

ROYAL DOCKS PUBLIC REALM FRAMEWORK

December 2019

for



MAYOR OF LONDON

Newham London

LEAP



HM Government

Issue:

Date	Rev.
08/07/19	1
11/10/19	2
18/11/19	3
29/11/19	4
19/12/19	5
14/01/20	6

Produced for:



Design Team/
Document produced by:

5th
studio

with

Alan Baxter
JCLA
Studio Dekka
Maddison Graphic
Accertum
Urban Space Management

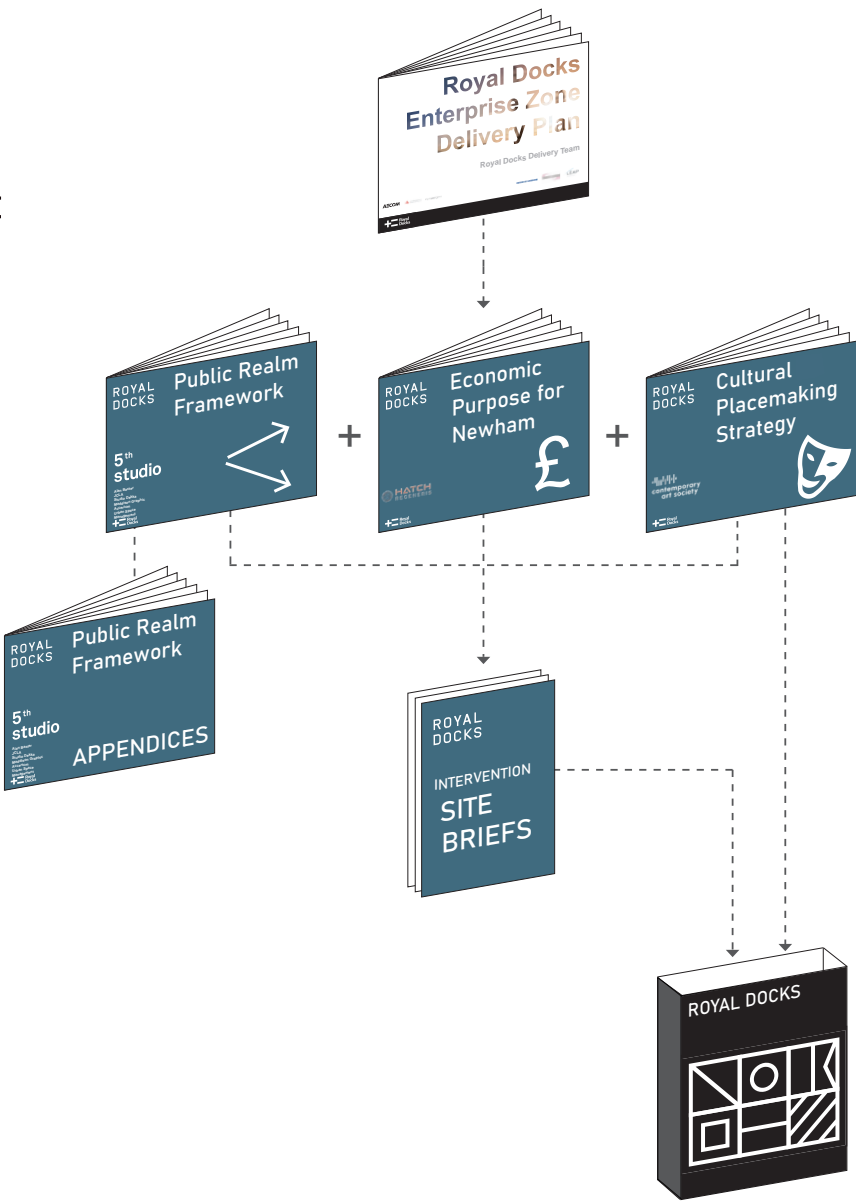
Contact:

Tom Holbrook
Director

Unit 14
21 Wren Street
London
WC1X 0HF
020 7837 7221

5th Studio has been commissioned by the Royal Docks Team, a joint initiative from the Mayor of London and Mayor of Newham, to work with other stakeholders to produce a Public Realm Framework for the Royal Docks.

The Public Realm Framework is one of three studies commissioned by the Royal Docks Team. It has been created alongside the proposed ‘Economic Purpose for Newham’, and the Cultural and Placemaking Strategy for the Royal Docks, to ensure alignment of objectives, and to incorporate findings from the parallel work streams.



NOTE: This document is intended for double-sided printing/ ‘two-page-up’ viewing.

CONTENTS

1	Introduction to the Public Realm Framework	4
2	The Challenge	12
3	Public Realm Guiding Principles	18
4	Defining and Delivering Projects	26
5	Public Realm Projects - Intervention Sites	32
6	Public Realm Layers	68
Image Index		
Appendices		

1.0 INTRODUCTION TO THE PUBLIC REALM FRAMEWORK

Within the Royal Docks lies potential for a sustainable, healthier and inclusive community that celebrates and champions city life. Bringing together the best current and emerging creative talent, we will put placemaking and design at the heart of our plans. By taking a people-first approach, we will elevate the status of the Royal Docks and will set the stage for international, regional, local audiences and communities to live, work and play.

Through seeking out visionary urban planning, architecture, placemaking and creative design, we have the opportunity to create a unique place in London. A unique place with an identity and character, that draws on the rich history of its diverse population and inspires future generations. The heroic scale of the docks and its infrastructure has for some time supported large scale occupants such as Tate and Lyle, London City Airport, the University of East London and ExCeL.

With renewed focus and investment - and the arrival of the Elizabeth Line - the time has come for major change. The vision is for a productive place with the potential to generate 35,000 jobs & 4,000 homes, supported by its status as London’s only Enterprise Zone.

Building on the Royal Docks Team work to understand the aspirations and economic potential for the Royal Docks, this document sets out the need for a coherent Public Realm Framework to overcome the long term cultural and economic barriers that have held back success.

We are working with community, stakeholders and partners to establish a joint vision that will be more than the sum of its parts; a well-connected, well designed, accessible place for residents, businesses and visitors.

- This framework sets out the steps needed to deliver:
- coherent connections across the area that will help to overcome physical and perceived barriers;
 - site-specific interventions that support the economic and social aspirations of the Royal Docks Enterprise Zone Delivery Plan;
 - an integrated and consistent approach to lighting, wayfinding, landscape and material palette to improve cyclist and pedestrian experience of the place and facilitate movements across the area;
 - a comprehensive masterplan for the water as the foundation for its future accessibility and community and commercial use.

Over the next ten years and beyond, the development of the Royal Docks will deliver transformational change through investment and is the framework for that change and will support a long-term phased approach.

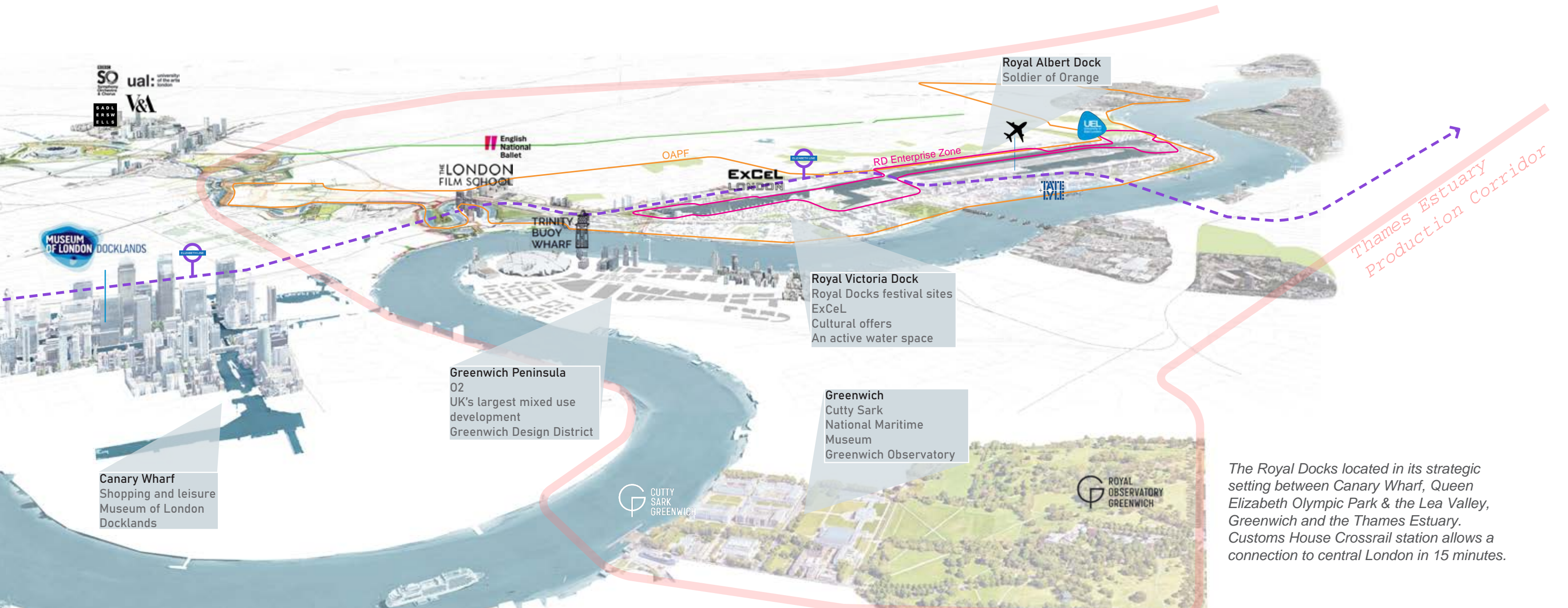
Paul Creed, Head of Development and Placemaking, Royal Docks Team

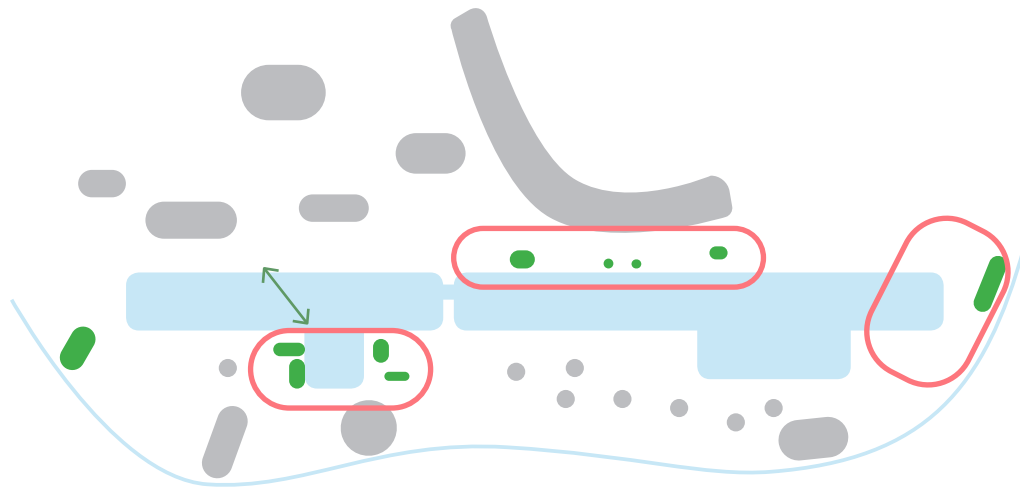
Public Realm at the Royal Docks

For a generation the Royal Docks has been seen as one of London's key regeneration sites. Strategically located, the docks have so far resisted comprehensive development.

The Docks will be developed over time through the work of many hands: an effective public realm strategy is critical to ensure overall coherence, with connectivity and public spaces imagined at a scale appropriate to the opportunity.

This overall vision will need to be delivered through diverse range of tactics and approaches. This Public Realm Framework sets out a roadmap for ensuring that the emerging totality is greater than the sum of the parts.



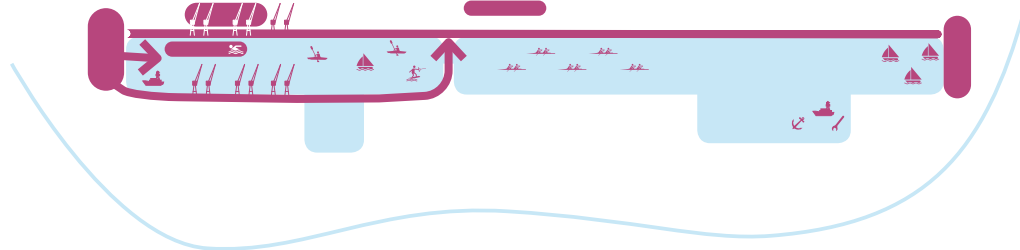


What's Already Planned?

12Ha of new public spaces are planned to be delivered by partners in the Royal Docks. Together this addresses deficiency in access to open space - but there are gaps in the overall provision and planned public space is not evenly distributed.



Refer to Appendix A.1.4 for more detail on what is planned by partners



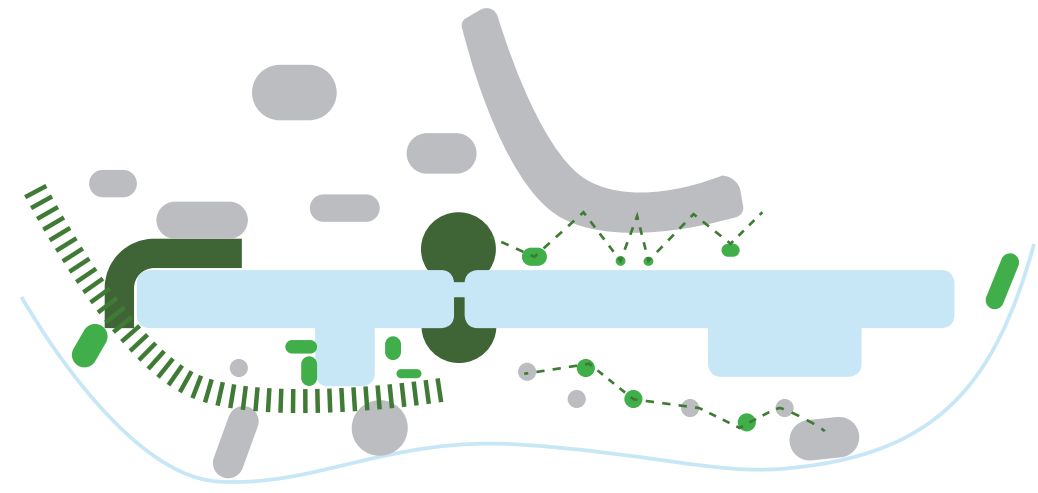
Activate the Water!

91Ha of water space lies at the heart of the Royal Docks and is the most distinctive and unique asset. It is critical that the water space and dock edges are connected and activated for public use. A key focus of this strategy is opening up the Royal Victoria Dock Loop as a continuous route, providing access to the water and opening off-road connectivity for walking and cycling as well as for a range of sport and leisure use

The Public Realm Framework identifies tactics for bringing new uses to the water and enhancing its role for climate change adaptation.



Refer to Chapter 5 - Intervention Sites for more detail on activating the Docks

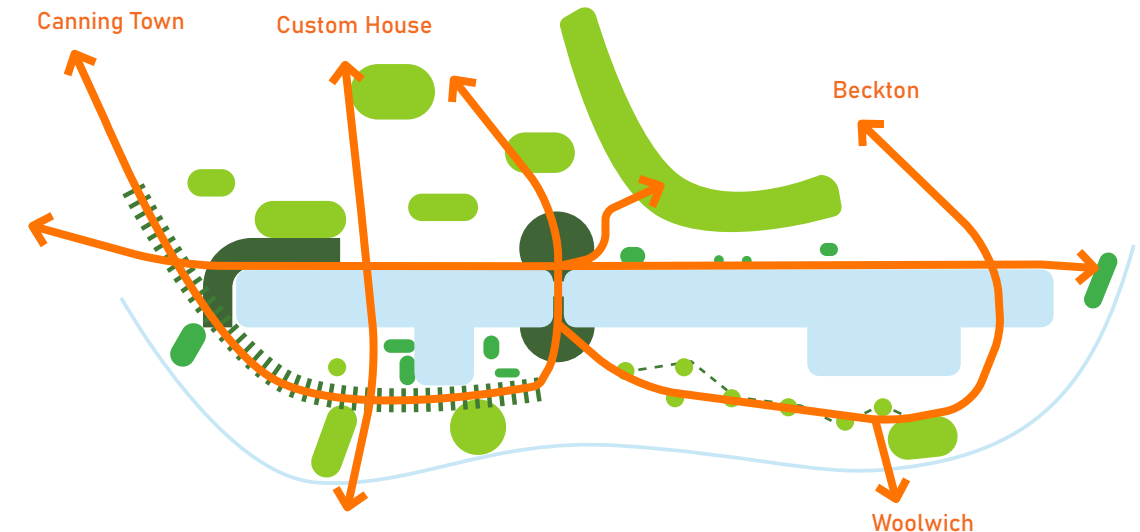


What More Needs To Be Done?

