin

THE THAMES BARRIER is a large flood control structure on the River Thames, constructed between 1974 and 1982 at Woolwich Reach, and first used defensively in 1983. It is the world's second largest movable flood barrier. Located downstream of central London, the barrier's purpose is to prevent London from being flooded by an exceptionally high tide moving up from the sea, often exacerbated by a storm surge. It only needs to be raised for the duration of the high tide; at ebb tide it can be lowered to release upstream water that backs up behind it. On the northern bank it lies in the area of Silvertown in the London Borough of Newham. On the southern bank it lies in the New Charlton area of Charlton in the London Borough of Greenwich.

London is quite vulnerable to flooding. A storm surge generated by low pressure in the Atlantic Ocean sometimes tracks eastwards past the north of Scotland and may then be driven into the shallow waters of the North Sea. The storm surge is funnelled down the North Sea which narrows towards the English Channel and the Thames Estuary. If the storm surge coincides with a spring tide then dangerously high water levels can occur in the Thames Estuary. This situation combined with downstream flows in the Thames provides the triggers for flood defence operations. The threat has increased over time due to the slow but continuous rise in high water level over the centuries (20 cm / 100 years) and the slow 'tilting' of Britain (up in the north and down in the south) caused by post-glacial rebound.

Fourteen people died in the 1928 Thames flood, and after 307 people died in the UK in the North Sea Flood of 1953 the issue gained new prominence. Early proposals for a flood control system were stymied by the need for a large opening in the barrier to allow for vessels from London Docks to pass through. When containerisation came in and a new port was opened at Tilbury, a smaller barrier became feasible with each of the four main navigation spans being the same width as the opening of Tower Bridge.

Built across a 572 yard (523 m) wide stretch of the river, the barrier divides the river into four 200 feet (60 m) and two 34 yd (33 m) navigable spans and four smaller non-navigable channels between nine concrete piers and two abutments. The flood gates across the openings are circular segments in cross section, and they operate by rotating, raised to allow 'underspill' to allow operators to control upstream levels and a complete 180 degree rotation for maintenance. All the gates are hollow and made of steel up to 1½ inches (3.8 cm) thick. The gates fill with water when submerged and empty as they emerge from the river. The four large



Thames Barrier Park

central gates are 220 ft (67 m) long, 35 ft (10 m) high (above local ground level) and weigh 3,500 tonnes; the outer two gates are 100 ft (30 m). Additionally, four radial gates by the riverbanks, also 100 ft long, can be lowered. These gate openings, unlike the main six, are non-navigable. Before 1990, the number of barrier closures was one to two per year on average. Since 1990, the number of barrier closures has increased to an average of about four per year. In 2003 the Barrier was closed on 14 consecutive tides. The barrier was closed twice on 9 November 2007 after a storm surge in the North Sea which was compared to the one in 1953.

A Thames Barrier flood defence closure is triggered when a combination of high tides forecast in the North Sea and high river flows at the tidal limit at Teddington weir indicate that water levels would exceed 4.87 m in central London. Forecast sea levels at the mouth of the Thames Estuary are generated by Met Office computers and also by models run on the Thames Barrier's own forecasting and telemetry computer systems. About 9 hours before the high tide reaches the barrier a flood defence closure begins with messages to stop river traffic, close subsidiary gates and alert other river users. Once river navigation has been stopped and all subsidiary gates closed, then the Thames Barrier itself can be closed. The smaller gates are closed first, then the main navigable spans in succession. The gates remain closed until the tide downstream of the barrier falls to the same level as the water level upstream.

After periods of heavy rain west of London, floodwater can also flow down the Thames upstream from London. Because the river is tidal from Teddington weir all the way through London, this is only a problem at high tide, which prevents the floodwater from escaping out to sea. From Teddington the river is opening out into its estuary, and at low tide it can take much greater flow rates the further one goes downstream. In periods when the river is in flood upstream, if the gates are closed shortly after low tide, a huge empty volume is created behind the barrier which can act as a reservoir to hold the floodwater coming over Teddington weir. Most river floods will not fill this volume in the few hours of the high tide cycle during which the barrier needs to be closed. If the barrier was not there, the high tide would fill up this volume instead, and the floodwater could then spill over the river banks in London.

