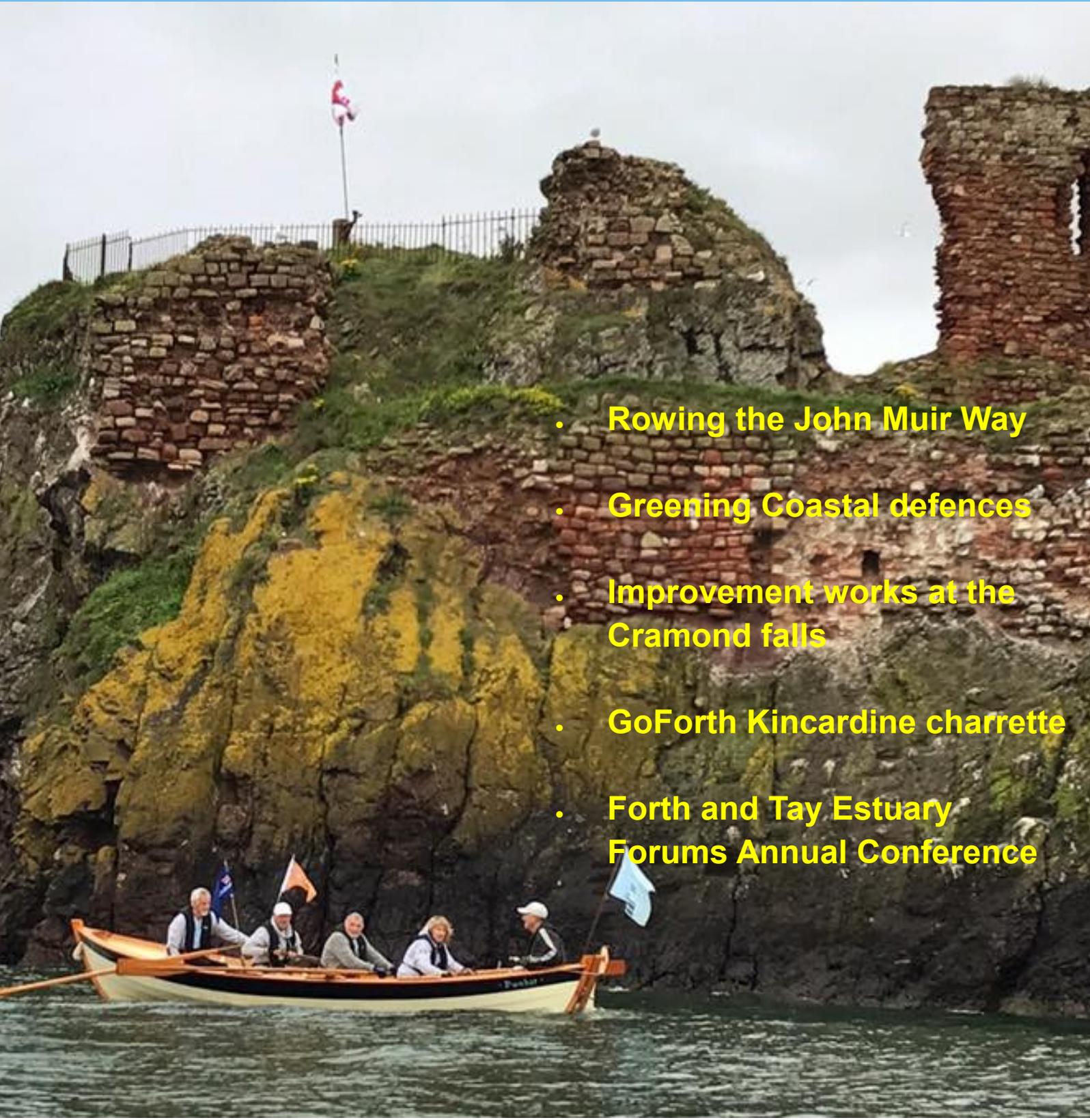


Forth Sight

Issue No. 30
November 2017

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- **Rowing the John Muir Way**
 - **Greening Coastal defences**
 - **Improvement works at the Cramond falls**
 - **GoForth Kincardine charrette**
 - **Forth and Tay Estuary Forums Annual Conference**

Welcome From The Chair, Ruth Briggs



I write this around the time of our 2017 AGM. We review progress and achievements in the year ending last March, receive and note our income and expenditure, and look ahead. Largely led by Chris Cutts and Sharon Waugh, the Forum has maintained its programme of occasional members' events and workshops, online communications and involvement with sister partnership bodies around Scotland. As noted by Chris on the next page, advice and input to Local Authorities and Marine Scotland has focussed recently on drawing together the relevant parts of Local Development Plans to provide an overview of approaches and policy towards coastal and marine planning all around the Forth. We hope this will prove a useful insight and sharing of ideas that will help and contribute to future, more integrated planning of developments and use of the coastal zone.