This strategy identifies the location and type of existing spaces for improvement and additional public spaces required to complement planned development as a focus for public sector-led development - an additional **9Ha of new public spaces**. This ensures that the right spaces are in the right locations to support optimal good growth and create a diversity of spaces, from local parks and squares to places for metropolitan-scale events. We will work with partners to establish a set of common standards and approaches to the public realm of the Royal Docks to ensure overall coherence and quality.



Refer to Chapter 4 - Defining and Delivering Projects and Appendix A.1.5 for gap analysis



Connected & Distributed

Improvements to fine grain connectivity are critical to ensure that people can move around the area and access the public space network: this strategy seeks to radically improve the infrequent connections across the docks to fully weave the Royal Docks and the Thames riverside into the rest of Newham.

Investment will create **new and improved routes**, establishing a safer high quality walking and cycling network.



Refer to Chapter 3 - Public Realm Guiding Principles for further information on connectivity and the role of the stitches

Occupy the Docks!

The Royal Docks is the largest area of impounded water in the world: a globally significant man-made structure. Since the last commercial ship left in 1981 the waterspace has resisted occupation at scale, and yet, at 91 Hectares this is the area's greatest asset, equivalent to the space of Victoria Park.

The overarching principle, 'Occupy the Docks' refers to an ambition to make the Royal Docks a more varied, rich, and well connected place - a successful piece of city.

This principle has been developed with strands of work establishing both Cultural and Economic Purpose Strategies and supports the findings of these studies. The public realm will support a programme of events and cultural uses and will support and encourage appropriate commercial possibilities to activate the water and create productive spaces and places.

The work also seeks to integrate physical proposals with an authentic connection to the area's history, reinforcing a sense of place and activating a legacy of industry, global trade and cultural exchange.

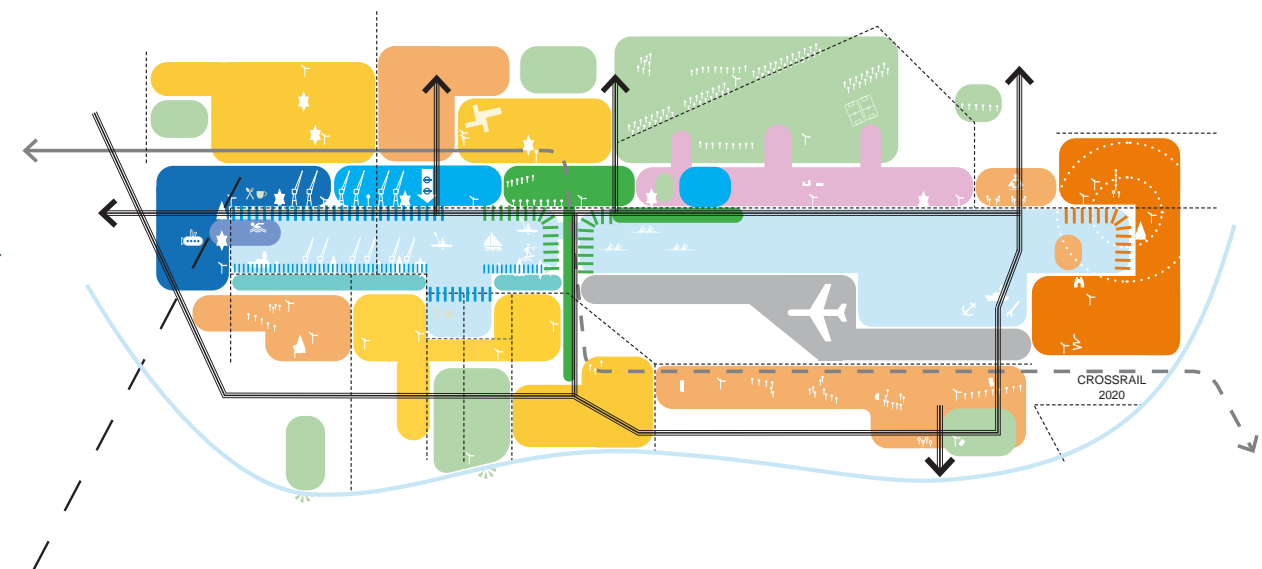
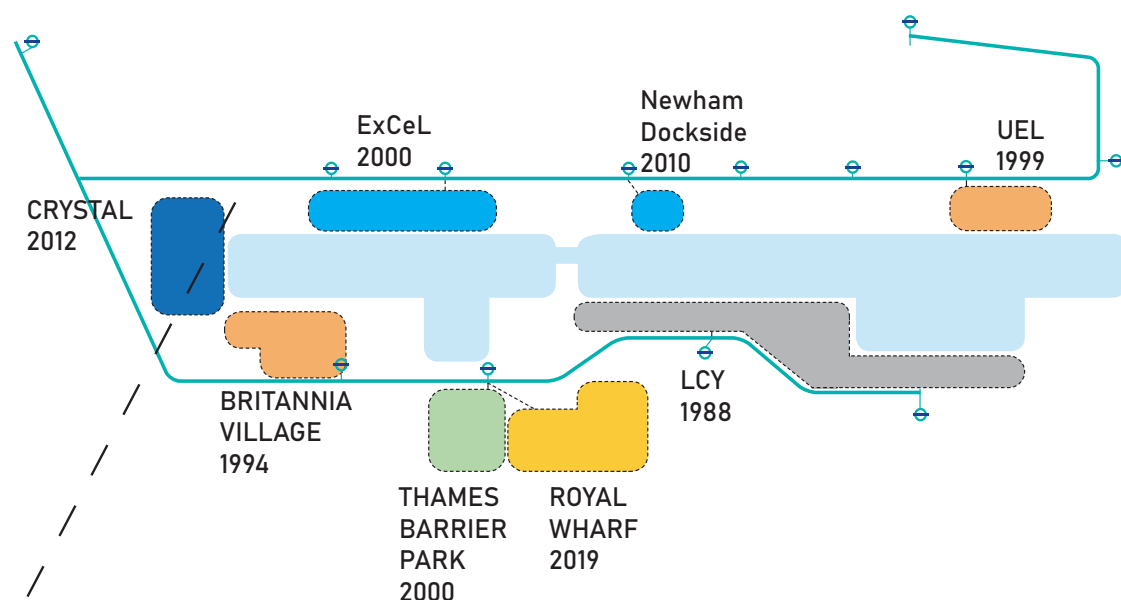
From pioneering enclaves...

Development on the Royal Docks has tended to create pioneering enclaves clustered around transport infrastructure. This development has brought key institutions to the docks, but has struggled to address the overall scale and cohesion of a place built as a large singular piece of infrastructure.

... to a varied and integrated piece of City.

This Public Realm Framework introduces a finer grain of public spaces and connectivity to lower the threshold of intervention for those who want to activate the docks and contribute to more integrated mixed development.

This integrated, bottom-up development supports the Mayor of London's ambitions for Good Growth and the Mayor of Newham's Community Wealth Building strategy.



Two key tactics must be employed in order to 'Occupy the Docks':

1 - Transform infrastructure into City!

The Docks are singular, created - like any massive infrastructure - around systems, now obsolete. It is the opposite of what a successful city strives to be: multi-layered, rich and connected.

For the Royal Docks to be successful as part of the diverse and international fabric of Newham it needs to be stitched in and connected. The intervention proposals within this strategy are essential to bind this place together successfully.

Adopting the proposals in this strategy will ensure the Royal Docks flourishes. They guide how historic infrastructure barriers can be overcome to develop as a new multi-layered joined up part of London: distinctive, active and inclusive.



Above: A series of pontoons in Amsterdam North create a more sheltered and welcoming environment to encourage access to the water space of the docks.

2 - Foster a culture of innovation!

With a range of spaces that (compared to other places in London) are relatively unconstrained, and a blend of public and private sector investment, the Royal Docks is ideally positioned as an urban test bed - as a site of innovation and experimentation for London.

The Public Realm Framework sets out some key opportunities for this innovative culture to create Healthy Streets to accommodating emerging thinking on new economies, energy and environmental sustainability.



Above: Similar investment in the Isle de Nantes, France have established this former dockland as a centre of excellence for animatronics and cultural event structures.



Refer to Chapter 5 - Intervention Sites
for more detail on how these tactics relate to projects

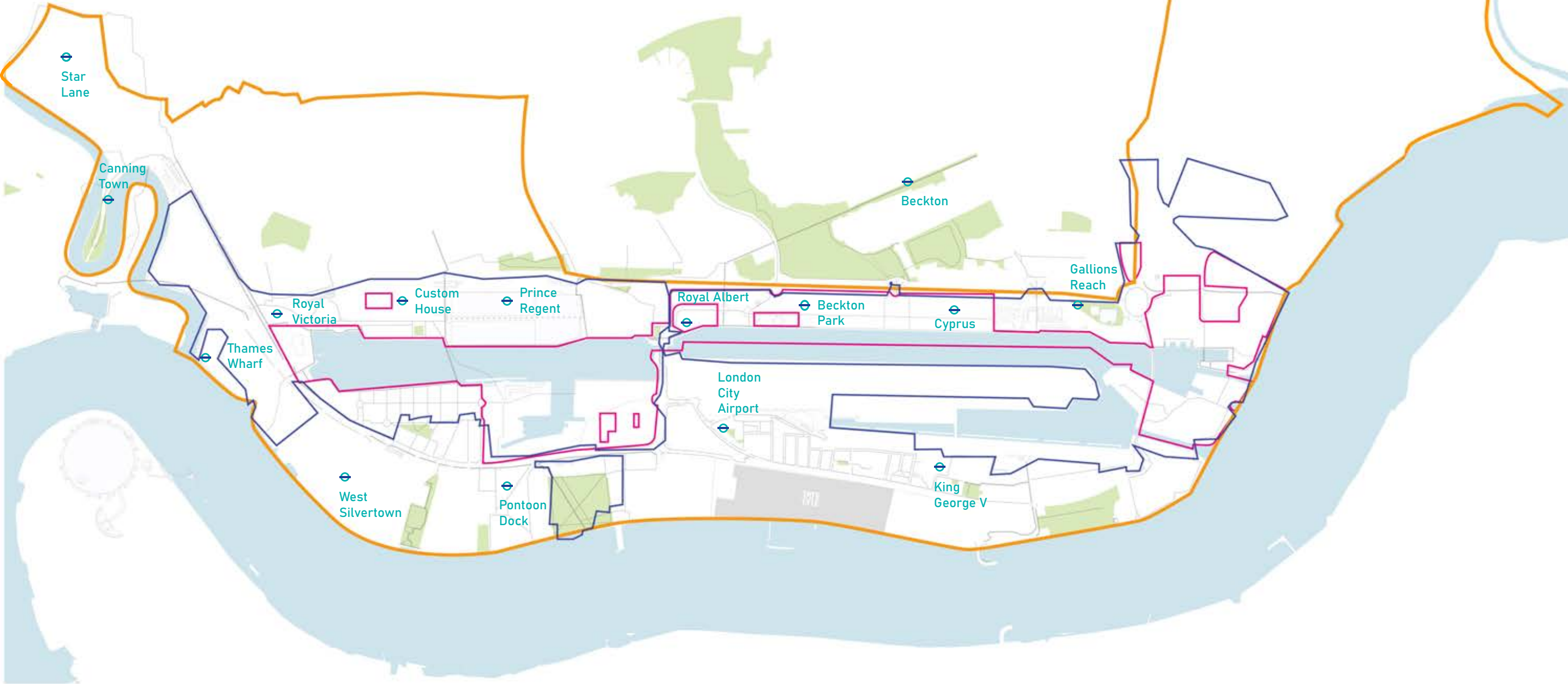
1.2 The Framework Area

The Public Realm Framework aims to re-imagine the role of the water, to help plan for new public realm improvements, and to create a structure for longer-term asset and water stewardship.

The heroic scale of the docks and its infrastructure has for some time supported large scale occupants such as Tate and Lyle, London City Airport, The University of East London and ExCeL. With renewed focus and investment - and the arrival of the Elizabeth Line - the time has come for major change.

Key boundaries relating to the study

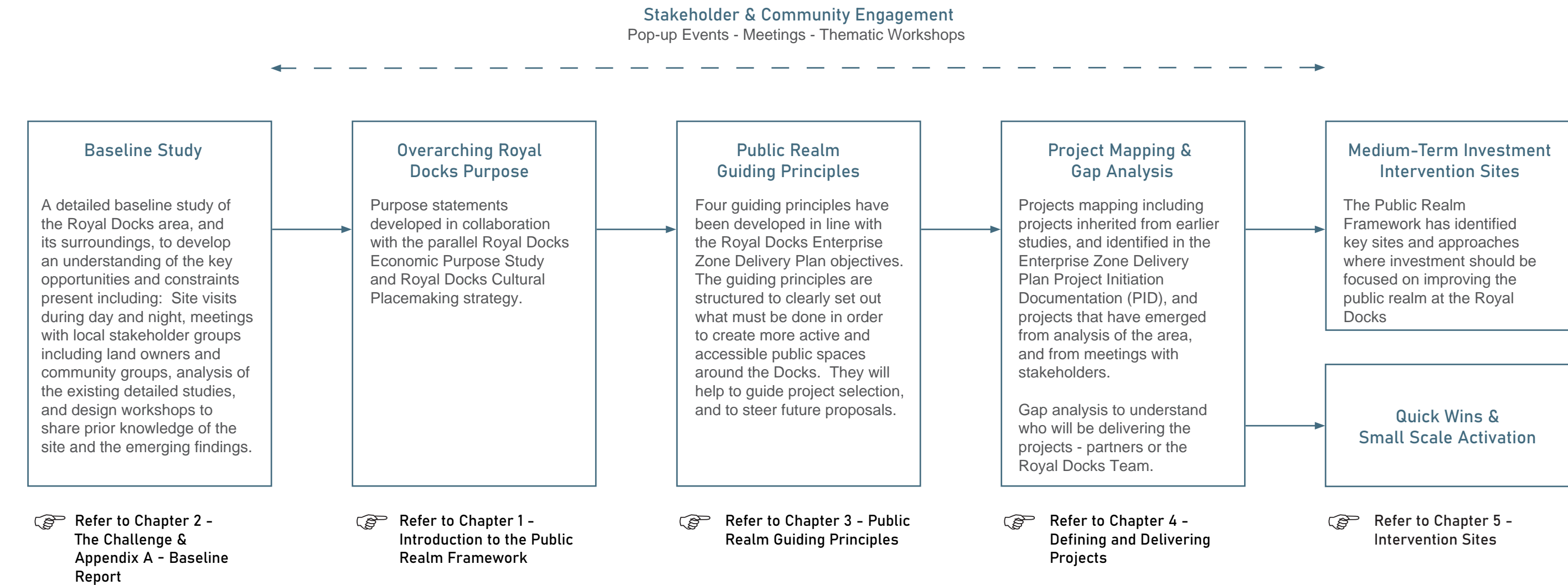
- Key
- Proposed Beckton & Royal Docks Opportunity Area
 - GLA Ownership
 - Royal Docks Enterprise Zone



1.3 Methodology

The Public Realm Framework has been developed working closely with the Royal Docks Team and key stakeholders. It sets out the vision for the public realm, the design standards required, and the extent of proposed works to be delivered via the Enterprise Zone Delivery Plan.

The diagram below sets out the process for the development of the Royal Docks Pubic Realm Framework:



1.4 Regeneration Context

The Royal Docks is the capital's most ambitious regeneration project, positioned at the hinge point of central London, the Thames Estuary, and the London to Cambridge Innovation Corridor - it has huge potential for positive change.