The river is policed by five police forces. The Thames Division is the River Police arm of London's Metropolitan Police, while Surrey Police, Thames Valley Police, Essex Police and Kent Police have responsibilities on their parts of the river outside the metropolitan area. There is also a London Fire Brigade fire boat on the river. The river claims a number of lives each year, and as a result of the Marchioness disaster in 1989



Thames Barrier



when 51 people of the 131 onboard died when the pleasure boat was run down by the dredger Bowbelle, the Government asked the Maritime and Coastguard Agency, the Port of London Authority and the Royal National Lifeboat Institution (RNLI) to work together to set up a dedicated Search and Rescue service for the tidal River Thames. As a result, there are four lifeboat stations on the river Thames based at Teddington, Chiswick Pier, Tower Lifeboat Station and Gravesend.

Around 60 active terminals cater for shipping of all types including ro-ro ferries, cruise liners and vessels carrying containers, vehicles, timber, grain, paper, crude oil, petroleum products, liquified petroleum gas, etc. There is a regular traffic of aggregate or refuse vessels, operating from wharves in the west of London. The tidal Thames links to the canal network at the River Lea Navigation, the Regent's Canal at Limehouse Basin, and the Grand Union Canal at Brentford.

The non-tidal River Thames is divided into reaches by the 45 locks. The locks are manned for a greater part of the day, but can be operated by experienced users out of hours. This part of the Thames links to existing navigations at the River Wey Navigation, the River Kennet and the Oxford Canal. There is no speed limit on the Tideway downstream of Wandsworth Bridge, although boats are not allowed to create undue wash. Upstream of Wandsworth Bridge a speed limit is in force for powered craft to protect the riverbank environment and to provide safe conditions for rowers and other river users. The speed limit of 8 knots (15 km/h) applies to powered craft on this tidal part and 4.3 knots (8 km/h) on the non-tidal Thames. The Environment Agency has patrol boats and can enforce the limit strictly since river traffic usually has to pass through a lock at some stage. There are pairs of transit markers at various points along the non-tidal river that can be used to check speed - a boat travelling legally taking a minute or more to pass between the two markers.

The Thames is navigable from the estuary as far as Lechlade in Gloucestershire. Between the sea and Teddington Lock, the river forms part of the Port of London and navigation is administered by the Port of London Authority. From Teddington Lock to the head of navigation, the navigation authority is the Environment Agency. Both the tidal river through London and the non-tidal river upstream are intensively used for leisure navigation. All craft using the river Thames must be licensed. The river is navigable to large ocean-going ships as far upstream as the Pool of London and London Bridge. Although London's upstream enclosed docks have closed and central London sees only the occasional visiting cruise ship or warship, the tidal river remains one of Britain's main ports.

IN THE MIDDLE AGES the Crown exercised general jurisdiction over the Thames, one of the four royal rivers, and appointed water bailiffs to oversee the river upstream of Staines. The City of London exercised jurisdiction over the tidal Thames. However, navigation was increasingly impeded by weirs and mills, and in the 14th century the river probably ceased to be navigable for heavy traffic between Henley and Oxford.

In the late 16th century the river seems to have been reopened for navigation from Henley to Burcot. The first commission concerned with the management of the river was the Oxford-Burcot Commission, formed in 1605 to make the river navigable between Burcot and Oxford.

In 1751 the Thames Navigation Commission was formed to manage the whole non-tidal river down to Staines. The City of London long claimed responsibility for the tidal river. A long - running dispute between the City and the Crown over ownership of the river was not settled until 1857, when the Thames Conservancy was formed to manage the river from Staines downstream. In 1866 the functions of the Thames Navigation Commission were transferred to the Thames Conservancy, which thus had responsibility for the whole river.