Member bodies' involvement and participation with our Management Group continues to inspire me. While having a role to advise staff and directors of the Forum, the Group's other function as a platform for updating and discussing ongoing or planned activities, or keeping colleagues aware of internal programmes and changes helps ensure we all keep 'talking to each other' about the Forth and have a better idea about who's doing what than might otherwise be the case.

The autumn joint Tay/Forth conference features elsewhere in this newsletter. It was good to see it well attended (even though, being in Dundee, it was 'outside' our own usual Forth area!). Feedback was positive and bodes well for more joint work on issues of common interest.

Another event that fills me with enthusiasm is the workshop, such as that held in Stirling earlier this year. Strong and interesting presentations generated discussion and suggestions from a range of participants, of benefit to all.

Broadening the scope of what the Forum can offer underlies much of our current thinking. As everyone must know there are major and widespread issues and challenges for the well-being of our coasts and seas as a whole and roles for individuals and organisations in addressing them both strategically and locally.

Thank you for your participation and interest in 2017. Best wishes for 2018.

A handwritten signature in black ink, which appears to read 'R. F. Briggs'.

Management Group: City of Edinburgh Council *Julie Dewar & Ken Tippen (Planning)*, The Crown Estate *Paul Bancks*, Fife Council *Johanna Willi (Biodiversity)*, Forth Estuary Forum *Christopher Cutts*, Forth Ports Ltd *Derek McGlashan & Gary O'Brien*, RSPB *David Anderson*, RYA Scotland *Graham Russell*, Scottish Natural Heritage *Malcolm Fraser*, Scottish Power *Lisa Moir*, Marine Scotland *Morag Campbell & Adam Cox*, Scottish Coastal Forum *Rhona Fairgrieve & Isobel Glasgow*.

Directors: Ruth Briggs *Chair*, Derek McGlashan, Iain Rennick, Ian Howarth, Ian Angus, Tom Brock.

Staff: Christopher Cutts, *Forum Manager*, Sharon Waugh, *Administrator*.

'Forth Sight' view

Forum Manager, Christopher Cutts



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'Forth Sight' is a bi-annual publication on all matters concerning the work of the Forth Estuary Forum and sustainable development of the Firth of Forth.

The next edition is due out in Spring 2018. News, reviews and articles are welcome - as too are sponsorships.

Contact staff for copy deadline.

Are you on our mailing list? Make sure that you receive 'Forth Sight' and our regular eNews Bulletins directly to your inbox. Contact us as below.

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The views in this newsletter represent those of the authors and not necessarily those of the Forum.

Cover: Entering Dunbar harbour, courtesy of Kenny Maule (page 4)

Welcome to our latest issue of 'Forthsight'. We recently held an annual conference in partnership with the Tay Estuary Forum for the first time, in the spirit of closer collaborative working since both estuaries lie within what will become a SE Scotland Scottish Marine Region. It was a great success and details are in this issue. Also in the context of thinking on the scale of a Scottish Marine Region, the Forth Estuary Forum has recently completed a report on local development planning for all the local authorities within the Forth and Tay region (including the Scottish Borders) with regard to the National Marine Plan and existing coastal planning; this will be important work for the development of a regional marine plan and is currently being circulated to all the local authorities for comment. We look forward to publishing it on our website following this consultation period.

Given the broader than usual geographical remit of the recent conference, our reaching out to Local Authorities who lie outside our Forth estuary remit, and the scale at which future marine planning partnerships will operate, I noticed a broad theme running through several of the following articles when compiling this newsletter: that of large scale connectivity, whether in terms of human access as demonstrated by the article on rowing the John Muir Way, a coast to coast trip; access to the whole catchment for fish life as demonstrated by the ongoing work of the Forth Fisheries Trust; or reconnecting communities with their coastal environment as you can read about in the Kincardine charrette article.

It is these differing sectors and activities at varying scales who must be closely involved with both Estuary Fora and any future marine planning partnership if local marine planning is to be a success. The Forum helps with this as demonstrated by our last workshop back in April on coastal tourism in the Inner Forth, and by our ongoing research on bringing strands of existing coastal planning together from the Local Authorities of the south eastern seaboard.

Furthermore, all sectors (voluntary and statutory) must be aware of each other, which is where the Local Coastal Partnerships, of which the Forum is one, have such an important role to play through communication, publications and facilitation. As ever, we will keep you informed through our twitter feed @forthestuary, our website, Facebook page, eNews Bulletins, workshops, conferences and this newsletter.

Best wishes to everyone with an interest in the Forth.



Row, row, row your boat along The John Muir Way

Dunbar Coastal Rowing Club become the first to complete this superb route by boat!