Thames Estuary

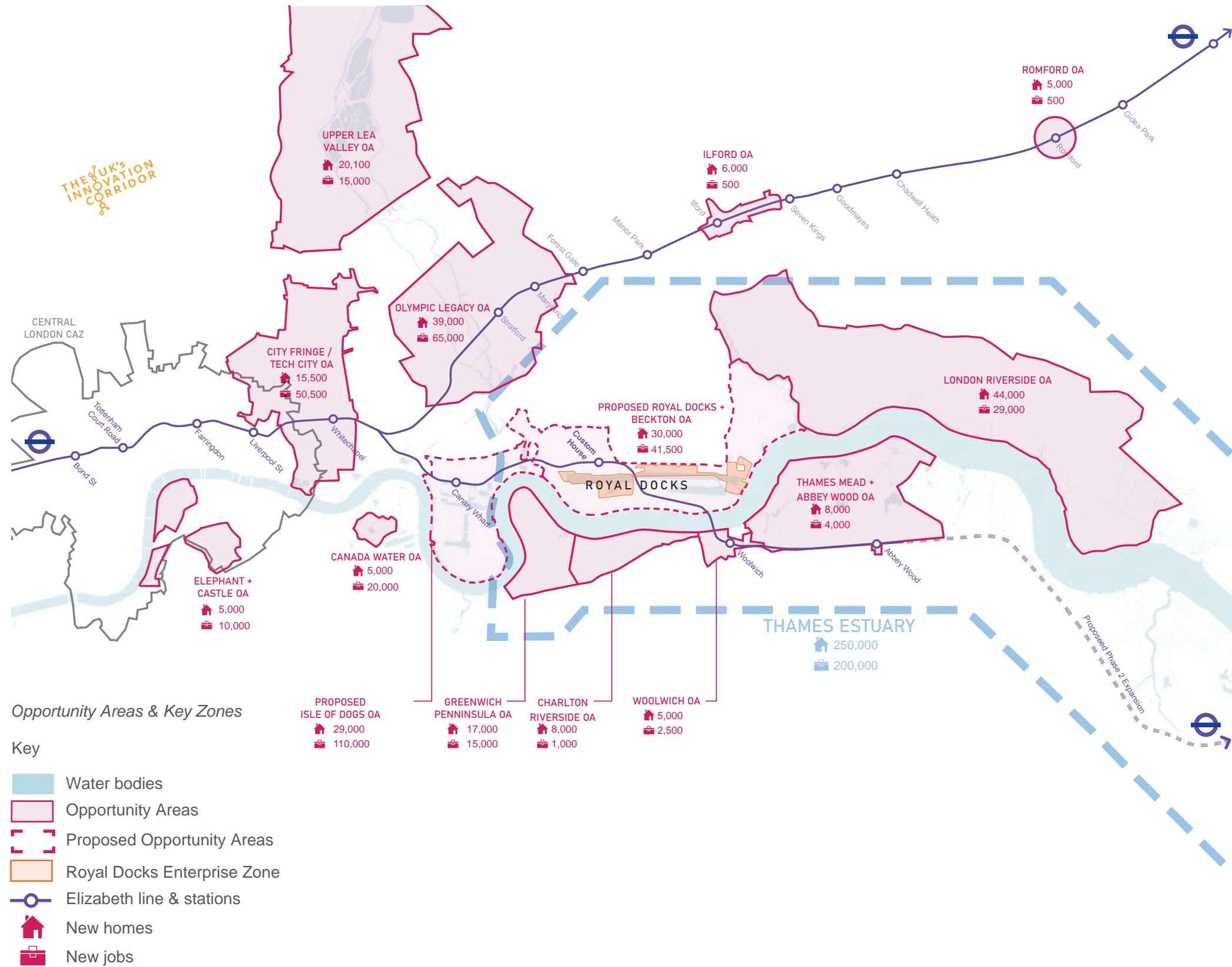
The Royal Docks sits within the Thames Estuary where there are the largest concentration of Opportunity Areas in London. This corridor of regeneration has the potential for over 250,000 new homes and 200,000 new jobs.

The GLA has prioritised or is exploring several schemes which will help to unlock and/or connect growth areas within the Thames Estuary corridor, these include the Silvertown Tunnel and an extension of the DLR across the river from Gallions Reach to Thamesmead and beyond Barking Riverside to Abbey Wood London Overground crossing.

Innovation Corridor

To the north of the Royal Docks is the London to Cambridge Innovation Corridor. This extremely well-connected city axis is linked by railway and the M11 motorway. Stansted Airport sits within the corridor, and along with London City Airport and St Pancras International, all connect the region with the rest of the world.

The Innovation Corridor's focus is on cutting-edge ideas and innovation in technology and bioscience. Businesses, universities and R&D locations include Tech City, GSK, Google, Cambridge University, UCL, Raytheon, Wellcome and Microsoft.



1.5 Enterprise Zone Delivery Plan

The Royal Docks Enterprise Zone

Enterprise Zones are part of the Government’s wider Industrial Strategy to support businesses and enable local economic growth. The first 24 Zones were launched in 2012 and 24 new Zones were created in 2016 and 2017.

The Royal Docks area is London’s only ‘Enterprise Zone’, and will serve as a leading economic destination and anchor the considerable housing development that is coming forward, as London moves east.

The Public Realm Framework builds on an understanding of the spatial objectives set out in the EZ Delivery Plan. The delivery plan proposes an *‘integrated and catalytic package of transport infrastructure, connectivity, economic development, placemaking, estate management and creative programming projects that will deliver the cohesive transformation of the Royal Docks and accelerate the delivery of EZ commercial space’*.

Key objectives of the EZ Delivery Plan include:

EZ objective 1 - Place
Transforming the Royal Docks into a modern ‘Great Estate’ for London; by creating a platform for growth, investment and activation. Investing in spaces for people and improving the public realm in a way that reflects the area’s unique landscape and heritage.

EZ objective 2 - Connectivity
Boosting capacity and connectivity to support movement to and through the Royal Docks, making it one of the most accessible places in London to do business and get around as well as providing improved digital connectivity.

EZ objective 3 - Activation
Reviving the Royal Docks and ensuring it is perceived as an attractive, enticing and liveable area through activating existing spaces which are isolated or deprived of cultural and community amenities. A consistent, high quality and varied cultural programme could attract both local and international audiences; energising the visitor and night-time economy and ensuring communities and businesses can thrive.

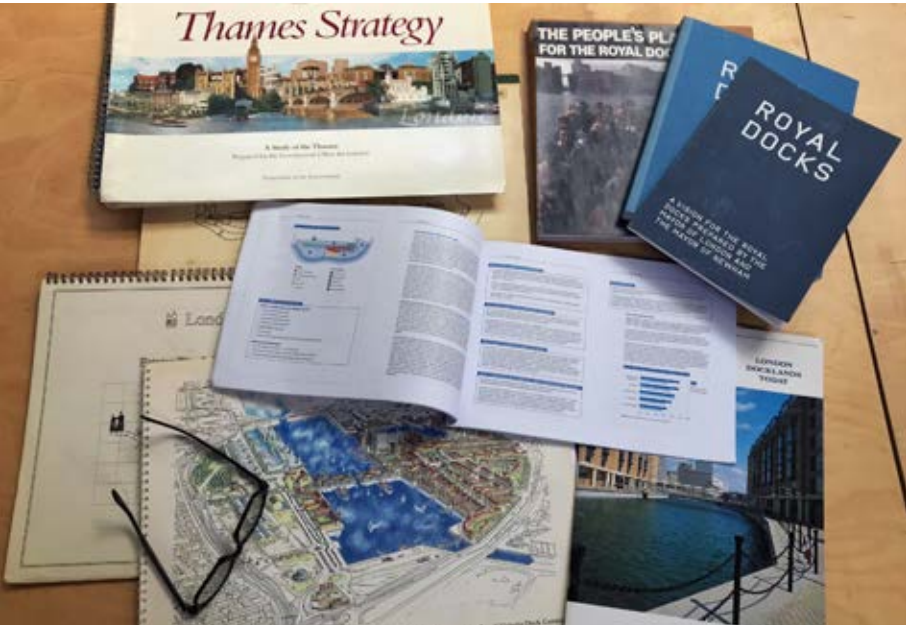
Royal Docks & Beckton Riverside Opportunity Area

The Mayor of London, in partnership with the London Borough of Newham and Transport for London are preparing the Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF), providing guidance on emerging development up to 2041. The inception phase commenced in Spring 2019, with overall timescales to produce an OAPF in the region of 18 months from inception to adoption.

Through the development of this public realm framework document, there has been ongoing consultation with the OAPF team and alignment where appropriate at this early stage of the OAPF production. This includes a joint community engagement in Summer 2019 and ongoing consultation with the OAPF team directly throughout the development of this public realm framework document.

Other relevant studies

- The Public Realm Framework is informed by and builds on work by others, including:
- The Royal Docks Enterprise Zone Delivery Plan, produced for the Greater London Authority, LB Newham and LEAP, by AECOM in 2018;
 - The Royal Docks Local Movement and Infrastructure Study, produced for LB Newham, Design for London and Transport for London in June 2012. This study maps a series of public realm projects. The updated map produced in October 2017 as part of this study, has been used to inform the development of the ‘stitches’ described in Chapter 4 - *Defining and Delivering Projects*;
 - Royal Docks: unlocked, 2037 Economic Vision, produced for the Greater London Authority, LB Newham and Transport for London in 2016. The study sets out an Economic Vision and supporting Infrastructure Investment Plan for the Royal Docks. This study and the projects mapped, underpin the development of the projects identified in the Public Realm Framework;
 - The Mayor of London’s London Plan;
 - The Mayor of London’s Good Growth principles, including Good Growth by Design;
 - The Mayor of London’s Healthy Streets;
 - London Borough of Newham’s Community Wealth Building agenda;
 - London Borough of Newham’s Local Plan;
 - Royal Docks Cultural Placemaking Strategy; and
 - Newham Economic Purpose.



Above: The Royal Docks have had the most strategies developed for them than any other area in London. This study is informed by the work done by others, building on this rather than starting from scratch.

2.0 THE CHALLENGE

This chapter sets out the main challenges for transforming the Royal Docks. This understanding has been evidenced by an extensive process of baseline analysis and supported by consultation findings.

 Refer to Appendix A for the Baseline Report

2.1 Consultation Findings

Who / When

From July to October 2019 a wide range of people across the area, the Borough and London wide have been engaged in conversations to input their knowledge and identify issues and opportunities.

Fluid was appointed by the Royal Docks and OAPF teams to facilitate this extensive engagement and to support local organisations in carrying out their own engagement. Different stages and types of consultation were aimed at receiving a breadth of feedback from a wide range of people including local residents, community groups, major landowners, key stakeholders, and cultural and community organisations.

Stages of consultation took place as follows:

Stage 1
One-to-one engagement
June - August 2019

Stage 2
Local Events
August - September 2019

Stage 3
Area Based Workshops
September - October 2019



Above: A range of consultation formats were employed during the engagement process. Questionnaires and maps were amongst these.

Four Themes

To help make robust plans, conversations were structured by four key themes:

1. Connecting People & Places
Improving access to destinations as well as social, green and blue infrastructure, services and utilities.
2. Making Great Places
Creating attractive, successful places that acknowledge heritage and where people can enjoy, meet and spend time.
3. Living, Playing, Creating
A sustainable mix of uses, balancing retention of industry with new residential, employment, community and cultural uses.
4. Local Community, Economy & Work
Retaining, increasing and diversifying jobs and industry; broadening access and opportunities.

These themes aligned with the Royal Docks Strategic Objectives and OAPF Themes; that come from the Newham Local Plan, the London Plan and the Mayor's Transport Strategy. The themes also inform all three strategies currently under development for the Royal Docks which cover public realm, economy and cultural placemaking.

The first two themes outlined above guided and supported the proposals of this Public Realm Framework. The following paragraphs present the consultation headline findings which were taken into consideration throughout this document.

Connecting People & Places: synopsis of findings

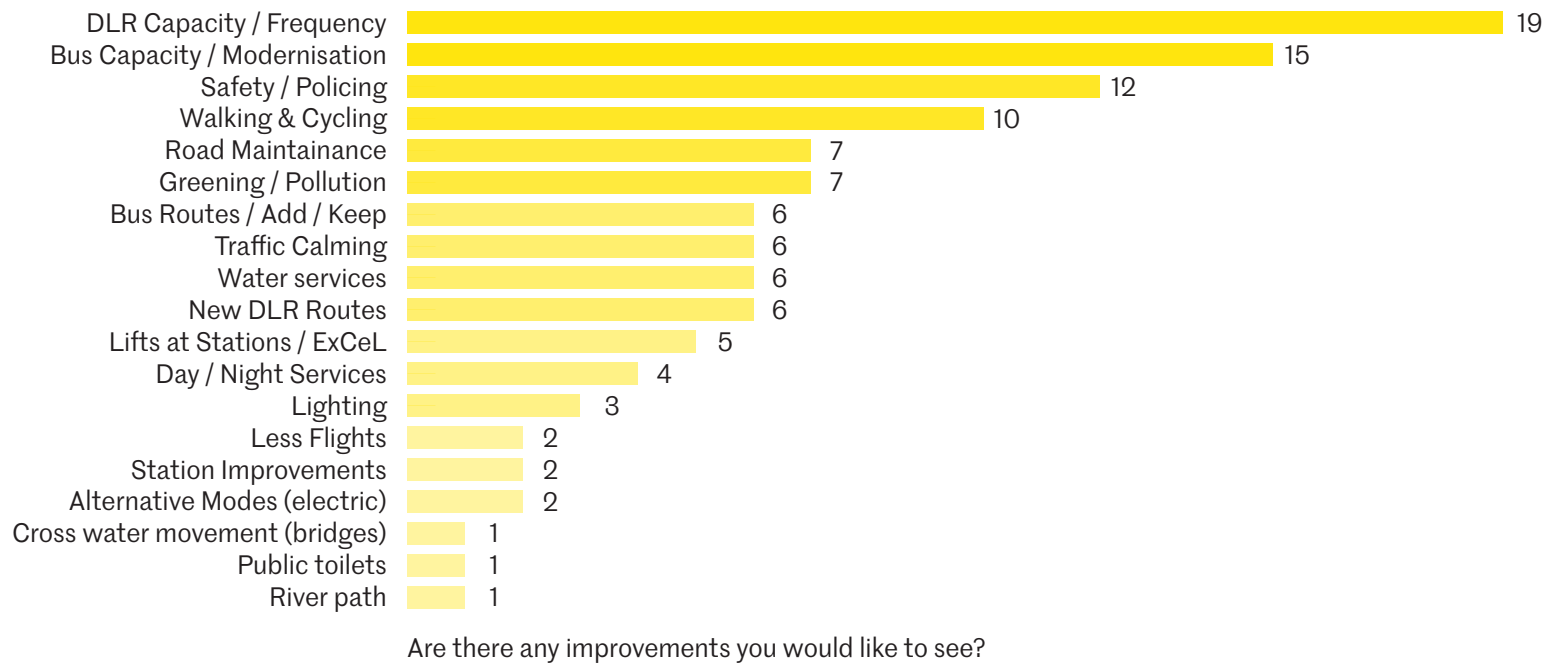
- Transport & Infrastructure
- Improvements to transport including DLR capacity and frequency and bus networks was a high priority.
 - Safer and more enjoyable pedestrian and cycle routes, and traffic calming.
- Accessibility
- Improve the dock edge surfaces.
 - Ensure lifts across the area are properly maintained at DLR stations and pedestrian bridges.
- Social Connectivity
- Increased social and physical links between communities.
- Routes
- Create cycle and pedestrian routes connecting neighbourhoods, the water, parks and green spaces, places of activity and along the river.
 - Create more / greater connections between north & south of Dock water.
 - There was strong support for a continuous Thames path.

Making Great Places: synopsis of findings

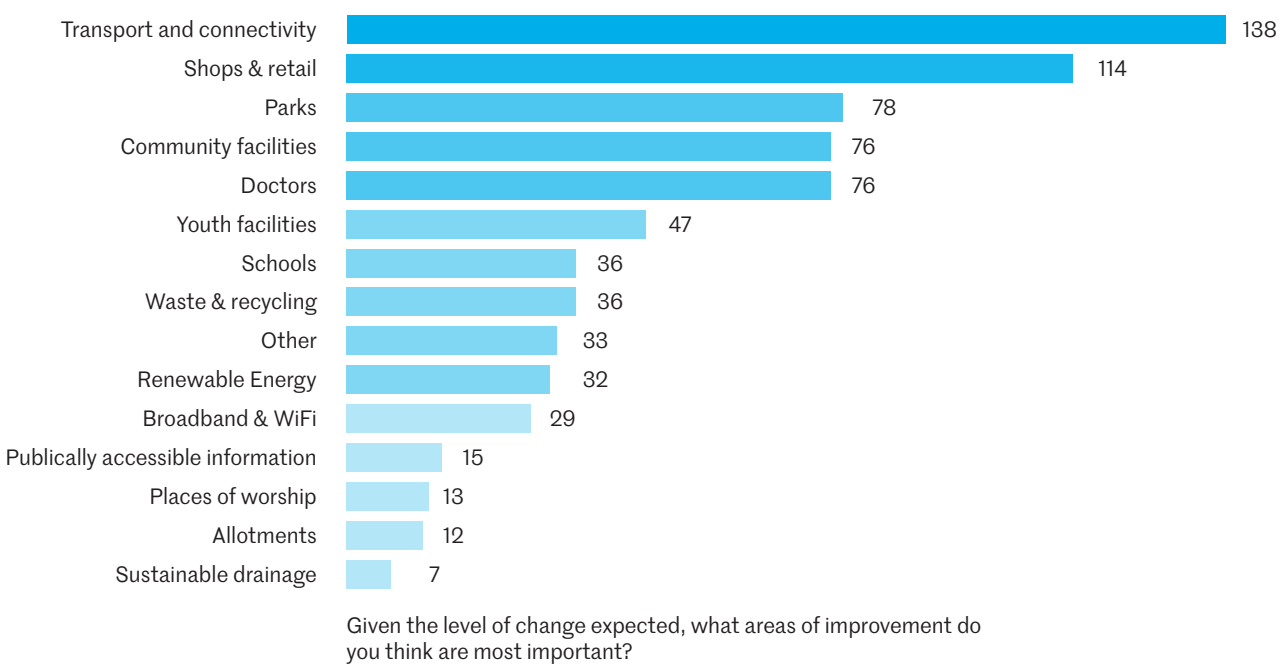
- Safety
- Safety was the top priority throughout the Royal Docks and surrounding areas.
- Social spaces
- Creating community and social spaces for all ages was desired. Community centres, cafés and bars were favoured.
 - Open and green spaces are not maintained or used, people suggested having social spaces and cafés in the green spaces.
- Water
- The water is valued but underused. Improved walking and cycling routes, and activities on the water were favoured as ways to increase use.
- Transport
- Transport and connectivity was the top area for improvement including DLR services and walking and cycling routes.
- Heritage and history
- Rich social and physical heritage in the area should be harnessed and celebrated.