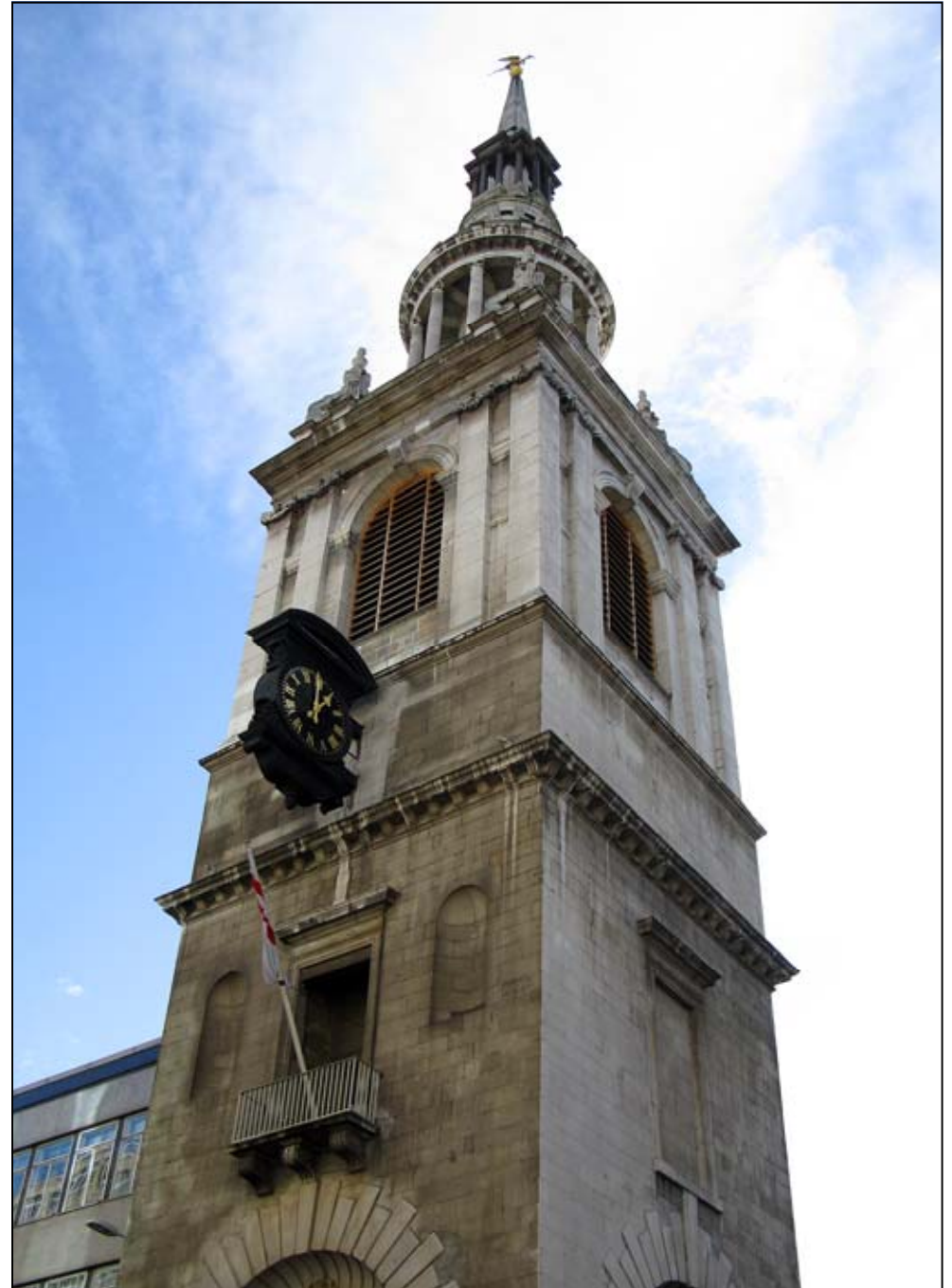
In 1909 the powers of the Thames Conservancy over the tidal river, below Teddington, were transferred to the Port of London Authority.

In 1974 the Thames Conservancy became part of the new Thames Water Authority. When Thames Water was privatised in 1990, its river management functions were transferred to the National Rivers Authority, in 1996 subsumed into the Environment Agency.