THE
JOHN
MUIR
WAY

In July, Dunbar Coastal Rowing Club became the first, and so far only, club to complete the John Muir Way by skiff. The idea started during a pub conversation when braggarts out-shouted sensible club members. Kenny Maule, club secretary, explained that evening's muddled thinking behind: "This summer the team were looking for a row that would offer interesting challenges combined with taking in some of Scotland's beautiful

scenery along the way. Someone suggested that we row around the whole of Scotland and while this sounded like a wonderful idea, logistically it would have been dangerous. We soon realised that we already have an abundance of beautiful coastal scenery on our doorstep so the John Muir Way became the obvious choice. As Dunbar locals we pass John Muir's birthplace every day. His legacy is an integral part of our community's history. The John Muir Way links castles, historic towns and villages, canals, stunning coastal scenery and attracts walkers, cyclists and now rowers. We're proud to be challenging the norm and echoing the adventurous nature of the great man himself to highlight the significance of Scotland's John Muir throughout the world."

Over 20 local rowers took part in the challenge which mirrored the 134 miles of the John Muir Way stretching from Helensburgh to Dunbar. The adventurous team were aged from 14 to 76 and have clocked up many miles as a group, most having trained together for five years. Special commendations to Christine for rowing the furthest, Pamela for manning the chuckwagon, Bob for fashioning five bespoke paddles and Di for dragooning both her grandkids as standby crew one afternoon.

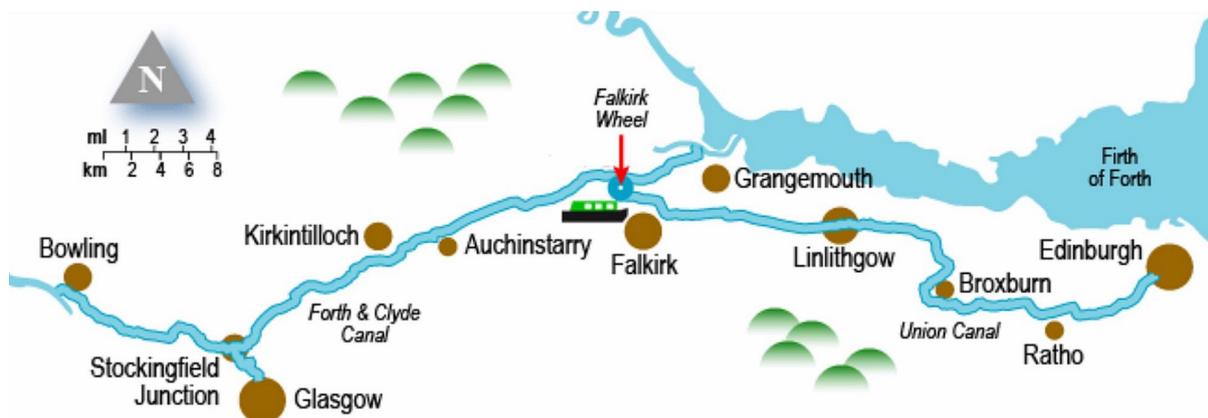


The intrepid adventurers set out on the water at Helensburgh on 17 July and became the first Scottish coastal rowing team to tackle the coast-to-coast route.

Route: Helensburgh, up the Clyde shipping lane, into the Forth-Clyde Canal (40 locks, 16 bridges) past Kirkintilloch, Auchinstarry, Bonnybridge, the

Falkirk Wheel, the Kelpies, into the Forth near Boness, then down the coast past South Queensferry, Post Seton, Aberlady, North Berwick and finally Dunbar. Fortunately, as forecast, the weather was benign!

The trip took six days rowing. One hiccup was a broken lock 7, so we had to manhandle and womanhandle our skiff to bypass it. Many were the spectacular sights including transiting Maryhill's flight of five locks in hot sunshine, up/down the Falkirk Wheel, the Kelpies floodlit at night, under the three Forth Bridges and being welcomed into Dunbar's harbour by our resident 'fleet' of yachts. The crews received medals outside Dunbar's John Muir Museum.



The trip's costs were generously covered by our Sponsor 'Past Horizons'.

There is a video of the trip "Rowing the John Muir Way" (<https://vimeo.com/227255897>; (music: The Hebrides, Fingal's Cave - Overture). Quotes are from John Muir and RLS.

This article was kindly provided by Kenny Maule. To enquire about joining Dunbar Coastal Rowing Club, please visit our [Facebook page](#). or <http://www.dunbarcoastalrowing.org.uk> or secretary@dunbarcoastalrowing.org.uk.