Refer to Fluid's Engagement Report - Royal Docks and OAPF Engagement for further information on the consultation process and findings



Above: Connecting People & Places responses sample



Above: Making Great Places responses sample

2.2 The Under-Use of the Dock Water

Many of the existing communities within the Royal Docks suffer from a lack of access to green open spaces. At the same time, the dock water is drastically underused, and could become the area's biggest asset in terms of public space.

'Water, water everywhere but none of it for us'

- 'The People's Plan for the Royal Docks', 1983

Since the Royal Docks were first constructed, the Docks have acted as secure enclaves, preventing the surrounding communities from reaching the Thames or the dock water. This has led to an impression amongst local residents that the water is not a space for them - its dock edges are often off limits - and that the activities that take place on the water are rarely inclusive.

The potential for accessing and enjoying the water space is very different across the Docks, with distinct identities and regulatory requirements. Access to the water is currently managed by the Royal Docks Management Authority (RoDMA). The Docks' specific conditions are primarily driven by security concerns for London City Airport, and safety.

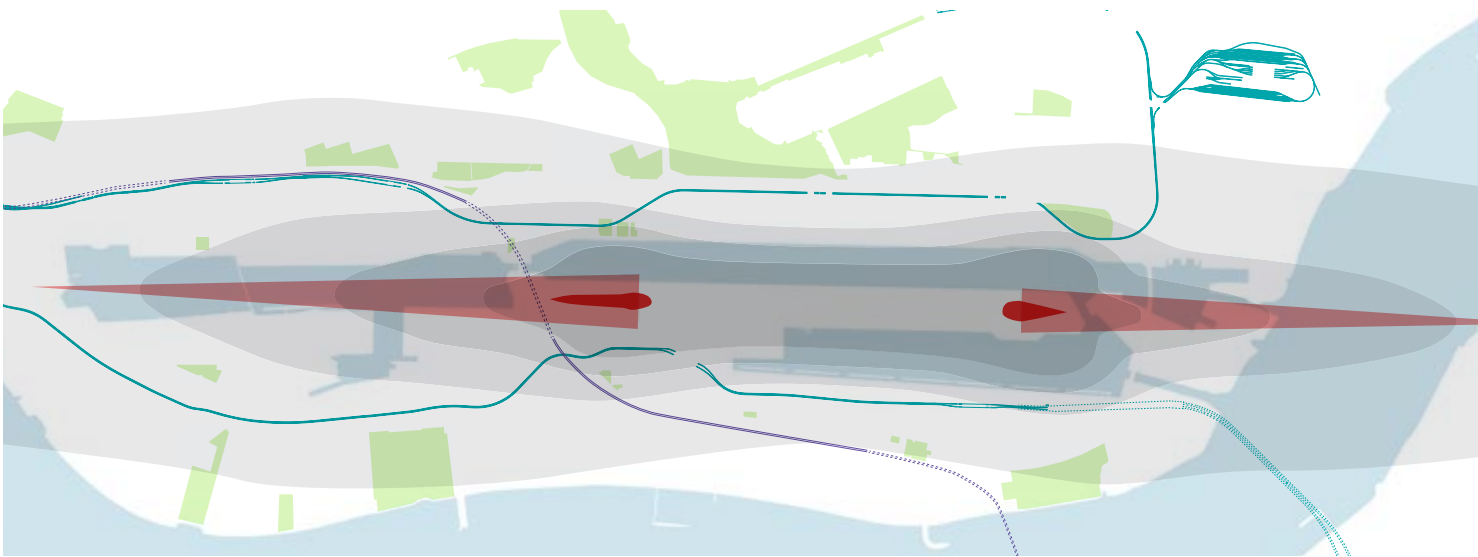
Water Activation Challenges

The main challenges for activating the water include a:

- lack of facilities to support water uses,
- lack of infrastructure around dock edge,
- lack of an overarching masterplan to guide water use,
- need to consolidate existing uses and maximise their potential; and,
- need to balance commercial uses and open community access to the water.

London City Airport Restrictions

The presence of the airport means that there are restrictions to the usage of the water and landscape interventions in the docks. The public safety zone creates large areas (both in and out the water) where only minimal activity is permitted, whilst security concerns limit the use of Royal Albert Dock. The need to prevent bird strike restricts the amount of flora and fauna in the area.



Above: The airport is a major constraint to water activities, with Royal Albert Dock being highly restricted due to the lack of physical boundaries between the runway and the water.



2.3 Poor Connectivity and Local Severances

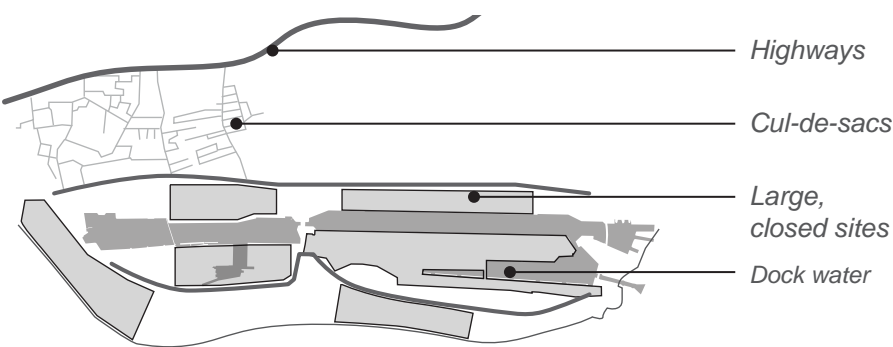
The landscape of the Royal Docks is a result of the subsequent layering of infrastructure - docks, rail, roads, and runways - creating a fragmented infrastructural landscape: a landscape defined by operations rather than human experience.

With London City Airport's global links and key connections into central London, the Docks are attracting increasing numbers of businesses and residents. However, despite benefiting from these strategic connections, local movements within the Docks often remain difficult.

The baseline assessment reveals an urban structure dominated by east-west movement (along road corridors like North Woolwich Road and Royal Albert Way, and the DLR lines). There are significant severances due to large impermeable areas like the docks, airport, rail corridors, and industrial sites. This focusses north-south movement at three crossings – the Silvertown Way Viaduct, Connaught Crossing and Gallions Reach. Pedestrian crossings on main roads are often infrequent or not on desire lines.

Local Level Severances

The irony of much of the transport infrastructure within the Royal Docks is that, whilst they effectively solve issues of connectivity at a London or Global scale, they create severances at a local level. This is seen in the alignments of the DLR, Crossrail and Royal Albert Way, which mean the communities immediately to the north of the Royal Docks have very few, poor quality access points into the area.



Above: The wider territory is characterised by large-scale infrastructure running from east to west alongside suburban street patterns, which makes north to south journeys difficult.

Bridging the Dock Water

The waterspace of the Royal Docks forms a key severance with few crossing locations. The Connaught Crossing and Steve Redgrave Bridge provide vehicular access across the docks at the expense of the pedestrian and cycling experience. The existing bridges do not connect well into the existing network of pedestrian and cycle routes (where these exist). For example, pedestrians heading north over the Connaught footbridge have to navigate across a series of car-parks.

Given that car ownership amongst many of the existing communities is low and the desire that all new developments are effectively car-free, it is key that routes across the docks are improved to support walking and cycling.

Severance Caused by Rail Infrastructure

Infrastructure such as the Beckton DLR branch and Royal Albert Way, along the northern edge of the Royal Docks, has been built over the former Royal Victoria Dock cut, exacerbating the historical severance. A similar pattern has happened along the former North London Line in North Woolwich, with the Crossrail alignment severing connections between Factory Road and Albert Road.

Over-scaled Road Network

Most of the existing major road network within the Royal Docks was delivered or had its capacity increased by the London Docklands Development Corporation in the 1980s-90s. This network hems in many of the existing communities and borders the forthcoming development sites. The environment of these roads is characterised by wide carriageways, high vehicle speeds and poor quality walking and cycling provision. These factors mean many residents and businesses turn their backs to these roads, creating insular inward-looking neighbourhoods.

Evidenced by the Space Syntax Study

The connectivity and movement study carried out by Space Syntax acts as supporting material for this placemaking vision and demonstrates the impacts of various new routes and crossings.

The work produced in this study has also highlighted that many of the existing major roads are operating at a 'city-scale' in terms of their connectivity, whilst lacking basic infrastructure for pedestrians and cyclists. This disparity between the connective utility and the experience of these transport corridors needs to be overcome by the strategies in this document, enabling the delivery of a highway environment which encourages sustainable modes of transport.



Above: The infrastructural corridor along the northern edge of the ExCeL estate forms a cliff, acting as a severance between communities in Custom House and the Royal Docks, its public spaces and transport infrastructure.



Above: The highways infrastructure of Royal Albert Way forms a barrier between residential communities in Beckton and the study area.



Above: The crossrail walls form a barrier to movement between the communities in North Woolwich/Silvertown and the employment sites along the Thames.

2.4 Deficiencies in Open Space

The legacy of fragmented development and an underlying industrial landscape means many of the existing communities within the Royal Docks suffer from a lack of access to green open spaces.

A Lack of Public Space Accessibility

A key challenge within the Royal Docks is the need to overcome inequalities in the access to open space – as illustrated in the diagram alongside. Improving access to open space is captured within both Borough and London Mayoral planning policies and strategies, including the LB Newham Local Plan and the All London Green Grid.

The measuring of access to open space within the Newham Local Plan is based on ‘as the crow flies’ distances, meaning the reality is worse. The lack of direct routes to medium size parks means that most of the southern part of the study area will still have poor access to medium-sized open spaces.

There are two areas within the docks that are subject to an acute lack of access to both small and medium open spaces, which are:

- Royal Victoria Dock West and the site of the Thameside West development; and,
- The eastern end of the docks around Albert Island and Beckton Riverside.

In both these areas and more broadly improved walking and cycling connections could help to improve the ease of access to open space. However without the creation of new public open spaces in the most acute areas this inequality will not be removed. As these areas are likely to be subject to third-party developments, it is key that the management of any privately owned open spaces is inclusive and does not exclude the surrounding communities.

Delivering a series of connected green spaces across the Royal Docks can also help to support the London wide ambitions, including:

- The London National Park City programme,
- Improving air quality,
- Creating greater equality in access to open space and recreation,
- Encouraging the uptake of healthy active lifestyles; and,
- The Mayor of London’s Public London Charter.

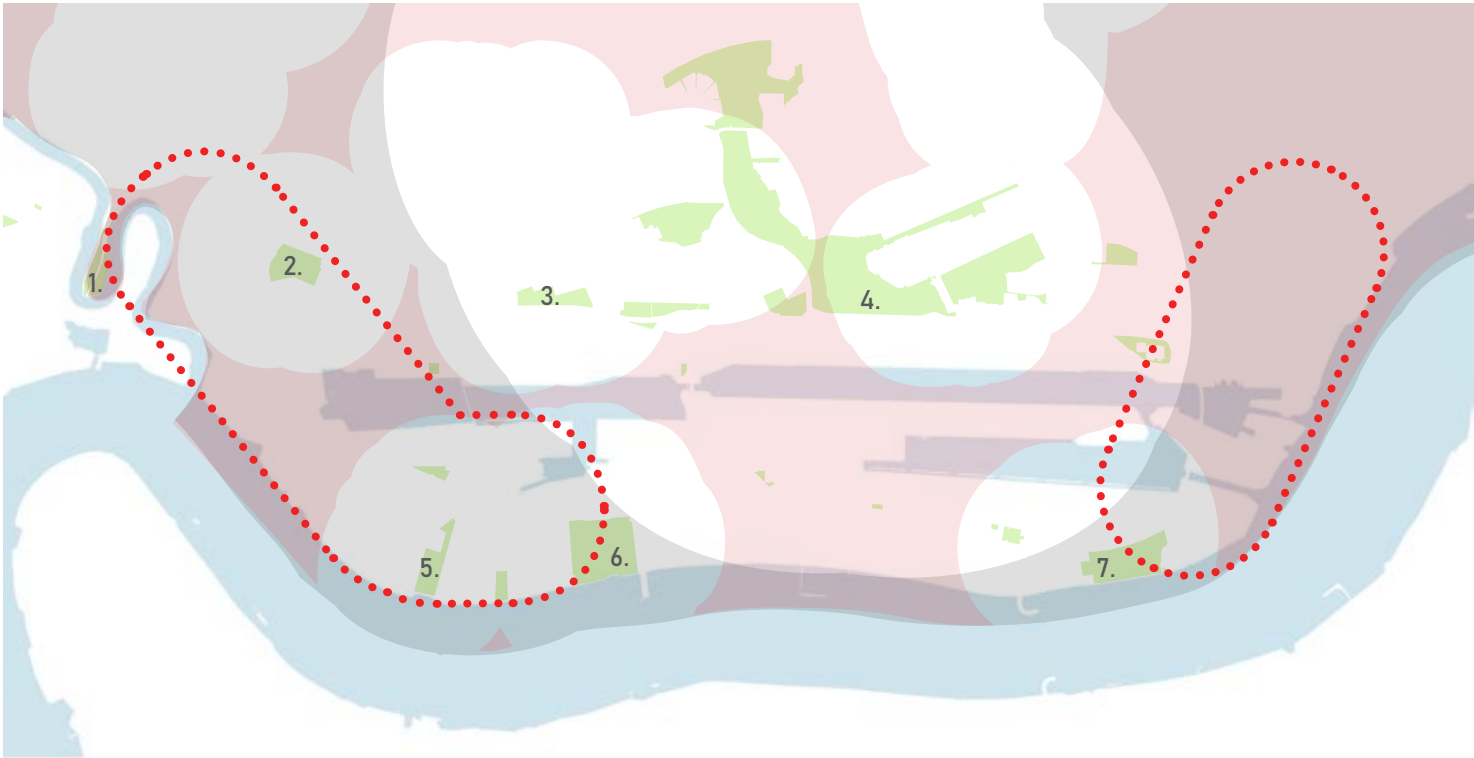
Ecosystems are diminishing in the territory, largely due to the re-development of brownfield “urban mosaic sites”. The restrictions of the airport are further contributing to this decline.