COCKNEY

The term Cockney has both geographical and linguistic associations. Geographically and culturally, it often refers to working class Londoners, particularly those in the East End. Linguistically, it refers to the form of English spoken by this group.

The earliest recorded use of the term is 1362 in 'The vision concerning Piers Plowman' by William Langland and it is used to mean a small, misshapen egg, from Middle English coken (of cocks) and ey (egg) so 'a cock's egg'. In the Reeve's Tale by Geoffrey Chaucer (circa 1386) it appears as 'cokenay', and the meaning is 'a child tenderly brought up, an effeminate fellow, a milksop'. By 1521 it was in use by country people as a derogatory reference for the effeminate town-dwellers. The term could also be used for a young male prostitute; in this the progression exactly mirrors that of punk and gungel in America. The term was used to describe those born within earshot of the Bow Bells in 1600, when Samuel Rowlands, in his satire 'The Letting of Humours Blood in the Head-Vaine', referred to 'a Bowe-bell Cockney'. Traveller and



The bell tower at the St. Mary-le-Bow Church

St. Mary-le-Bow Church ►



writer Fynes Moryson stated in his work 'An Itinerary' that 'Londoners, and all within the sound of Bow Bells, are in reproach called Cockneys'. John Minsheu was the first lexicographer to define the word in this sense, in his 'Ductor in Linguas' (1617), where he referred to 'A Cockney or Cockny, applied only to one born within the sound of Bow Bell, that is in the City of London.' The region in which 'Cockneys' reside has changed over time, and is no longer the whole of London. A common belief is that in order to be a Cockney, one must have been born within earshot of the Bow Bells. However, the church of St Mary-le-Bow was destroyed in 1666 by the Great Fire of London and rebuilt by Sir Christopher Wren. After the bells were destroyed again in 1941 in The Blitz of World War II, and before they were replaced in 1964, there was a period when by this definition no 'Bow-bell' Cockneys could be born. The use of such a literal definition produces other problems, since the area around the church is no longer residential and the noise of the area makes it unlikely that many people would be born within earshot of the bells anymore.

A study was carried by the city in 2000 to see how far the Bow Bells could be heard, and it was estimated that the bells would have been heard six miles to the east, five miles to the north, three miles to the south, and four miles to the west. According to the legend of Dick Whittington the bells could once be heard from as far away as Highgate. The association with Cockney and the East End in the public imagination may be due to many people assuming that Bow Bells are to be found in the district of Bow, rather than the lesser known St Mary-le-Bow church.

Thus while all East Enders are Cockneys, not all Cockneys are East Enders. The traditional core neighbourhoods of the East End are Bethnal Green, Whitechapel, Spitalfields, Stepney, Wapping, Limehouse, Poplar, Millwall, Hackney, Hoxton, Shoreditch, Bow and Mile End. 'The Borough' to the south of Waterloo, London and Tower Bridge were also considered Cockney before redevelopment all but extinguished the local working class areas, and now Bermondsey is the only Cockney area south of the Thames, although Pearly Kings and Queens can be found as far out as Peckham and Penge. The area north of the Thames gradually expanded to include East Ham, Stratford, West Ham and Plaistow as more land was built upon.

In recent years, there has been a move away from Cockney in the inner-city areas of London towards Multicultural London English whereas the eastern outskirts of Greater London have more speakers of Cockney dialect. Today, certain elements of Cockney English are declining in usage within the area it is most associated with, displaced by a Jamaican Creole-influenced variety popular among young Londoners

ST. MARY-LE-BOW is a historic church in the City of London, off Cheapside, a short walk from St Paul's Cathedral. According to tradition, a true Cockney must be born within earshot of the sound of the church's bells. The sound of the bells of St. Mary's are credited with having persuaded Dick Whittington to turn back from Highgate and remain in London to become Lord Mayor. Traditionally, distances by road from London have been measured from the London Stone, or the 'Standard' in Cornhill, but, on the road from London to Lewes, the mileage is taken from the church door of St. Mary-le-Bow. To emphasise the difference, mileposts along the way are marked with a cast-iron depiction of a bow and four bells.