Greening Coastal Defences

Edinburgh Living Landscape is an ambitious strategy for the city which aims to demonstrate that investment in the natural environment makes economic sense as well as increasing biodiversity and creating a healthier city for residents and visitors. The potential for greening linear infrastructure is often overlooked and earlier this year ELL teamed up with Dr. Larissa Naylor and her team at the University of Glasgow who are researching how to “Green the Grey” to demonstrate how this might be achieved on coastal defences (See: www.biogeomorph.org/greengrey for more information).



We've been testing some of these ideas near you! If you are visiting Cramond at low tide take a look at the start of the intertidal walkway leading out to Cramond Island. On the west side of the wall you will see a series of concrete tiles cemented in a mosaic and if you take a look on the east side you will see three rows of tiles spaced out, each with a different surface texture. This is part of a project to assess the value of creating seawalls that can encourage marine organisms to settle and flourish whilst still acting as a flood alleviation measure. There are three different tile surface designs. One is specifically designed for barnacles to encourage barnacle larvae to settle early in the year. This is a tried and tested design and if the tiles are installed sufficiently early there will be a complete covering of barnacles after a year offering a living skin and giving protection to the concrete. The hybrid tile design, based on one pioneered in Singapore, has

recesses allowing marine invertebrates to shelter during the intertidal phase. Finally, the control tile has a smooth finish that reflects conventional engineered concrete – this is used to compare the colonisation of marine organisms on the designed tiles compared to ‘business-as-usual’ concrete surfaces.

Further out towards Cramond Island if you count the number of pillars up to number 99 you will see on the east side a ‘bolt on’ rock pool referred to as a vertipool. These were designed to trap some intertidal water offering safe refuge for marine invertebrates and were developed by ArtEcology, a consultancy based on the Isle of Wight (See: <http://www.artecology.space/>).

These installations were part of a Natural Environment Research Council (NERC) funded project on public engagement with a focus on climate change. In the context of sea level rise, how can we work with nature to design and construct flood alleviation schemes which do the job of protecting vulnerable assets while also contributing to biodiversity enhancement. The project was a partnership between Royal Botanic Garden Edinburgh (RBGE), Scottish Wildlife Trust, University of Edinburgh, University of Glasgow, Concrete in the Classroom and ArtEcology and was undertaken as part of Edinburgh Living Landscape.



A University of Glasgow PhD student will be monitoring the tiles and recording the establishment of marine organisms. Edinburgh University have developed an innovative approach to concrete casting and the tiles were made in their workshop using moulds made from fabric to give texture at a small and larger scale.



The Scottish Wildlife Trust and University of Glasgow worked with local school pupils from Craigmoynton and feeder primary schools to explore climate change and sea level rise and the secondary pupils cast the tiles at the University workshop as part of Concrete in the Classroom - a community engagement initiative to facilitate learning about the construction industry.



ArtEcology cast and installed the verti-pools and RBGE oversaw delivery of the project and have developed a further set of tiles for lichens which will be installed soon in the splash zone at Cramond and which will be monitored by RBGE lichen experts. Permission for installation was given by City of Edinburgh Council and Marine Scotland.

If you would like to know more about Edinburgh Living Landscape please visit the website: edinburghlivinglandscape.org.uk and watch our videos there.

If you are interested and have questions please get in touch with Leonie Alexander l.alexander@rbge.ac.uk.

River Forth Fisheries Trust carrying out improvement works to the iconic Cramond Falls in Edinburgh

In August, the City of Edinburgh Council and River Forth Fisheries Trust commenced delivery £500,000 of improvements to the River Almond's Fair-a-Far weir in Cramond. With funding from Scottish Government and Heritage Lottery Fund a new fish pass will be installed and the weir crest repaired.



Originally built in 1790 to provide a new water source for the iron works at Fair-a-Far mill, the 30m structure was nearly completely washed away in 1935 during unprecedented floods. Today, although now in a much-improved condition and despite the construction of a fish pass in 1970s, the weir continues to be a barrier to fish migration. It is hoped that the proposed work will enable fish to successfully move upstream and downstream at the site and the weir will no longer serve as a barrier to fish migration. Ultimately, this should result in improvements to the wider biodiversity of the River Almond, bringing benefits for local residents and visitors to the area alike.



Migrating fish have always found it difficult to traverse the three-metre-high structure and the current fish pass is not fit for purpose with fish being unable to find the entrance to the fish pass or make the large jump into the fish pass. A new two-flight fish pass with a resting pool will be constructed on the footprint of the existing pass and will allow fish to find the entrance more easily. It is hoped with this new structure we will see an increase in fish passing this barrier and breeding further upstream in the gravel river beds of the River Almond's tributaries across West Lothian. An increase in fish in the river will improve it for the many animals, such as otters, heron and kingfishers, increasing the range of species found across the Almond catchment.