Current access to Open Spaces - Information extracted from Newham Local Plan

- Poor Access to small open spaces
- Poor Access to medium open spaces
- Poor current provision of/access to small and medium open spaces

Key

1. Limmo Peninsula Ecological Park
2. Kier Hardie Recreation Ground
3. Cundy Park
4. Beckton District Park
5. Lyle Park
6. Thames Barrier Park
7. Royal Victoria Gardens

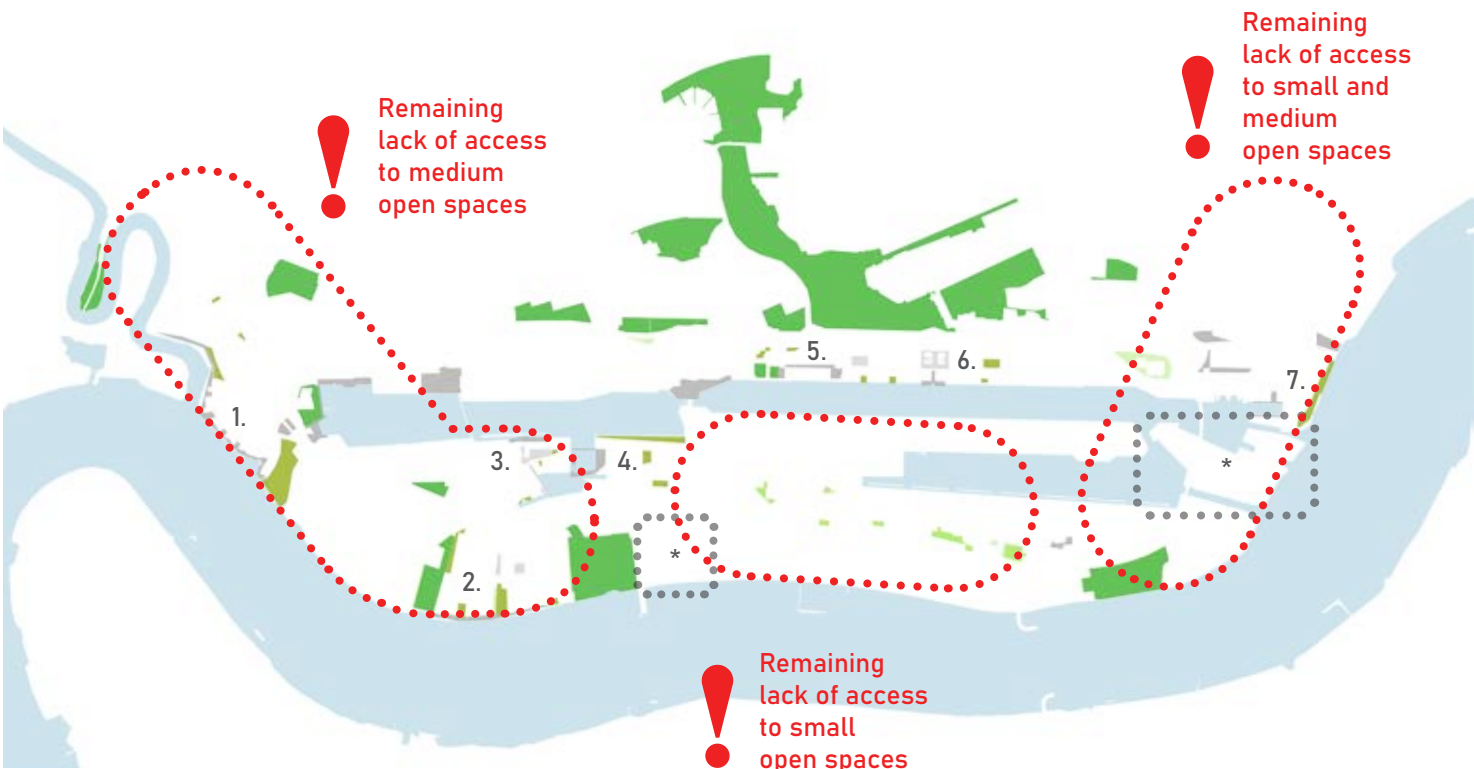


Proposed new open spaces being delivered by partners

- Existing green space
- Proposed green space
- Existing public space
- Proposed public space

Key

1. Thameside West
2. Royal Wharf
3. Silvertown Quays
4. Silvertown Quays
5. RAD
6. RAD
7. Royal Albert Basin
- * awaiting detailed plans

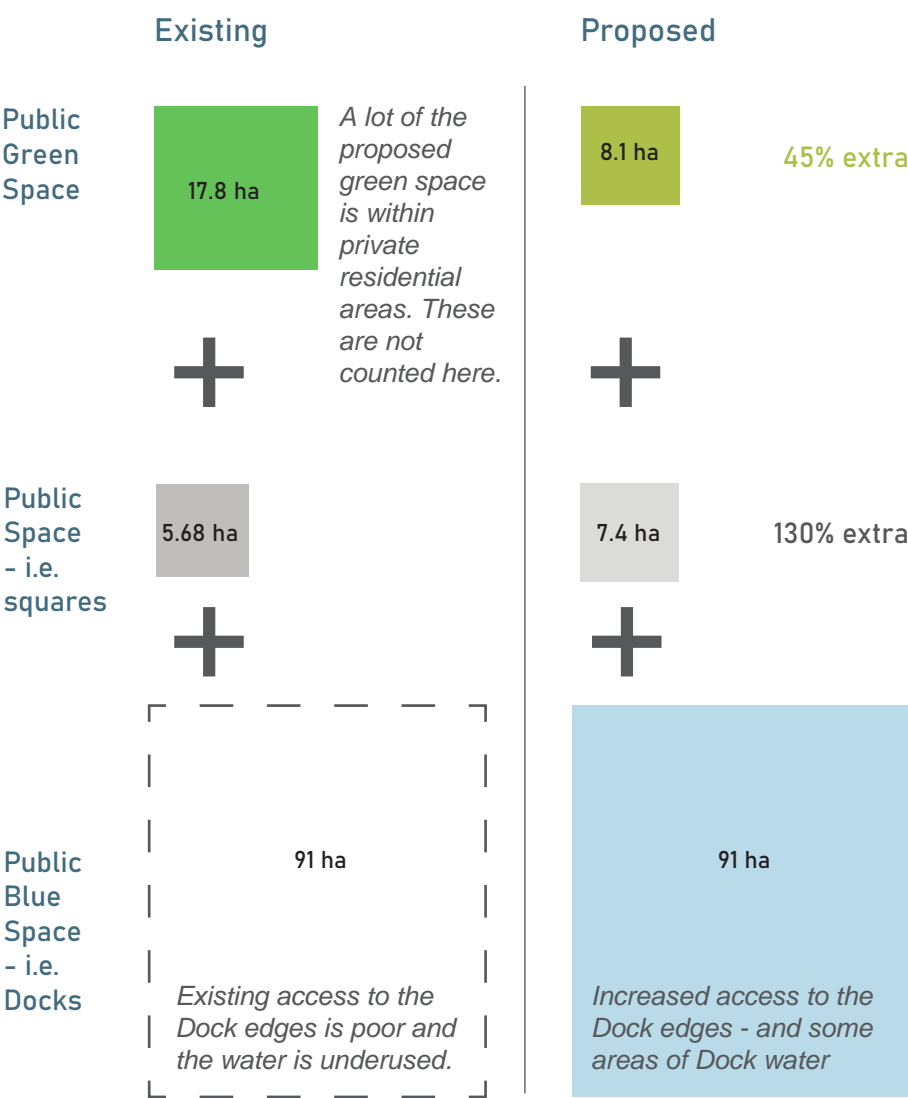


2.5 Inconsistent approaches to Wayfinding and Lighting

An Emerging Chain of Small Park Spaces: Gap Analysis

As part of the baseline study, analysis of the quantum of existing and proposed green spaces was carried out. The spaces included are deemed to be accessible and large enough to support programmes of events and activities. Private residential courtyards were deemed to be unsuitable for such activities due to issues of management and often being gated/locked.

Whilst the proposed green spaces go some way towards introducing new public spaces there still is likely to still be deficiencies in access to open space. By opening up the dock water and its edges there is the potential to unlock a huge amount of amenity space for local residents.



The various management and development structures across the Royal Docks over the last few decades have contributed to confusion and clutter in the public realm.

Inconsistent Wayfinding and Signage

Signage has accumulated over time and many elements are out of date or irrelevant.



Poor Quality and Inconsistent Lighting

The clutter and confusion in the public realm also extends to lighting. Some spaces are poorly lit, and there are many instances of inappropriate lighting, whilst some areas have inconsistent fittings and colour temperatures. Heritage assets are not effectively lit, leading to a lack of character in the area at night.

There is a pressing need for one lighting system across the docks, with shared management arrangements, to support the functions of public realm and its activation.



3.0 PUBLIC REALM GUIDING PRINCIPLES

Four Guiding Principles focusing on Water, Places, Stitches and Landscape, will orientate thinking around a commonly-held set of intentions, to ensure that the emerging whole is greater than the sum of the various parts.

Water

The guiding principle ‘Water’ recognises that the water spaces of the Royal Docks are the area’s biggest asset, and main characterising element. The role of the dock water should be re-imagined, to activate the dock edges and bring the water space into public use.

Places

Across the large area of the Royal Docks there are existing and emerging clusters of activity with various functions and areas with specific identities. The guiding principle ‘Places’ identifies these distinctive places and proposes that any new public spaces support their functions.

Stitches

As with any large piece of infrastructure, the Royal Docks were designed to be secure and contained. The transport infrastructure built to service the docks has isolated them from the rest of Newham and severed those communities from the River Thames. The ‘Stitches’ principle sets out how to improve connections across the Docks and how to bring people to the water.

Landscape

The ‘Landscape’ guiding principle seeks to ensure that there is coherence across the areas that together make up the Royal Docks. It sets out an approach to highlight the underlying landscape characters across the territory and enhance their identity.

3.1 Water

The unique water spaces of the Docks will provide a focus for the development of the area and be reinvented to provide cultural and recreational offers at a local, regional and global scale.

In response to the challenge of the underused and poorly connected Docks, the Public Realm Framework identifies and locates opportunities at the dock edges and within this huge body of water for:

Active Water Uses

Active water uses which range from destination experiences to club sports should be encouraged, whilst also maintaining moments for the public to get close to the water, pause, and freely enjoy its expansiveness and natural qualities.

A Publicly Accessible Dock Edge

A publicly accessible dock edge should be developed which is coherent and legible across the various land ownerships that the dock edges sit within. Access to the dock edge should be supported by a network of routes with utility and recreational value – connecting communities and green spaces.

At the dock edge there should be a focus on evidence of the area’s cultural heritage, embracing the unique cultural and heritage setting of the Docks, including visible maritime objects, and projects such as illuminating the dockside cranes.

Serviced Infrastructure to Support Uses, Including Moorings, and Water Sports

This should include infrastructure to support moorings, water sports, commercial uses, public art and culture, and leisure uses.

New Routes

New routes including a continuous route around Royal Victoria Dock, would release the potential for the Docks to become an amenity for local communities. Improved access to the dock edges with walking and cycling routes could provide health and social benefits.

Creation of Safe, Active, Popular and Inclusive Spaces

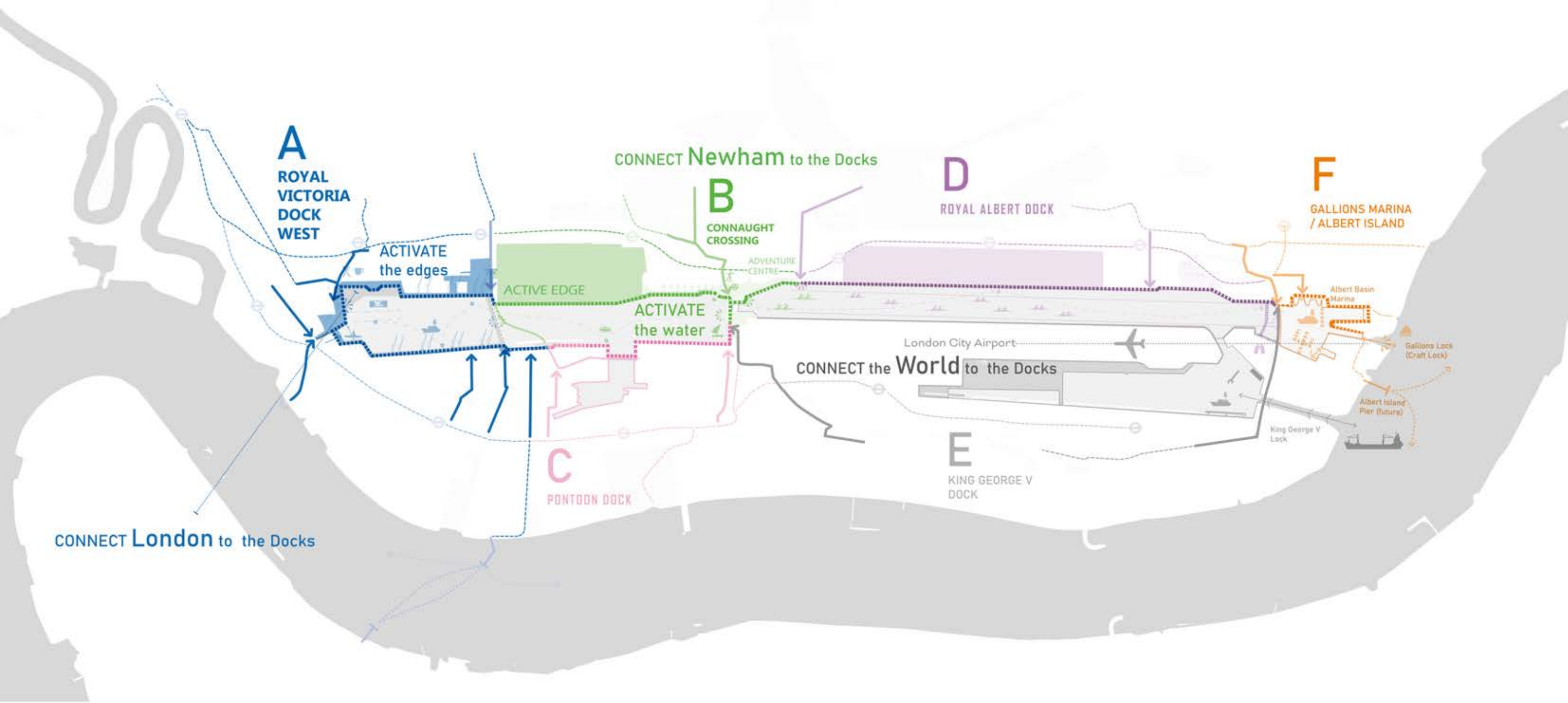
The Public Realm Framework supports the creation of active, popular and inclusive spaces in and around the Docks which can generate revenue, supporting the broader business case for investing in the public realm. Uses around the dock edges should cement the reputation of the Royal Docks as a place which is enterprising and industrious, supporting education and training for LB Newham residents.

Enhancing the Dock Landscape

The blue landscape should be reprogrammed for climate adaptation purposes and should embed climate adaptation solutions.

Climate Change Adaptation Systems

- Suggested climate change adaptation systems include and are not limited to:
- Sustainable Drainage Systems (SuDS);
 - Phytodepuration of dock water;
 - Phytoremediation, which is a bioremediation process that uses various types of plants to remove, transfer, stabilize, and/or destroy contaminants in the soil and groundwater;
 - Photovoltaic array: a large-scale PV array or alternative sustainable infrastructure may be possible in some areas of Royal Albert and King George V Docks;
 - Open Mosaic Habitats; and
 - Re-wilding using native plants (small scale).



3.2 Places

Create a range of high-quality public spaces that support a diverse range of activities across the Royal Docks.

The Public Realm Framework identifies distinctive places around the Royal Docks which are characterised by current or future proposed activity. These places have a particular economic or cultural offer operating at global, national and local scales.

The understanding of particular uses and activity at these places has been informed by the parallel workstreams of the Economic Purpose Study and the Royal Docks Cultural Placemaking Strategy.

Proposed new spaces should be designed to meet the requirements of the area and be designed to support a range of uses – for example to meet anticipated cultural programming. They should be ambitious, relating to the acknowledgment that there is difference across the Royal Docks – the area is made up of a set of ‘distinctive places’.

Royal Victoria Dock West – A Destination

The western end of the Royal Docks offers a series of visitor attractions and public spaces that sit within the wider sub-regional scale of East London. These include the London maritime history, the Museum of London Docklands, Maritime Greenwich, as well as other larger scale attractions on the Greenwich Peninsula, the O2, and at ExCeL.

The future Elizabeth Line Crossrail link from Custom House will connect this area to London and the UK with trains taking ten minutes to get from the Docks to London Liverpool Street.

This place is a focal point for regional visitor economy within the Royal Docks with the potential for new interpretation and cultural spaces. Public spaces around Royal Victoria Dock West should be designed to accommodate large numbers of people to allow for the proposed cultural programming in this location.

Royal Albert Dock – International Enterprise

Royal Albert Dock is a centre for international business and enterprise capitalising on its proximity to London City Airport. Significant change is proposed here, the first phase of commercial space within Royal Albert Dock provides 460,000 sq ft of office space. When this and the later phases are complete this place, branded as Europe’s largest Asian business park, will potentially create up to 20,000 jobs making the scheme one of the biggest generators of jobs in the Royal Docks.

London City Airport – International Connections

London City Airport creates international connections to the Royal Docks and onward via the DLR to Canary Wharf and the City of London. The airport’s presence is felt throughout the area with flights overhead every few minutes during daytime. Work to expand the airport’s runway is currently underway, with eight new aircraft stands, and westerly extensions of the terminal, quadrupling its size.

The airport site occupies a large area creating a barrier to movement in North Woolwich. Access to, and use of, the water at Royal Albert Dock is restricted by the airport.

Emerging Mixed Business Hubs – Crystal Area / Royal Victoria

The area to the west of Royal Victoria Dock supports an emerging economic ‘gateway’ and ‘demonstrator’ function. This mixed business hub has a focus on small business and enterprise, and in particular on technology, regeneration, skills & employment, and community engagement.

Connaught Crossing – Local Amenity

Connaught Crossing is one of the few places where you can cross the Royal Docks from north to south. Connecting Newham, via the ‘green bridge’ over Royal Albert Way down to North Woolwich to the south. This axis supports local community activity in spaces including the Asta Community Hub and the Royal Docks Academy.

This area is characterised by access to local amenities and is already a focal point for local leisure activities at Royal Docks Adventure, including water sports such as canoeing, rowing, dragon boating, and sailing. New activity here could build on this offer for youth sport and include spaces for skateboarding and hardcourt sports.

At Connaught Crossing the public spaces should have a focus on providing local amenity, including sports, leisure and recreational uses. Existing landing points on both sides of the crossing should be improved to allow for better access to the dock water.