Archaeological evidence indicates that a church existed on this site in Saxon period England. A medieval version of the church had been destroyed in 1091 by one of the earliest recorded (and one of the most violent) tornadoes in Britain, the London Tornado of 1091. During the Norman period, a church known as 'St. Mary de Arcubus' was built and was famed for its two arches ('bows') of stone. From at least the 13th century, the church was a peculiar of the Diocese of Canterbury and the seat of the Court of Arches, to which it gave the name.

The current building was built to the design of Christopher Wren (1671-1673) with the 223-foot steeple completed 1680. The mason-contractor was Thomas Cartwright, one of the leading London mason-contractors and carvers of his generation.

In the churchyard is a statue of Captain John Smith, founder of Virginia and former parishioner of this church. St. Mary-le-Bow ministers to the financial industry and livery companies of the City of London. There is a memorial in the church to the first Governor in Australia, Arthur Phillip, who was born nearby. Through this connection the Rector of St. Mary-le-Bow is the Chaplain of the Britain-Australia Society.

BOW BELLS, the bells of St. Mary-le-Bow church have been woven into the folklore of the City of London over many hundreds of years. In 1392 Dick Whittington heard Bow Bells call him back to London to become Lord Mayor; to be born within the sound of Bow Bells was the sign of a true Londoner or Cockney; and Bow Bell's authority ends the medieval nursery rhyme Oranges and Lemons, 'I do not know says the Great Bell of Bow'. During the Second World War the BBC's World Service broadcast a recording of Bow Bells, made in 1926, as a symbol of hope to the free people of Europe. This recording is still used as an interval signal.

The first known reference to Bow Bells is in 1469 when the Common Council ordered that a curfew should be rung at 9 o'clock each evening. Soon after this John Donne, a mercer, gave the church two houses in Hosier Lane (now Bow Lane) for the maintenance and regular ringing of the bells. Bow church dominated life in the city and the 9 o'clock bell not only marked the curfew but also the end of an apprentice's working day.

The tower and bells were destroyed in the Great Fire of London in September 1666. Although the new tower was designed for twelve bells the bell founder, Christopher Hodson from Crayford in Kent, cast a heavy peal of eight for Wren's new church in 1677. Thomas Lester began Bow's long association with the Whitechapel bell foundry when he recast the tenor bell in 1738. The other seven bells were considered inferior and recast in 1762 when two extra bells were also added. The ten bells were first rung to celebrate George III's 25th birthday.

The restoration and recasting of Bow Bells by Gillett and Johnston in 1933 was the gift of H Gordon Selfridge, but after being heard for only eight years these bells were destroyed on 11 May 1941 by a German air raid during the Second World War. The church and bells were later rebuilt and re-consecrated in 1964. For many hundreds of years the bells of St. Mary-le-Bow have proclaimed the church's presence in the heart of the City of London and they continue to do so today.

(sometimes referred to as 'Jafaican'), particularly, though far from exclusively, those of African-Caribbean descent. Nevertheless, the glottal stop, double negatives, and the vocalization of the dark L (and other features of Cockney speech), along with some rhyming slang terms are still in common usage. Rhyming slang is a form of slang in which a word is replaced by a rhyming word, typically the second word of a two-word phrase (so stairs becomes 'apples and pears'). The second word is then often dropped entirely ('I'm going up the apple'), meaning that the association of the original word to the rhyming phrase is not obvious to the uninitiated. For example: 'Sherman' for an American (Sherman tank = Yank). (See page 49 for more.)

As Cockneys have moved out of London, they have often taken their dialect with them. There may actually be more speakers of the Cockney dialect in Dagenham than in Whitechapel, even though the former is not in the traditional Cockney area. However despite the fact that the Jafaican accent is becoming ever more prominent and spreading among white middle class youngsters as well as ethnic minorities, some white working class teenagers, especially in inner London still retain the Cockney accent and, as of the late 2000s, it can be seen that the Cockney accent in inner London is undergoing a revival among the white working class.