Kate Comins, RiverLife: Almond & Avon Project Coordinator said: *'The work at Fair-a-far weir in Cramond is just the beginning of the barrier improvement works on the River Almond. With funding secured until November 2020 we are hoping to secure fish passage at a number of barriers on the River Almond which will enable migratory fish to return to the river in numbers we have not seen for many years. This will bring benefits for the wider biodiversity of the area and encourage people to reconnect and enjoy their local rivers. Cramond has a rich industrial and cultural heritage and working*

with City of Edinburgh Council, we are committed to maintaining that whilst improving the river for all plants and animals".

Steven Webley, who manages the City of Edinburgh Councils Forestry and Natural Heritage Team, said: *"This Project represents a great opportunity for City of Edinburgh Council to work with Key partners and ensure that the Council can maintain a historic landmark of the city of Edinburgh whilst also making significant improvements for the areas natural heritage. The local community has been kept up to date throughout the design process of the fish pass and we will continue to ensure ongoing communication throughout the works."*

Work will take up to 16 weeks to complete and throughout the works, members of the RiverLife Team and City of Edinburgh Council will be available each week on site to answer any questions or concerns the local community or visitor may have. Artwork from Cramond Primary will be used on the site boards and a contractor notice board will be used to keep everyone up to date on the works.

The Trust has been awarded £1.65 Million from the Heritage Lottery Fund to help deliver major river improvements within the catchments of the River Almond and River Avon in Central Scotland. Running until November 2020, the project focusses on improving urban rivers whilst engaging communities so rivers can be used as a resource for recreation and learning whilst promoting sustainable stewardship of our rivers.



RiverLife: Almond & Avon is made up of multiple projects, including:

The Almond Barriers Project – easing six weirs along the River Almond to help migratory fish such as salmon and sea trout into spawning habitat upstream.

Killandean Blue/Green Network Project – improving instream habitat for aquatic wildlife whilst improving paths, bins, benches, public art in Livingston, West Lothian.

Bathgate Water Restoration Project – restoring 1.2km of river through the heart of Bathgate, improving path networks, viewing platforms, natural play areas and community facilities.

Upper Avon Restoration Project – working with landowners to restore instream habitat and the banks of the river for the benefit of wildlife.

Almond / Avon Invasive Species Project – continue to control a number of Invasive Non-Native Species along rivers in both catchments.

Riverfly Monitoring Project – a citizen science project engaging communities to monitor insects to create an overview of water quality within both catchments.

Throughout the project interpretation and activities will be organised for communities and families, these will range from guided river walks, a small grants scheme for local groups called Rivers for All, public art, promotion of river trails, an introduction to angling courses and lots more.

Training and enabling community stewardship will be promoted with a number of learning opportunities for communities, primary and secondary schools delivered by the River Forth Fisheries Trust.

Part of the works will be delivered via volunteering opportunities to allow communities to get involved and be part of the decision making. It is anticipated over 500,000 in-kind hours will be provided through volunteering and engagement activities.

If you would like to be involved and kept up to date with the progress of RiverLife please email riverlife@fishforth.co.uk or visit our website river-life.org.uk and sign up to our mailing list. You can also follow us on Twitter [@myRiverLife](https://twitter.com/myRiverLife) or “like” us on Facebook www.facebook.com/riverforthfisheriestrust.

GoForth Kincardine Charrette

Kincardine is on the verge of an exciting transformation with an action plan that gives local organisations a blueprint to boost the village as a tourism destination, and reconnect it to the banks of the River Forth by developing the 'Kincardine Triangle'.



The action plan has been developed from a £40,000 four-day GoForth Kincardine Charrette, which the Coalfields Regeneration Trust organised with the backing of the Scottish Government and Fife Council.

Around 200 local people joined a team of architects, landscape architects, planners, artists, economists and traffic consultants to discuss revitalising Kincardine in the wake of the loss of Longannet Power Station.

A 'charrette' is a format of consecutive design-led intensive community engagement events. It is a technique with a proven track record for results that creates a shared vision for a place and a clear plan of deliverable actions. It builds community capacity and creates a momentum that can make positive changes actually happen.

Whilst the focus of this article is a summary of the key observations and strategies that were noted & developed with all the stakeholders, the achievement of widening community participation in Kincardine is arguably of even greater value than the list of proposals. A series of pre-charrette stakeholder meetings and workshops, as well as activities led by artists in the village and its school in the weeks before the main charrette events, all ensured the process was backed up by local knowledge and commitment. It is this legacy that increases the likelihood of the strategies becoming realities.