Strategic Industrial Sites

Along the edge of the River Thames there has been a history of heavy industry. These are large plots with wharfs on the river and deep plots facing onto North Woolwich Road and Factory Road, including Tate & Lyle’s sugar factory. There is potential space for both small business and ‘grow on’/ medium sized business anchors in this location, also cultural production with a fashion focus.

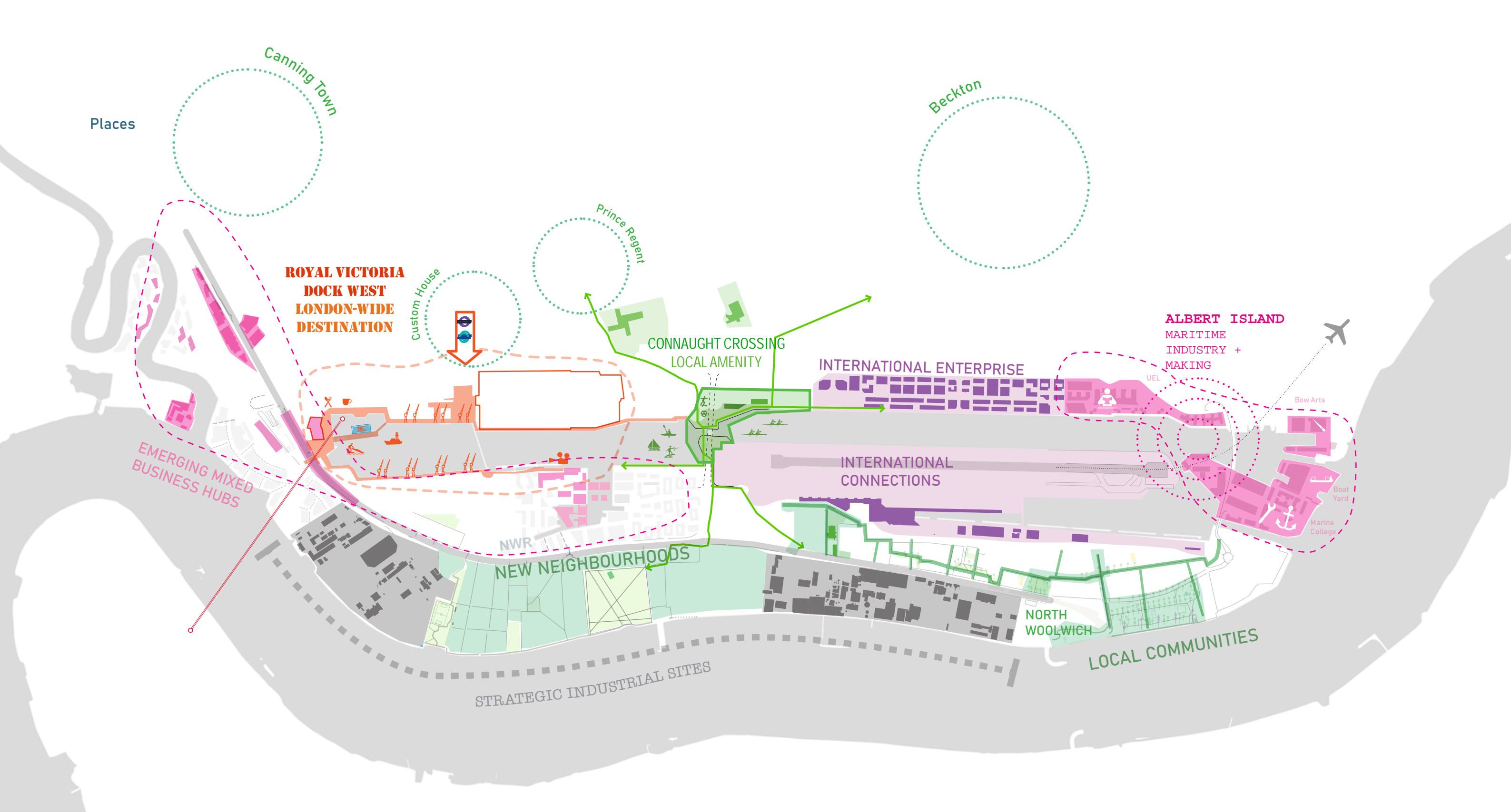
Albert Island – Maritime Industry and Making

Albert Island at the very eastern edge of the Royal Docks is a place with a focus on industry and making. A new shipyard is proposed which will service and repair Thames riverboats, while the local marina is to be upgraded. These maritime uses sit alongside other businesses and institutions, such as the University of East London, which aim to promote enterprise and skills.

At Gallions, the focus should be on interacting with the proposed uses on Albert Island, as well as reinvigorating activity at the Marina.

North Woolwich/ Canning Town/ Custom House/ Beckton – Local Communities

New residential developments in the Royal Docks will create new communities sitting alongside the established communities in North Woolwich, Canning Town, Custom House and Beckton. Activity to support local people in these locations must be physically, economically and socially connected.



3.3 Stitches

Create a network of excellent connections – stitches – that will make this area socially connected and economically successful. Invest in connecting the water spaces of the docks to growing communities to the north and along the river.

Investment in key routes around the Royal Docks – the stitches – aims to overcome existing severances, disconnections and barriers to movement in the area.

Through improving these areas and key crossing points, projects should aim to establish a generous public realm to ensure that all community members and visitors are supported in accessing the area, and include approaches to address:

A network of safe pedestrian routes in and around the Royal Docks

An improved transport network should focus on making excellent walking and cycling routes that connect Newham to the Docks - the stitches. This includes connecting public transport interchanges to places of employment, residential areas, and to recreational routes around the dock edge. Investment should focus on access to public transport in line with the Mayor of London’s Healthy streets agenda, and on coherent way-finding, lighting, and materials.

Connecting communities, mobility, accessibility and inclusivity

Investment in proposed stitches are intended to reinforce an accessible and legible public realm which overcomes the existing severances, disconnections and barriers to movement between the Docks’ current and proposed neighbourhoods. The ambition being to ensure that all community members and visitors are supported in accessing the area.

Transform road infrastructure

The current road infrastructure should be transformed to change the perception of the site from a peripheral industrial road to an integrated urban high road connecting a set of strong neighbourhoods which face onto it. Visible urban sustainability tactics are particularly relevant in these locations. The design of these main thoroughfares should actively decrease traffic speeds, pollution and the risks of surface water flooding.

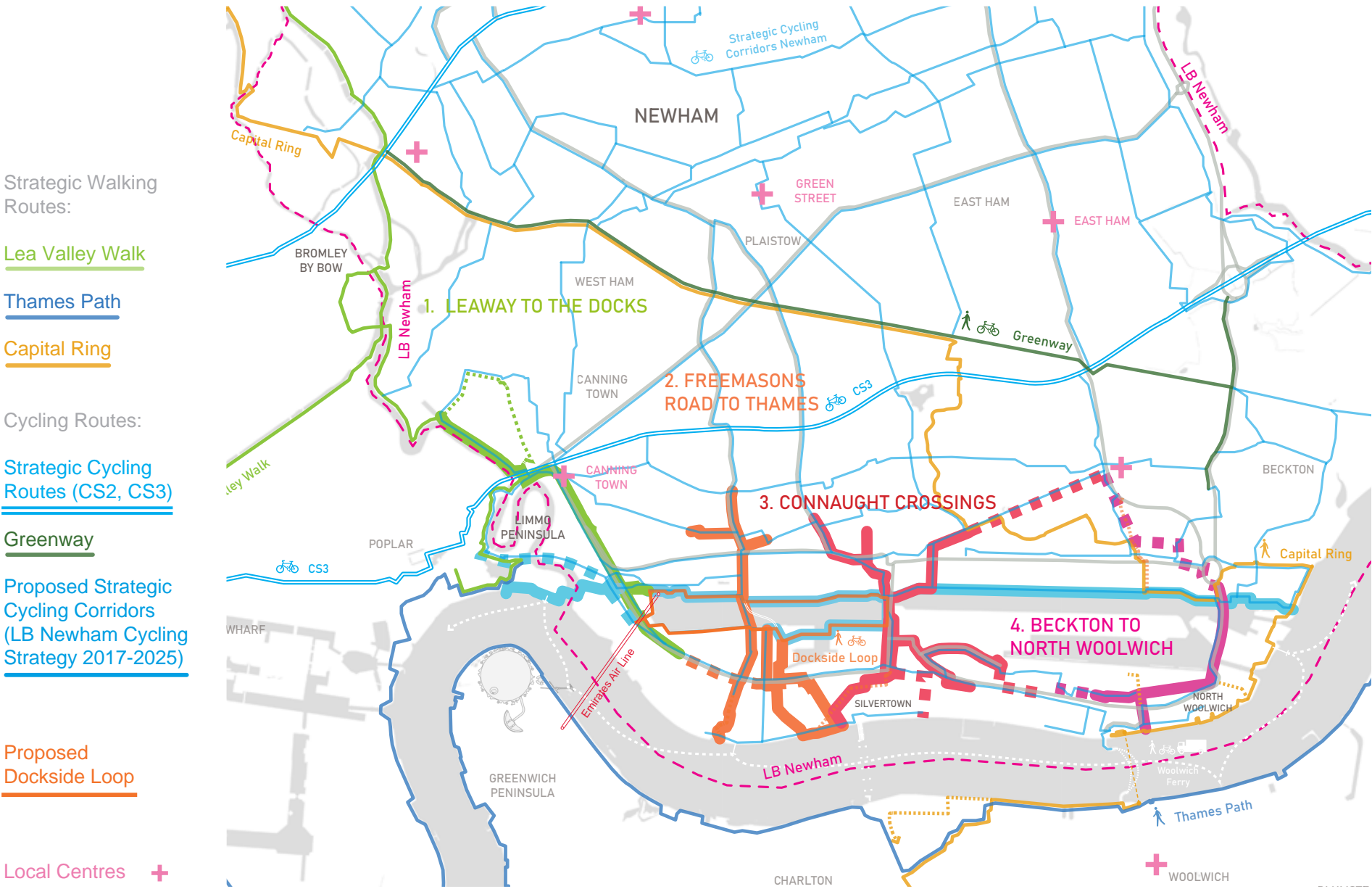
Strategies such as replanning the highways, tree planting, lighting, sustainable urban drainage, and wayfinding will strengthen the current environment.

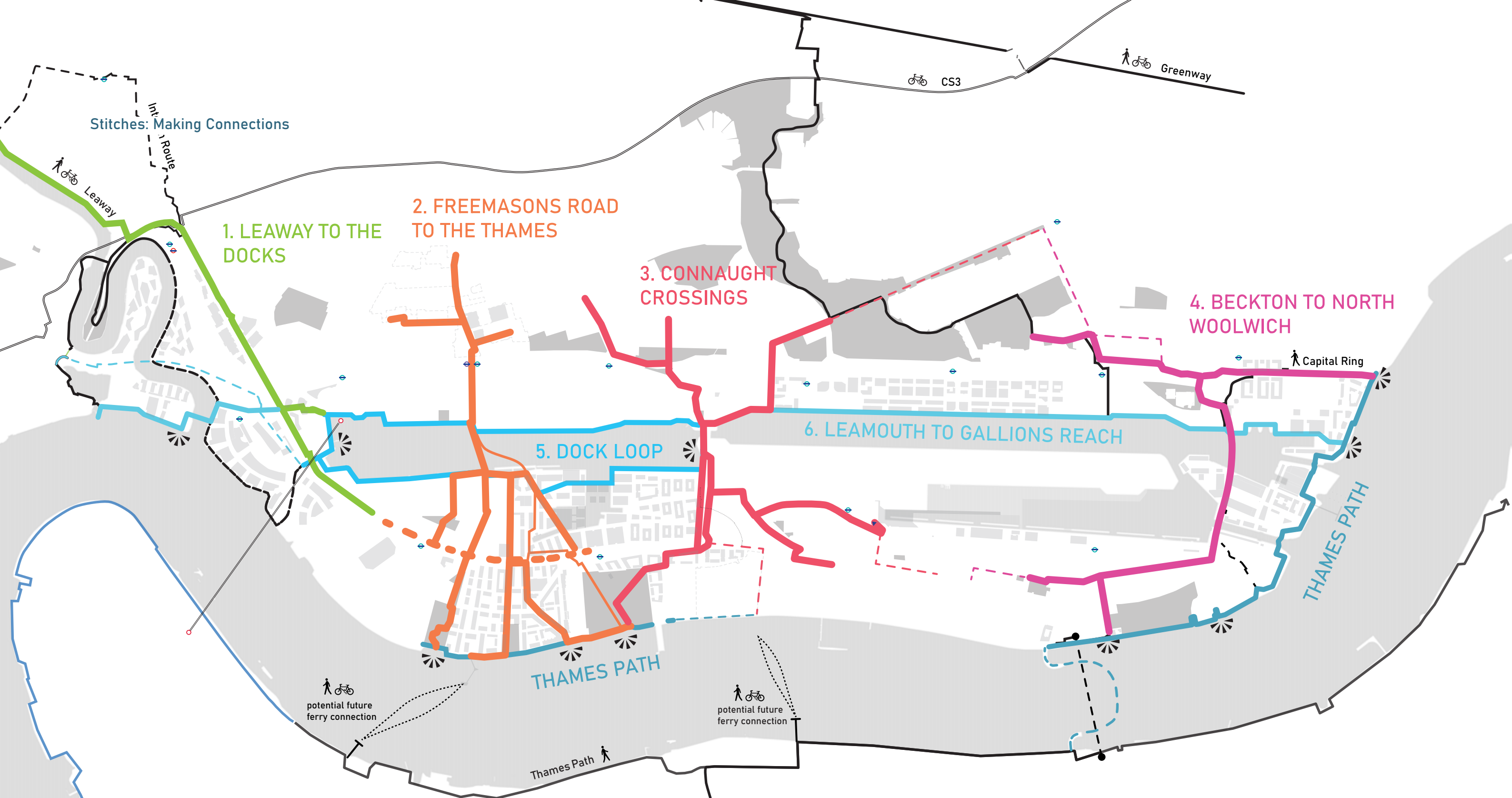
Create a safe and legible cycle network – connecting the Royal Docks to Newham and beyond.

LB Newham’s new cycling strategy aims to more than double the number of journeys taken by bike between now and 2025. The strategy aspires to build personal resilience through encouraging healthier and active lives and community resilience through reducing congestion on roads and

air pollution. All proposed interventions are based on the following five broad objectives:

- 1. Create safer and more inviting conditions to cycle
- 2. Provide the education to cycle
- 3. Improve access to, and maintenance of, cycles
- 4. Improve enforcement and security for cycling
- 5. Normalise cycling in Newham, and inspire more residents to cycle





1. LEAWAY TO THE DOCKS

The Leaway has been successful in providing green walking and cycling routes in a previously “off-limits” landscape. By connecting it to the Royal Docks, via Canning Town and eventually the Limmo, these green connections can be enjoyed by more people. Through completing this route, a traffic-free connection between two of Newham’s major growth areas can be achieved, establishing off-road links to the Queen Elizabeth Olympic Park and Canary Wharf.

2. FREEMASONS ROAD TO THE THAMES

Centuries of infrastructural works at the edges of the docks have created significant barriers to movement between the communities around Freemasons Road, the docks, and the River Thames. Overcoming these severances, as well as improving local amenities and public spaces will lead to a diverse series of connected spaces and greater access to cultural and recreational activities around the docks.

3. CONNAUGHT CROSSINGS

The Connaught Crossing sits strategically between the Thames-side communities of Silvertown and North Woolwich and northern local centres at Beckton and Custom House. An improved offer of leisure and recreational activities, as well as connectivity improvements which seek to humanise the scale of the existing road and DLR infrastructure, can reconfigure the crossing as an ‘armature for local amenities’ and a destination in its own right.

4. BECKTON TO NORTH WOOLWICH

Poor quality infrastructural environments such as the Steve Redgrave Bridge and Woolwich Manor Way hinder a strong sense of place, north and south of the docks. Local connections and public realm improvements - as well as a new centre for maritime skills and making could ensure that these two established communities have a renewed connection to the Thames and its maritime heritage.

5. DOCK LOOP

Establishing a continuous, well-signed walking and cycling loop around Royal Victoria Dock would vastly improve people’s connection to the water. As well as providing an opportunity for a fitness and exercise route, access to activities at the dockside, such as meanwhile events spaces on the Silvertown Quays site, would also be improved.

6. LEAMOUTH TO GALLIONS REACH

A continuous walking and cycling connection between the estuarine Thames and the Leamouth would hugely support the uptake of sustainable transport modes in the area. There is also great potential for an ecological strip, running the length of the docks, tapping in to meanwhile spaces, brown roofs, and urban mosaic sites to protect and enhance local wildlife.

3.4 Landscape

This landscape strategy is based on the area's history and the underlying latent landscapes of the Royal Docks


These characteristics are proposed to inform how new and existing public realm and landscapes can evolve or be adapted. Their purpose is to support a coherent landscape attitude across the Royal Docks that is scalable and rooted in place.