The Cockney accent has long been looked down upon and thought of as inferior by many. In 1909 these attitudes even received an official recognition thanks to the report of The Conference on the Teaching of English in London Elementary Schools issued by the London County Council, where it stated that '[...] the Cockney mode of speech, with its unpleasant twang, is a modern corruption without legitimate credentials, and is unworthy of being the speech of any person in the capital city of the Empire'.

In the 1950s the only accent to be heard on the BBC was RP (Received Pronunciation), whereas nowadays many different accents, including Cockney or ones heavily influenced by it, can be heard on the BBC. In a survey of 2000 people conducted by Coolbrands in autumn 2008, Cockney was voted equal fourth coolest accent in Britain with 7% of the votes, while The Queen's English was considered the coolest, with 20% of the votes. Brummie was voted least popular, receiving just 2%. This shows that although speaking with a Cockney accent is not considered as bad as in the past, old attitudes towards RP still prevail. However, another survey, this time of business people, has revealed that an overseas accent is better for success in commercial life than an English regional one. Among the English accents tainted with business failure are Scouse, Brummie, Cockney, Geordie and the West Country. Although it may not be



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2 hours

politically correct to believe that accents matter nowadays, it is apparent from the research that popular prejudices still exist. The survey found 77% of business people thought a Home Counties accent was a sign of success in business followed by 73% favouring an American accent, 63% a Scottish accent, 52% continental European and 25% believing Indian or Asian accents were successful. However 64% of business people regarded those with a Liverpudlian (Scouse) accent unsuccessful, closely followed by a Birmingham or West Midlands accent, 63%, Cockney, 52% and Geordie or West Country 48%. It also found that businessmen who speak with an Indian or Asian accent were considered to be hardworking and reliable by 69% of their peers, a higher rating than any other accent. Those with US accents were considered to be diligent by 66% of their peers, followed by 61% favouring a Scottish accent and 50% preferring a Home Counties accent. However, only 24% of executives consider those with a Scouse accent to be hardworking.

Mockney, a portmanteau of 'mock' and 'Cockney', is an attempt to present oneself as Cockney (or, by extension, other working-class groups) with the intention of gaining popular credibility. A stereotypical Mockney comes from a middle or upper-middle class background in England's Home Counties. Mockney is distinct from Estuary English by being the deliberate affectation of the working-class London (Cockney) accent.

As another example, a Mockney might adopt Cockney pronunciation, but retain standard grammatical forms where the Cockney would use non-standard forms. However, Mockney speakers will sometimes overlay grammatical inaccuracies that commonly exist in traditional Cockney. It is an affectation sometimes adopted for aesthetic or theatrical purposes, other times just to sound 'cool', generate street credibility or give the false impression that the speaker rose from humble beginnings through some innate talent rather than the education, contacts and other advantages a privileged background tends to bring. The phenomenon was first named in the mid-1990s and Mick Jagger is often accused of having been the first celebrity in modern times to overlay his regional accent in order to boost his street credibility.

The concept of communication accommodation, either upwards or downwards in idiolect, can be seen in many social interactions, for example to put someone at ease by speaking in a familiar tone or intonation or to alienate someone by speaking in a more formal way than they are used to, for example in a court room where a more formal register will be used with legal jargon to intimidate a defendant. This refers to a person altering their perceived accent and covers the concept of 'mockneying'.

THE CASH MACHINE in Spitalfields, was one of five Cockney cash dispensers from East London to Barnet that began dispensing 'moola' yesterday morning. Bank Machine, which runs 2,500 ATMs across the country, was aiming to amuse, but it has grander ambitions too. It hopes to follow the Cockney cash machines with Brummie, Geordie, Scouse and Scots ATMs. It hopes that ATMs will serve to keep these dialects alive in Britain.

Responses to this initiative varied yesterday. In Spitalfields, Caroline Smith, 40, a brand consultant from West London, said the machine had 'made my day'. But John Strachan, 52, an IT worker from Dundee, found the experience troubling. When it offered to serve him in English or Cockney, he suspected a hoax. He selected Cockney. 'Readin your bladder of lard', read the message on the screen. It asked for his 'Huckleberry Finn'. Then more bewildering questions: did he want to see his balance on the Charlie Sheen? Did he wish to change his Huckleberry Finn or did he simply require sausage and mash, with or without a receipt? After the concept was explained to him, he was so indignant that he resorted to slang himself: 'It's complete pants' he said. 'Using an ATM is a very sensitive moment.'