Key observations about Kincardine that informed its action plan included:

Kincardine is 'at the centre, not the edge'. Whilst Kincardine is at the westernmost corner of Fife, it sits close to the boundary with three other regions; Stirling, Falkirk and Clackmannanshire highlighting its central strategic position in the Central Belt. It is part of a network of coastal communities linked by the Forth shore;

Kincardine is most commonly known as a town framed between two strategic road crossings of the River Forth that has been host to two large scale coal-fired power stations, now both decommissioned. It has engaging historical narratives from its history of seafaring, shipbuilding and mining. It is a community that has embraced large-scale infrastructure and is open minded to the possibilities that positive change can offer;

The town sits between natural resources that offer opportunity for distinctive experiences for locals and visitors; the Forth to the south and Devilla Forest to the north;

Kincardine is a historic town with architectural charm and character that is particularly

apparent when exploring its small lanes and observing its detail (stone gables, roof pantiles, mariners' gravestones and carved marriage lintels above doorways).

A number of different ideas emerged at a variety of scales of area, scope and timeframes. Once ideas had been drafted into an Action Plan, they were prioritised by the community at a stakeholder workshop session. The community's option of priority is noted against each heading below. This was done only once each proposal had been developed to indicate:

- Its ball park cost assessed by a Quantity Surveyor;
- Potential funding opportunities;
- Likely timeframe;
- The potential of key project delivery partners.

The Waterfront: the shore of the Forth is a fantastic opportunity for significant positive change. It can be a destination as well as a route, linking other places. It has attractions of its own including its archaeology, nature and low key boat activity. It is an asset waiting to be unlocked, with its great views of the bridges, long aspects up and down the Forth valley, and the potential amenity space it offers to the town.

The Kincardine Triangle (medium priority): the waterfront area can be extended to create a leisure / nature route between the northern ends of the two bridges, forming a triangular looped walk (approx. 3 miles) offering a unique perspective on the Forth landscape and natural habitat. Integrated art and interpretation at key points, seating, orientation, and signage to other key facilities and areas of interest eg. Skinflats, Kincardine town centre.

The Village Waterfront (medium priority): the town and its waterfront should be re-connected physically and visually with additional & improved access across the railway line, the extension of the Fife Coastal Path into the centre, and associated wayfinding and interpretation. Shrubs currently obscuring the view of the waterfront from the Green can be removed and the steel fencing either side of the rail line replaced with less intrusive timber post and wire. The pedestrian rail-crossing point at the south pier should be reinstated to enable a path loop.



The Big Enterprise Opportunity (medium priority): once a site of industry, the former Kincardine Power Station site could again support employment. A parallel study has recently been commissioned by the local authorities and Scottish Enterprise that considers this site as a potential site of employment in the Upper Forth area and what strategic focus it should have.

The Village Centre

Downgrading trunk road status (high priority). The North Approach Road was formed

through the centre of Kincardine in the mid-20th Century to serve the Kincardine bridge. Since then the bypass and the Clackmannanshire bridge have been built. Its scale and appearance creates a negative impression as a gateway into the historic core and conservation area, suggesting that Kincardine is a place to pass by rather than stop and visit. It will be crossed by pedestrians more frequently once the Co-op moves to Silver Street and it is vital that there is a more seamless transition to the High Street to ensure both sites are easily accessible. An outline of improvements were discussed that may be acceptable to Transport Scotland should they not accept the argument to de-trunk the road.

The High Street (medium priority): Kincardine can again benefit its status of 'burgh' town and be a centre for a whole range of public and commercial services. It needs a range of improvements to the public realm to make it a place where more locals and visitors want to spend time and money.

Simplified junction of the A977 and North Approach Road (high priority): this dominates this key area of the village centre and is a major hindrance for pedestrians to connect the village centre with the Primary School and outer residential areas. It appears to be designed to manage substantially greater vehicle traffic flow than there is at present. This is a legacy of when the North Approach Road played a role in the strategic road network, which it no longer has since the A985 was built to take traffic south of the village and the Clackmannanshire bridge constructed, reducing traffic on the A977. A feasibility study should be commissioned that records vehicle numbers and speed and pedestrian and cycle movements. An options appraisal should consider layouts with a greater pedestrian priority with fewer barriers without the need for traffic lights.



Kincardine has limited facilities for sport and recreation (medium/low priority): in recent years, the small sports hall at the Community Centre fell into disrepair and was demolished and has not been replaced. The main hall at the Community Centre is not well-suited for sport and has no changing facilities. It is also in high demand for other non-sports related activities. There is the opportunity to widen the scope of the recently initiated site options appraisal for a re-located Community Health Centre, to include some facility related to health and well-being. The east end of the park is considered to be the likely preferred location.

Devilla Forest

Known best to locals and often overlooked by visitors, Devilla forest has a wealth of natural and heritage attractions. These are a great base for strengthening what is offered there so that it appeals to a wider audience for leisure and education.