The Public Realm Framework identifies where there are opportunities for new areas of public space, and improvements to existing spaces - in response to the lack of public space accessibility. Projects to improve or create new public spaces around the Docks should consider the underlying landscape character area and reflect it through planting and landscape strategies.

Strategies to provide a unifying character could include the design of green spaces as well as approaches to street furniture and the deployment of heritage objects which should embrace the unique cultural and heritage setting of the area.

Landscape operates on a coarser grain than urban development, and an understanding of this broader context encourages coherence of the whole beyond the various parts. Four landscape character areas describe the broad character of the landscapes that underlie the Royal Docks. They reflect both natural characteristics and the evolution through land use over time: in this area human intervention at scale has been a significant shaper of the landscape.

Proposed new landscapes should relate to the four underlying landscape character areas; Urbanised Hollow, Suburban Marshes, Engine Room and Maritime Thames. These landscapes are predominantly man-made, with few remaining traces of the original Thames floodplains and marshes, though pioneer species have begun to rewild many of the brownfield sites which have so far been left undeveloped.

 **Refer to Chapter 5 - Intervention Sites for further detail on landscape projects**

Suburban Marsh

This landscape area is defined by the former Plaistow and East Ham Levels: large expanses of former marshland which were drained and managed originally to create arable land, and from the early 19th century, a sequence of residential areas. Despite the distinctly suburban developments of the 20th century, the remnant traces of the former marshlands are still evident. Green spaces, drainage channels, allotments, and mature trees provide a unifying character.

Future development of this area should seek to reinforce and strengthen the existing local centres while amplifying the landscape character of the marshes including the existing drainage channels, allotments, and mature trees.

Urbanised Hollow

The embankment of the docks and the raising of the river edge against flooding has created a low point or ‘hollow’ between the Thames and the dock basins and again north of the dock basin on the boundary of the residential area. Counter-intuitively, the embanked docks and river edge are relatively high features in the landscape, while these interstitial strips are the lowest point. This linear landscape has attracted infrastructure - drainage channels (now largely enclosed), roads serving the docks (Victoria Dock Road, Royal Albert Way, North Woolwich Road), the dock railway - now the DLR and Crossrail - as well as high voltage cables, utilities and service yards. The coincidence of a linear ditch or hollow with a bundle of infrastructure has created severance, which in the past was reinforced by security walls enclosing the docks.

The Urbanised Hollows include historic lowpoints within the territory, which have played a key role in its hydrological cycle. Sustainable drainage systems such as swales and rills should be deployed, as well as wetland flora. The challenge in these areas is to deliver a coherent and yet diverse set of local places, urbanising the infrastructure, and reflecting the existing and emerging local centres which encircle the docks.

Engine Room

Developed through the 19th and early 20th Century, the Royal Victoria, Royal Albert and King George V docks are the largest area of man-made impounded water in the country. As such the docks themselves are a singular and purposeful landscape, equivalent to approximately the area of Heathrow.

A publicly accessible dock edge should be developed which is coherent and legible across land ownerships, supporting a network of routes –

with utility and recreational value – between communities and green spaces, and embracing the unique cultural and heritage setting of the Docks.

In the Engine Room maritime objects should be deployed referencing the area’s rich maritime history, along with exotic plants such as fruit trees.

Maritime Thames

The Thames Edge describes the local manifestation of a common condition in Central London, where security of valuable wharves and riverside warehouses has physically controlled access to the riverside. Access is generally halted one block back from the riverside, and tantalising glimpses of the Thames are given occasionally between buildings that front the water. The character of the Thames edge is defined by its exposure to the river, creating a strong tie to the changing tides, weather, wildlife and long views out to wider London.

Existing green spaces along the Thames should have investment to reinforce their unique characteristics amidst a dramatic increase in users. New green spaces should create further connections to the water space of the river, helping to activate the riverfront, and using the emerging Thames path to create a continuous green chain of open spaces. Opportunities for greening the river walls should be developed, with inter-tidal terraces and habitat restoration projects.

At the Thames Edge views and routes out to the water should be prioritised. The industrial heritage of these historic wharves should be brought to the fore through innovative wayfinding and lighting strategies.

Underlying Landscapes

Suburban Marshes



Community orchards and allotments should be encouraged in the suburban marsh.

ENGINE ROOM

Urbanised Hollow

Urbanised Hollow

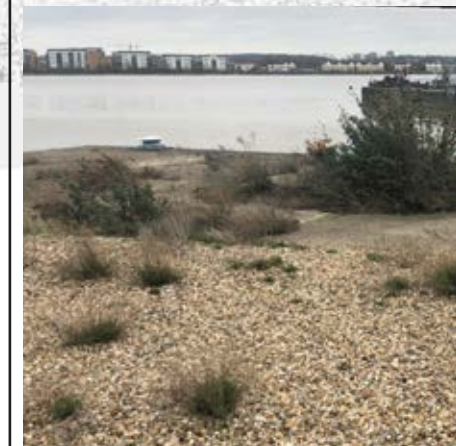
MARITIME THAMES



In the 'Engine Room' there should be exotics, such as greenhouses growing bananas and exotic fruit trees.



Infrastructure corridors including the Silvertown Way should include planting that reflects the urbanised hollow.



Protect and enhance the existing wild shingle landscape of the Maritime Thames.

4.0 DEFINING AND DELIVERING PROJECTS

A range of projects have been identified across the Royal Docks, with new public green and open spaces and new routes and connections at a local level. The projects range from large new pieces of infrastructure to smaller interventions into existing landscapes.

Public Spaces

In order to address the current deficiencies in public space provision, new green and open spaces have been identified, alongside improvements to existing spaces, and access to these from existing communities and public transport. In addition to this, projects have been identified to create better access to the Dock edges and to the water - the area’s most valuable asset in terms of public space.

All new proposed public spaces should be designed in line with the Public Realm Framework guiding principles, and should be active, popular and inclusive spaces.

Infrastructure

In order to address the poor connectivity of this area, in particular the barriers to north-south movement, a range of projects have been identified, including:

- New infrastructure projects, such as new bridges;
- Improvements to streets, making road spaces less dominant and more accessible for pedestrians and cyclists;
- Improvements to existing routes, with better lighting, landscaping or wayfinding.

Project Matrix

These projects are listed in more detail in the Project Matrix.

 Refer to Section B of the Appendices for further information


4.1 Projects by Partners

The next 15 years will see the continued delivery of major mixed use schemes within the Royal Docks. All of these schemes will be delivering public spaces and connectivity improvements, but there are substantial gaps where the Royal Docks Team can invest alongside partners.

Working with Partners

The baseline study has established an understanding of the development context of the Royal Docks. The phased development of the area over the next 15 years is mapped in order to help understand the future context.

The plan overleaf shows the forthcoming third-party developments in the territory, which makes clear the scale of the task facing the public sector in ensuring that these developments meet the aspirations of the Public Realm Framework. The Framework has identified where there are gaps between the projects being delivered by Partners, the ‘Intervention Sites’ described in Chapter 5 - *Intervention Sites*.

 Refer to Chapter 5 - Intervention Sites or Section B of the Appendices for further information

Thameside West/ Royal Victoria Dock Basin West

To realise the full potential of Royal Victoria Dock West there will need to be extensive collaboration between a number of adjacent stakeholders and development projects such as Thameside West, Waterfront Studios, The Crystal, the Flyunder workspace, Leaway connections along the Limmo and a future Leamouth footbridge.

Freemasons Road to the Thames

Newham are beginning the regeneration of Freemasons Road, which is one of the major entry points to the Docks. This area is identified as being a key ‘stitch’ (refer to Chapter 3), linking Newham to the Docks, and the arrival of Crossrail will bring visitors from central London. This place of arrival should have high aspirations, with a public route that is accessible, and clear way-finding that leads you to the Royal Docks.

The proposed footbridge between ExCeL and the Silvertown Quays site is a clear example of where the public sector can work with partners on a proposed infrastructure project to achieve positive outcomes in terms of connectivity and public realm. Technical aspects of the bridge, such as its width and landing position, will be key to achieving the objectives set out in the Public Realm Framework.

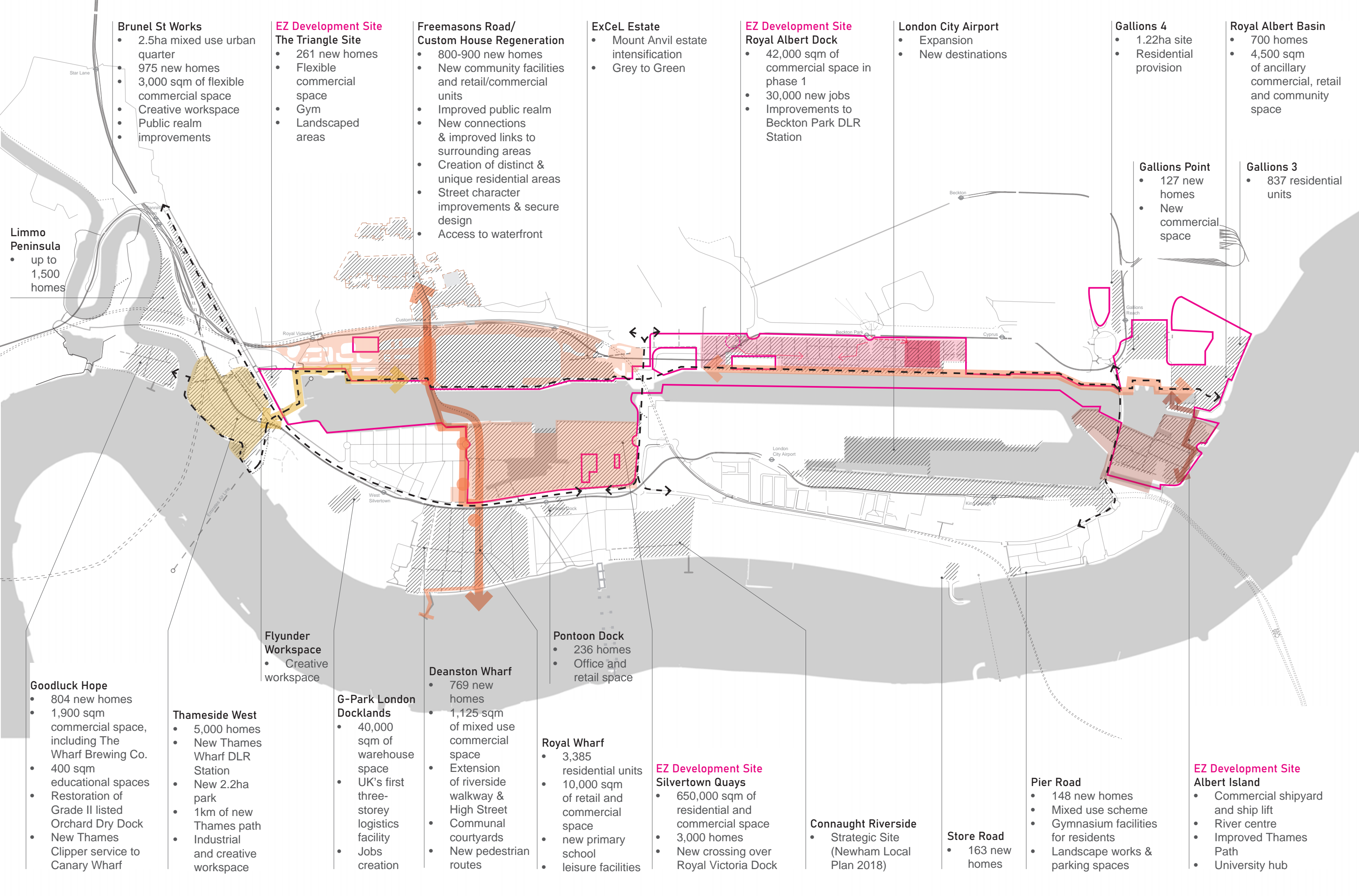
Royal Albert Dock

Royal Albert Dock is being developed by ABP to become ‘Europe’s biggest Asian business park’. This development has a new network of streets and a long stretch of dock frontage. The Public Realm Principles (refer to Chapter 3 - *Public Realm Guiding Principles*) show that this northern dock edge is a key east-west route, and therefore should be designed to create a high-quality dockside environment with good connections to the dock water. The phased nature of the development means that potential meanwhile uses should be sought out and implemented.

Albert Island

The Albert Island development will bring forth a number of maritime and educational uses, which should be made as accessible as possible to local residents. The unique qualities of their site should be exploited to provide alternative pedestrian and cycle routes from North Woolwich to Gallions and the Thames Path.

The redevelopment of the marina also creates the opportunity to bring forward a number of improvements to the dock edge and to the water itself.



Connectivity Opportunities:



Thameside West/
Royal Victoria Dock Basin West



Freemasons Road to the Thames



Royal Albert Dock



Albert Island

4.2 Gap Analysis

There is a current deficiency in access to public open space in the Royal Docks area. There are two areas that are subject to an acute lack of access to both small and medium open spaces, which are:

- Tidal Basin and the site of the Thameside West development; and
- The eastern end of the docks around Albert Island and Beckton Riverside.

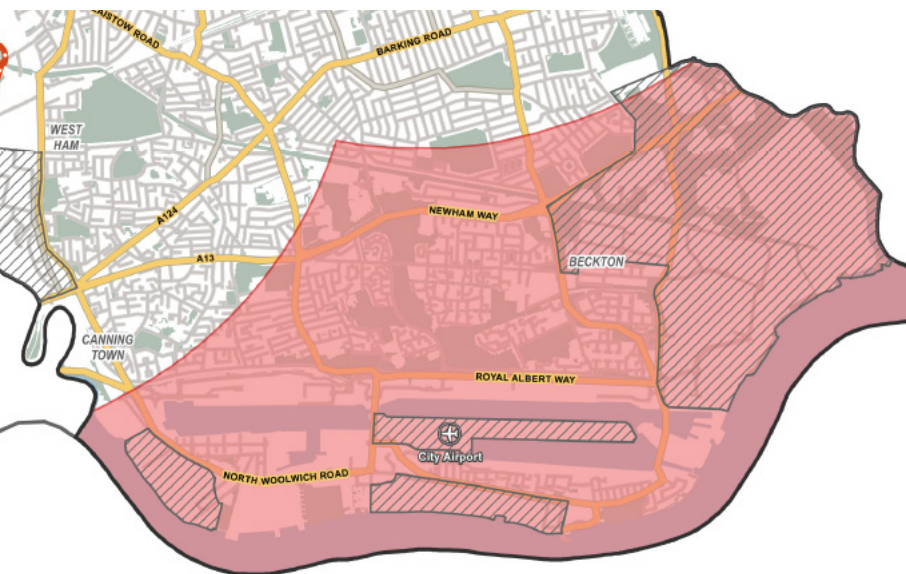
In both these areas and more broadly improved walking and cycling connections could help to improve the ease of access to open space.

There are 25,000 new homes planned in the Royal Docks. As population levels increase, so will pressures on existing spaces. A large number of new public spaces are proposed to be delivered by partners, including major new squares, parks and waterfronts within these developments, as well as infrastructure projects including a new bridge over Royal Victoria Dock to connect Silvertown Quays to Custom House.

The London Plan requires residential and mixed use developments to make provision for children’s play space and informal recreation space. The Mayor of London recommends a minimum of 10sqm of dedicated play space per child is used to guide the level of play space provision. This standard is set out in the Shaping Neighbourhoods: Play and Informal Recreation SPG 2012.

The following table sets out the current provision of each type of public green and open space, and the deficiency is defined according to London Plan benchmarks, taken from the LB Newham Local Plan 2018.

Public green and open space
Existing Provision/deficiency
Spaces being delivered by Partners
Public Realm Framework Recommendations



Poor access to Metropolitan/ Regional Parks

Metropolitan/ Regional Parks

These are large areas of open space that provide a combination of facilities at a sub-regional level. They are readily accessible by public transport and are managed to meet best practice quality standards.

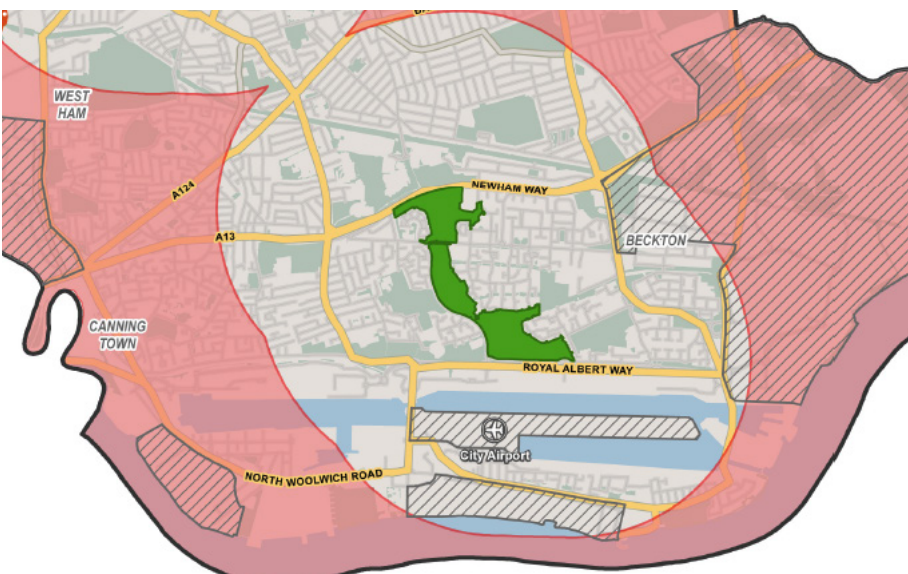
The Royal Docks falls outside of the 3.2km catchment area of the metropolitan scale parks to the North of Newham; Hackney Marshes, Wanstead Flats and the Queen Elizabeth Olympic Park.