Other customers — a receptionist from Buckinghamshire, a product manager from Wimbledon, even a Frenchman — seemed delighted to be addressed in Cockney. There seemed to be a scarcity of real Cockneys in Spitalfields to communicate with the cash machine in their mother tongue though. Farther east, however, next to the Cockney cash machine in Hackney, Roy Parker, 62, a bona fide Cockney, was working behind the counter of a mini-cab firm. So, what did he think of the ATM outside? 'Real Cockneys don't have bank accounts or all that palava' he said. 'They put it under the mattress.'

(www.timesonline.co.uk, August 25, 2009)



COCKNEY RHYMING SLANG at its simplest, uses a conjunction of words, whose last is used to suggest a rhyme, which is its definition. For example one of the most famous is apples and pears, meaning stairs. Usually the rhyming slang is abbreviated to just the first word, so the above example would become apples. This in effect makes a sentence which is much harder to understand for the uninitiated and when a phrase incorporates two or more elements of rhyming slang the meaning becomes so obscure that to the uninitiated confusion is the result. There probably lies its original purpose, as a form of coded speech. This often bewildering form of slang, although now actually heard throughout the English speaking world, originally developed in the inner London area, now known as the East End.

The word Cockney itself, from an earlier spelling cokeney, literally means cock's egg, a small malformed egg that is occasionally laid by young hens. During the 1700's the term, used by country folk, was applied to town's folk who were considered ignorant of the established customs and country ways. This term in due course became synonymous with working class Londoners themselves and has now lost its once denigrating qualities. Despite the current definition of a Cockney, to most outsiders a Cockney is anyone from London itself.

Rhyming slang, just part of the Cockney language, is believed to have come to prominence in the early to mid 1800's. It is frequently suggested that it began its life as the tongue of the London street trader, the costermongers; perhaps in an attempt to conceal their often illicit practices from the public or more importantly, any illegal activities from the recently established police force, the Peelers. Another area of speculation is how from being such a localised dialect it gained so much prominence; the suggestion here is that Cockney rhyming slang was adopted by the underworld. It was the necessity of the police to learn this criminal language and by its subsequent publication in law enforcement manuals rhyming slang became widely known.

Cockney rhyming slang is so prevalent in British English that many people unwittingly employ it in everyday speech. Most English speaking countries now employ their own rhyming slang expressions; Australia has been a particularly strong user since the mid 1900's. It should be emphasised that the most recently invented rhyming slang doesn't originate from Cockney's themselves, the name Cockney rhyming slang is now a loose term for the style of slang that uses the rhyming technique. Many true Cockney's have a strong pride in their own special vernacular and their resentment for much of the current batch of rhyming slang will be very evident, especially when it is given the name Cockney rhyming slang.

Examples of Cockney rhyming slang:

- 'Let's have a butchers at that magazine' (butcher's hook = look)
- 'I haven't heard a dicky bird about it' (dickie bird = word)
- 'Use your loaf and think next time' (loaf of bread = head)
- 'Did you half-inch that car?' (half-inch = pinch, meaning steal)
- 'You will have to speak up, he's a bit mutton' (mutt'n'jeff = deaf)
- 'I'm going on my tod' (tod sloan = alone, or own)
- 'Are you telling porkies?' (porkies = pork pies = lies)
- 'Are you going to rabbit all night?' (rabbit and pork = talk)
- 'Scarper lads! The police are coming' (Scapa Flow = go)

Selection of general, but older, currently used expressions:

- ruby murray = curry
- barnet fair = hair
- currant bun = sun
- deep sea diver = fiver (a monetary note)
- mince pies = eyes
- china plate = mate
- pen and ink = stink
- septic tank = yank (a person from the U.S.)
- whistle and flute = suit
- dog and bone = phone
- trouble and strife = wife