Outdoor classroom (medium priority): not in any sense like a formal classroom, this project only needs a light touch. It doesn't require much infrastructure. There is a great opportunity for the Forestry Commission and Tulliallan (and Culross) Primary Schools to talk and

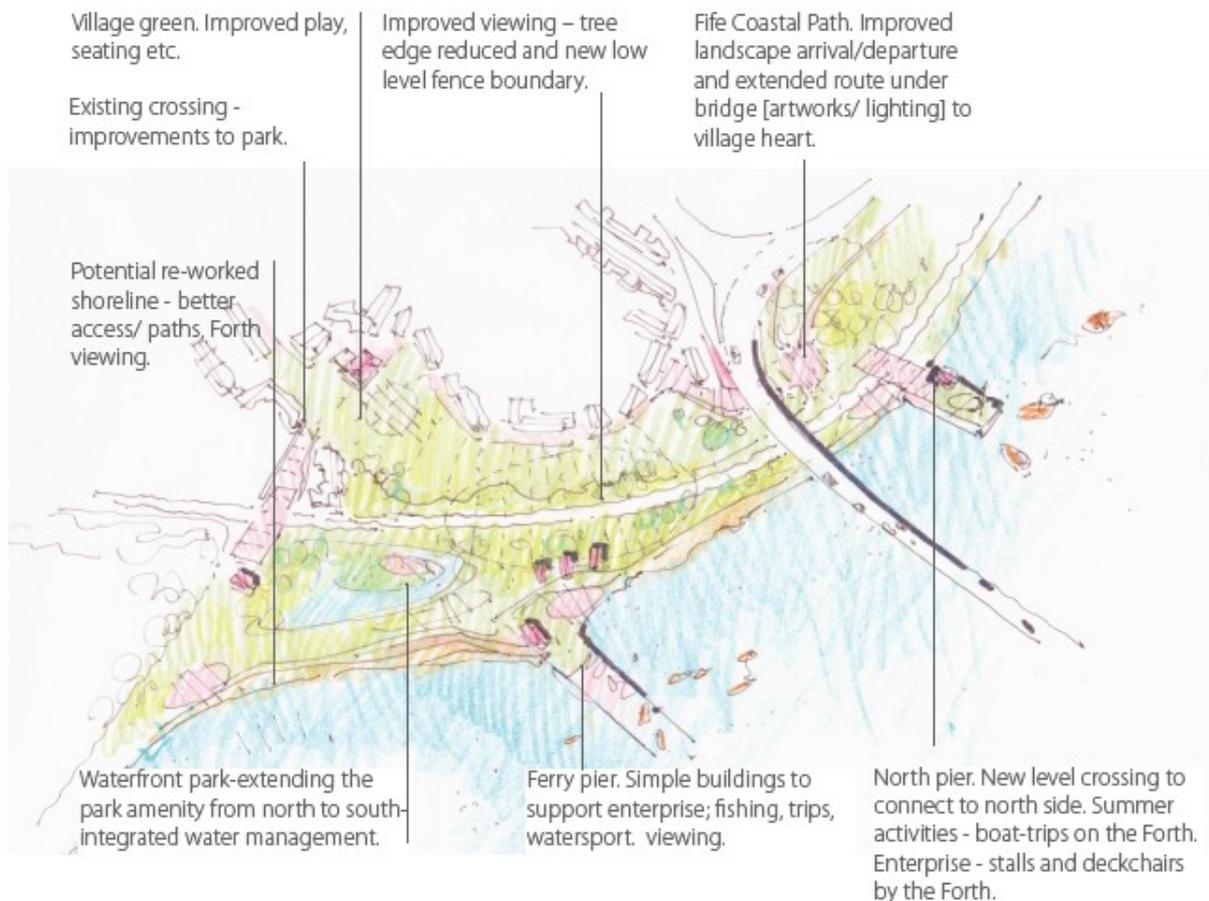
work together to support this initiative which has already started.

Widening access (medium priority): a strategy for improving access to and within this natural resource may include providing:

- Local parking and wayfinding from the centre of Kincardine;
- Power & other services;
- Forest 'hub' with WCs, event/education room, orientation point, café;
- Build upon existing trail network with the forest.

The Kincardine Development Trust has had a significant boost in membership and is ready to take forward a number of projects with support from all the local agencies. Local resident Janice McLauchlin said: "I now feel more excited for the village than at any time in the last 30-odd years I have lived here. The report has highlighted loads of opportunities and created a real buzz about the place."

If you're aware of a community that could benefit from an initiative like this you may be aware that the charrette fund has recently been re-launched as 'Making Places' for the forthcoming year with an evolving focus. This fund still supports communities keen to develop their understanding of place and build their skills and confidence. Charrettes will continue but there is now an opportunity to propose alternative formats appropriate to different scales of challenge. The fund has historically been announced late summer each year, however applications for this year's fund closed in mid-October.



Credits: The design was led by Oliver Chapman Architects with support from Colin Ross Workshops; HarrisonStevens landscape architects; Wave Particle artists from public art agency Wave Particle; Kevin Murray, urban design/planning/Facilitator; McIlhagger Associates transport engineer; Context Economics and Thomson Gray Quantity Surveyors.

Forum News

Preparing in Partnership for Marine Planning on Scotland's East Coast



Over 70 delegates, representing a range of environmental, coastal & marine stakeholders, attended this year's Forth Estuary Forum and Tay Estuary Forum joint Annual Conference in Dundee on September 15th. The event unites researchers, artists, environmentalists and engineers, sharing a common vision of communicating sustainable practice at various scales within regional coastal and marine sectors. Three sessions explored current topics for the Tay and Forth Estuaries & the coastline of South East Scotland.

Session 1: A Developing Coastline (Chaired by Professor Rob Duck, TEF)

Robert Mason (Head of Cruise, Forth Ports Scotland) began proceedings with an optimistic presentation of Cruise traffic data for both the Tay and Forth Estuaries, both of which are experiencing a current boom. He detailed knock-on potential benefits to the cities and surroundings of the deep water harbours and discussed future potential of the sector. Tom Young (Red Rock Power Ltd. and conference sponsor) then followed, to update on latest developments with Offshore Development plans for Inch Cape Wind Farm, an area of development that lies directly offshore from both TEF and FEF regions. Helen Riley and Simon Stephenson (RPS Group) then concluded the session from the perspective of assessing noise disturbance to birds as a result of coastal works and development, giving food for thought about impacts of development that are sometimes difficult to see or quantify.

Session 2: Our Iconic Coasts - Redesign and Reinvention (Chaired by Nik Scott-Gray, Montrose Port Authority)

Session 2 focussed on two major development projects for both Firths, firstly the Forth Replacement Crossing, for which Lawrence Shackman, the Forth Replacement Crossing Project Manager gave a detailed timeline, from planning, through construction, to recent completion, showing fly-overs and animations of the incredible build.

Jennifer Caswell (Dundee City Council) then drew attention northwards to Dundee's Waterfront where she updated on the rapid and ambitious transformations underway along the city's waterfront, its city quay area, riverside drive and airport. Jennifer also updated on progress with the V&A Museum and illustrated how the area is starting to make the most of its improvements with successful 2017 summer concerts at Slessor Gardens.

Session 3: Planning our Future Coasts (Chaired by Chris Cutts, Forth Estuary Forum)

David Pratt, Head of Planning and Strategy at Marine Scotland introduced the session with perspectives from Marine Scotland as an overarching and strategic element to delivering marine planning around Scotland's Coast. The specific South East Scottish Marine Region, within which the TEF and FEF geographically sit, was then explored in more detail with a panel discussion. The audience could address questions to the two Fora Chairs, Rob Duck (TEF) and Ruth Briggs (FEF), Tim Stojanovic (University of St Andrews) and David Pratt. The discussion was overseen by Anton Edwards (University of the Highlands and Islands).

Session 4: Social Drivers for a Changing Coast (Chaired by Dan Gilmour, University of Abertay)

The final session lent a different balance to the programme in concentrating on social science at the coast and building engagement, relationships and meaningful stakeholder interaction. Paula Duffy (University of St Andrews) outlined her PhD work looking at census data for coastal communities to assess change and sustainability. She was followed by Esther Carmen (CECHR, University of Dundee) who described her work in the Scottish Borders building resilience in terms of flood risk specifically. Both speakers gave a more practical/methodological approach to understanding engagement with coastal communities and delegates' feedback reflected appreciation of this.

Feedback from the joint event has been highly positive, with nearly 100% of responses encouraging further joint events between FEF and TEF. Delegate comments were also very encouraging, including:

"Programme was both very varied and informative with a very pragmatic focus including academic contributions"... "particularly enjoyed breadth of topics and inclusion of social science presentations".... "excellent presentations- progressive and informative"... "did a lot of networking"... "Good showed diversity and inter-connection".... "I always learn something!"... "some top class presentations of highly topical interest".... "really excellent presentations and a great mix"... "An excellent opportunity to think and reflect on our shared environmental responsibilities"... "the panel is good as it presents exchanges of ideas to the whole audience"... "as always the Forum brings together very interesting topics. I enjoy this and look forward to the next"... "excellent- broadened my knowledge of marine and environmental issues".

The presentations are available on both Fora websites. Both Laura Booth and Chris Cutts would like to thank all the excellent speakers, the delegates, and Red Rock Power for conference sponsorship. We look forward to seeing you in 2018!