Since the 1980s there has been a resurgence in the popularity of rhyming slang, with numerous new examples popping up in everyday speech. Some make a bold attempt to infiltrate language use at a national level, usually employed by eager and cocky adolescents and especially young male adults in an attempt to strengthen their identity. The popularity of 'new laddism', 'girl power' and youth culture in general in the 1990's, encouraged by the media as a profitable commodity, has led to a wealth of rhyming slang taking hold throughout the United Kingdom. Much of this new breed of rhyming slang will undoubtedly die as quickly as it appeared although the broadening of accessible reference resources such as can be found on the Internet, will help further its longevity. Modern rhyming slang often utilises the names of the famous who will surely on their own demise from the limelight take their namesake slang with them.

POSTSCRIPT

This book came about because my father is 70 years old soon, and because I wanted to find a present for his birthday. What do you give to someone who's got everything he needs and who is able to buy himself, within reason, just about anything? I simply try to give him presents that can't be bought. I know for example that Harrods of London pride themselves on being able to supply anything from a grand piano to an elephant, although they do have a bit of a delivery time for elephants. But there is one thing you can't get in Harrods: my homemade ice cream. So that's something I have given my father as a present in the past. He calls it the world's best ice cream, but he is perhaps a tad biased? These days we live in different countries; I live in the UK and he in southern Spain, so ice cream would not really be top of my list of presents for this year. In the past I have made a variety of homemade presents. Last year my gift to him was a book with photos from a whole year of horticultural activity in my small London back garden.

But for his 70th birthday celebration I decided I would have to come up with something special. I spent a few months driving around East London taking photos, especially in Stratford - where my son lives - and in East Ham where I live. I then used the Internet, especially Wikipedia to find text to complement my pictures, which I edited to suit my layout. I spent a few interesting hours in the company of the harbourmaster at Limehouse Basin, my absolutely favourite place in London, while

doing research for this book, and discovered that I would only need around £1.5m to buy a flat there. Limehouse Basin is a surprisingly beautiful place where you have wonderful views over the Thames. You can moor your boat literally straight outside your kitchen window, whilst it only takes around 15 minutes to get to Central London by train. I had a great day out taking pictures there during my research, dreaming about where I would live if I ever won the lottery!

I also visited St. Mary-Le-Bow Church in Central London. Along with a lot of people I was completely wrong about where this church is located. It isn't in Bow in East London; it is in the City of London, within walking distance from St Pauls Cathedral. This church is significant because to be a true Cockney you have to be born within the sound of Bow Bells.

I owe thanks to a few people who have helped me with this book. First of all to Jean Jeffrey at the 2012 Unit at Newham Council, who made it possible for me to take the shots of the Olympic arenas from their Holden Point viewing platform. When I called her and asked if I could come and take photos on the roof of the tower block she immediately said yes and promised me photos on a clear day no matter what. I really appreciate people who readily say yes like she did! I also want to say thanks to the staff at the Olympic Park Legacy Company, who let me use their roof terrace to take pictures of Stratford. And I would like to say a big thank you to Jo Dumbrill for his help and advice on type and for proof reading and to Trevor Denham for helping me weeding out some of my language errors and for proof reading for me.

I have learned a lot during the research for this book, and it's been great fun! I have selected information that I thought would interest my father. I found such a vast amount of information, and with only 50 pages available to fill, I had to be brief about each topic, hence the title 'Bits and Pieces about East London'. But every piece of information is picked for you Far ('father' in Norwegian), and I hope you enjoy reading this book as much as I have enjoyed making it for you.

Happy 70th Birthday!

Helene

February 2010



BITS & PIECES FROM EAST LONDON is filled with photos from the north side of the River Thames, east of Tower Bridge. The book gives a peek into different areas and aspects of East London and explains a range of terms and expressions. Do you really know what a Cockney is? Now you have the opportunity to find out what the term actually means and how far back in history we have to go to find the origin of this expression.

The book also gives a lot of detailed information about different places in East London that has a special meaning to me one way or the other.

Enjoy!

Helene U. Taylor
2010