There are however large extents of dock water-space which is not accessible to the public or providing any discernible social benefits.

No new metropolitan or regional scale parks are being delivered by partners.

Improve access to the Docks to enable residents to access the dock water at key locations.

Focus landscape improvements at key crossing points (refer to guiding principle ‘stitches’).



Poor access to District Parks

District Parks

These are large areas of open space that provide a landscape setting with a variety of natural features. They provide a wide range of activities, including outdoor sports facilities and playing fields, children’s play for different age groups and informal recreation pursuits.

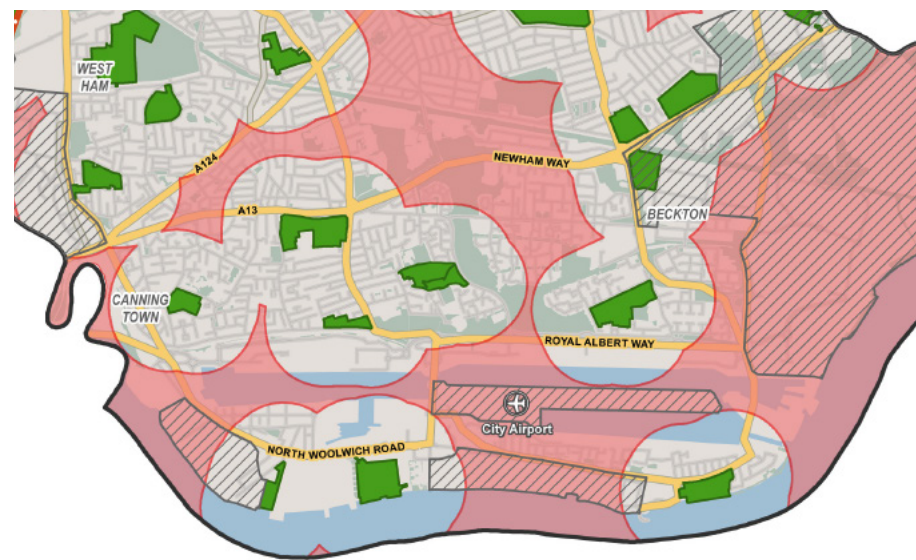
Beckton Park (34ha) is the only District Park in the Royal Docks area and several areas fall outside of its catchment area. This includes areas to the south west; Britannia Village, Royal Wharf and part of Silvertown Quays, and areas to the east including around Gallions Reach.

No new district parks are being delivered by partners.

Improve connections to Beckton Park – in particular using Connaught Crossing.

Promote connections through RAD site, with a focus on the softening the impact of Royal Albert Way

Parkscape improvements, including lighting and wayfinding.



Poor access to Local Parks/Open Spaces

Local Parks/Open Spaces

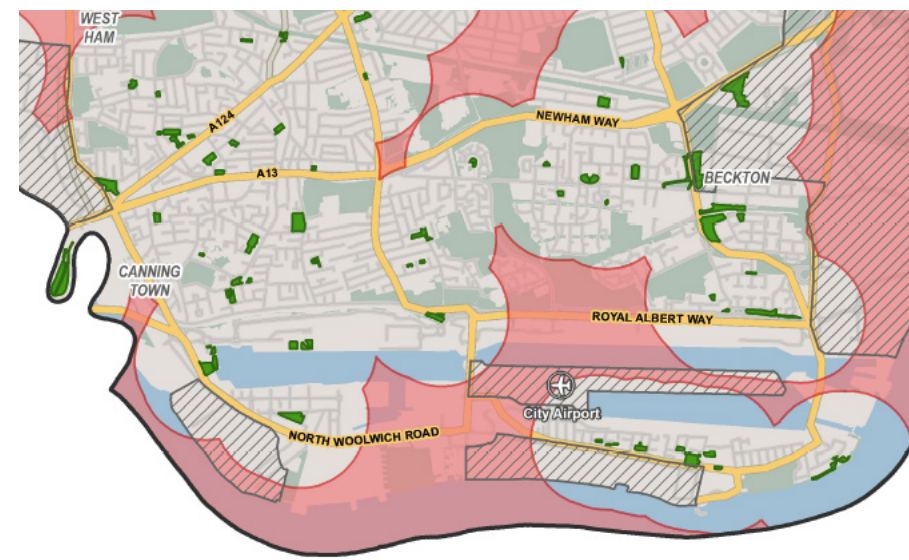
These provide for court games, children’s play, sitting out areas and nature conservation areas.

There are a number of local parks including Lyle Park (2.16ha), Thames Barrier Park (7.15ha) and Royal Victoria Gardens (4.8ha). Some areas of Silvertown, North Woolwich and Beckton do not fall within the catchment of these local parks.

Thameside West (2.23ha)

The new park at Thameside West should be effectively connected to docks, as well as to any future extension of the Thames Path.

Access to existing local parks, such as Thames Barrier Park and Royal Victoria Gardens, should be enhanced through local wayfinding and connectivity improvements.



Poor access to Open Spaces and Pocket Parks

Small Open Spaces and Pocket Parks

Small open spaces include gardens, sitting out areas, children’s play spaces or other areas of a specialist nature, including nature conservation areas. Pocket Parks are small areas of open space for informal play and passive recreation.

There are a number of small open space and pocket parks, however again some areas of Silvertown, North Woolwich and Beckton do not fall within the catchment.

There are a large number of small open spaces being brought forward in future developments.

Play and Informal Recreation Space to be provided for as part of new residential developments.

Private recreational space should be discouraged where possible to create an open and welcoming public realm.

Where appropriate existing small open spaces, such as Royal Victoria Square, should be improved to encourage more active usage.

Key recommendations

- Existing local green and open spaces should be protected.
- The creation of new areas of publicly-accessible green and open space should be supported.
- Green Grid - connect key areas of public green space with on-street green infrastructure and tree planting
- Open spaces should be designed to enhance urban cooling and biodiversity and play a role in flood water storage and drainage.
- Play and Informal Recreation Space to be provided for as part of new residential developments.
- Developments located adjacent to the Docks should integrate with and enhance the waterside environment, providing improved amenity space and access to the waterfront while facilitating safe and active use of the waterspace.
- Make the dock edges more accessible – this would unlock a huge amount of amenity space for local residents.

London Policy

Delivering a series of connected green spaces across the Royal Docks can also help to support the London wide ambitions, including:

- The London National Park City programme,
- Improving air quality,
- Creating greater equality in access to open space, recreation; and,
- Encouraging the uptake of healthy active lifestyles.

4.3 Areas of Focus for the Royal Docks Team

Alongside the private sector development planned for the Royal Docks, public sector investment can play a complementary role.

Public sector-led projects offer the chance to join up thinking across the area and to overcome inequalities between existing and emerging neighbourhoods.

In focussing public sector-led investment, to support the delivery of placemaking improvements, an analysis of the gaps between these developments is necessary. The areas where public sector investment can help to steer interventions towards a joined up approach include:

Royal Victoria Dock West

The existing area at the western end of the Royal Victoria Dock is currently underperforming as a gateway to the Royal Docks. This area will see significant development to its west in the future, and has the potential to act as a focus for activity on and around the water.

This area, with its existing connections to the cultural offers of East London, has the potential to act as a gateway to the Royal Docks, the majority of the land is in public ownership making this site a potential quick win.

Connaught Crossing

At the centre of the Royal Docks area, crossing the cut between the Royal Victoria and Royal Albert Docks, the Connaught Road bridge and its associated footbridge is the central connection between the south of the Docks and the rest of Newham. This connection is dominated by the road infrastructure, fragmenting its surrounding landscapes, making this a difficult territory to cross to access schools, transport hubs, jobs etc.

A strategy to make a more legible active landscape could support the engagement of surrounding community groups, schools and residents in the Royal Docks and its recreational offer.

North Woolwich Road/ Silvertown Way

There is a pressing need to transform these roads which are behaving more like an inner city dual carriageway. As such these routes are failing to act as a ‘high road’ supporting walking and cycling between local and metropolitan centres and attracting active ground floor uses.

There is an existing programme of highway improvements being developed by LB Newham. This is currently focusing on improving the highways environment, but could be expanded to think more holistically about the placemaking potential of this as a street.

Activating the Water and the Dock Edge

The northern quayside of the Royal Victoria and Royal Albert Docks is over 4 km long and could act as a key strategic walking and cycling spine through the regeneration area. At present the fragmented ownerships are reflected in the incoherent public realm, signage, accessibility, and lighting.

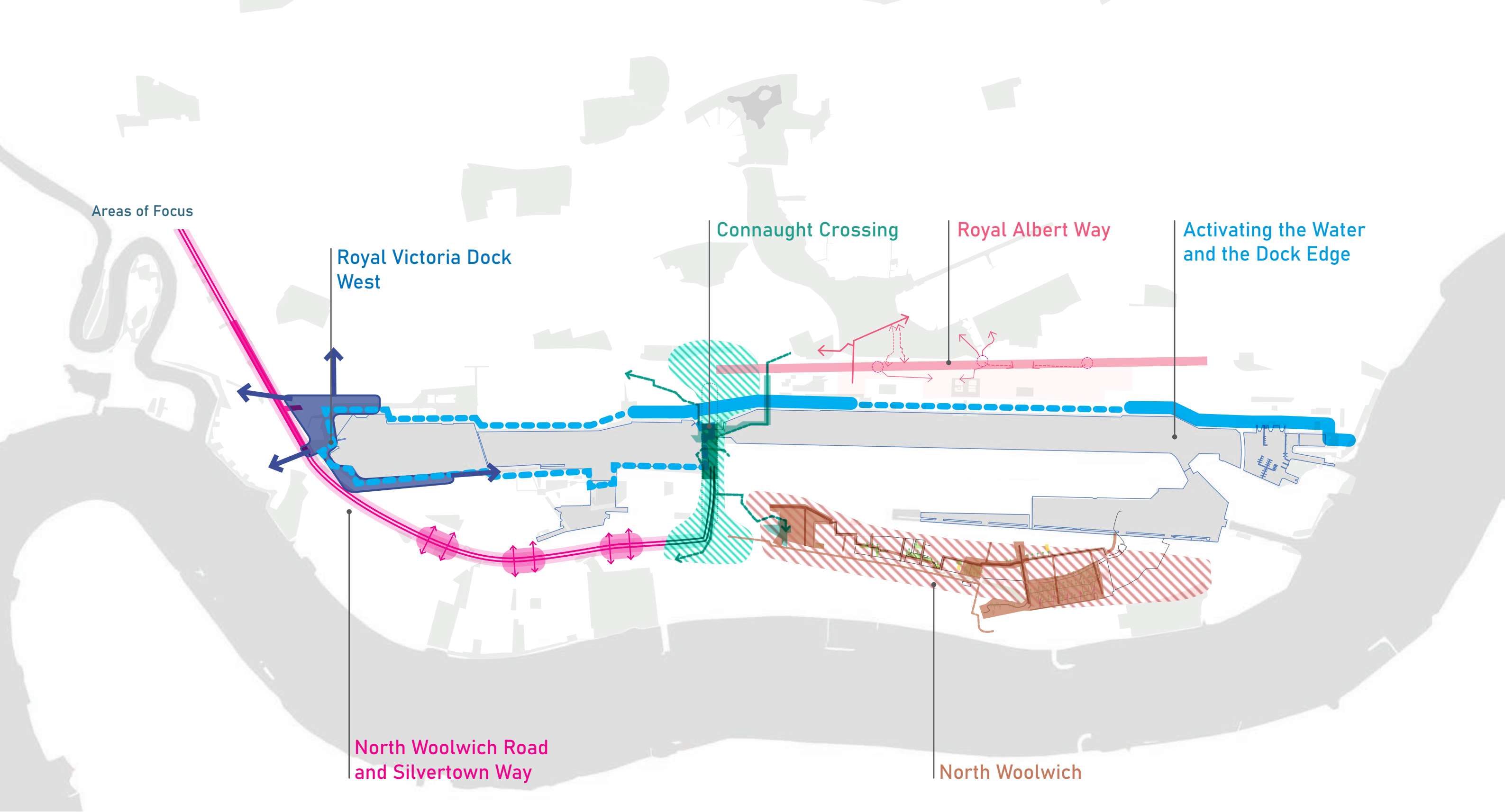
The water space of the Royal Docks offers a massive area, which if access was made easier, could provide a recreational draw at the local, regional and international scales.


North Woolwich

These historic communities at the southern edge of Newham were established alongside the Docks and have long suffered from isolation. There is little planned third party development in this area, which already suffers from low levels of access to transport and public space/amenities. If left to the private sector there is not likely to be additional investment, furthering the inequality between existing and new communities in the Royal Docks.

A series of projects are proposed in North Woolwich to improve local connectivity, supporting accessibility and provide better recreation and amenity spaces. Here, also, interim uses of sites should be proposed ahead of later phases of development.

The potential of these sites to respond to the emerging vision for the Royal Docks is illustrated on the following page and described in more detail in Chapter 5 - *Intervention Sites*.



 The proposed strategy for these sites is explored in greater detail in Chapter 5 - Intervention Sites.

5.0 PUBLIC REALM PROJECTS - INTERVENTION SITES

The Public Realm Framework has identified a number of key 'Intervention Sites' where investment should be focused on improving the public realm at the Royal Docks.

This chapter sets out outline briefs for these areas, and makes recommendations for how to support activity emerging from the cultural and economic strategies. At each intervention site a vision for the 'place' is supported by illustrative proposals for infrastructure, landscape, wayfinding, and lighting.

5.1 Activating the Water and the Dock Edge

The dock water is the area's biggest asset. Improved connectivity and new infrastructure to allow more active and inclusive uses would transform how the dock water and its edges are used and experienced.


Activating the Water

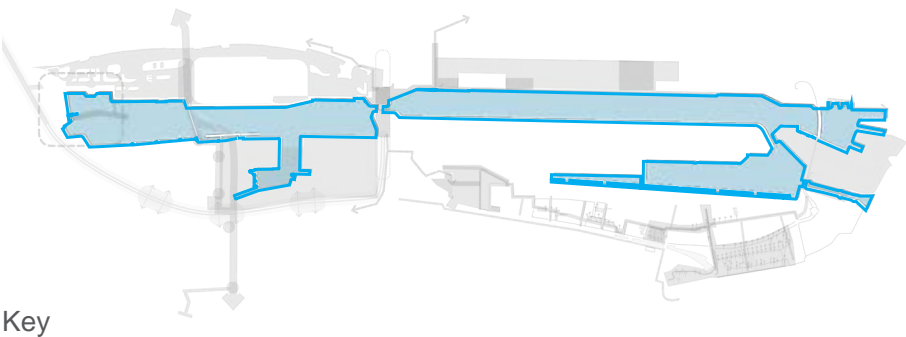
The Public Realm Framework promotes activating the dock water in a way that prioritises community-led initiatives over spectacle. Activity here has the potential to be targeted both at the global and national scale, as well as at the local scale, providing amenity for residents.

There is a real opportunity to invigorate the water through active use and occupation of the docks, which could be facilitated by an expansion of the role of Royal Docks Adventure, and potential new structures in the water such as piers, pontoons and lidos.

Aims

- Offer uses which are currently missing and which local residents would like to see and experience,
- Transform the water and its edges into a new regional park space for East London,
- Promote thoughtful management & opportunities for education relative to engaging with the water; and
- Incorporate existing and new uses planned by partners.

 Refer to Chapter 2 for further information on 'The Challenge' of activating the docks



Sail festival, Amsterdam. The heritage of the Royal Docks should be celebrated through cultural events and public realm interventions.



Art Installation at Leeds Docks, Leeds. There is great potential to introduce cultural uses on and around the water.



Public pools at the Seine, Paris. Introducing infrastructure for swimmers of all ages and abilities should be part of any proposals for the water.

Zones of Activity Across the Docks

Zones of activity have been identified across the docks in relation to use restrictions and context. These seek to guide appropriate uses and associated infrastructure. These could include new infrastructure such as a fixed, serviced pier at Royal Victoria Dock West, better access to the water along the northern edge of Royal Victoria Dock, and an improved public landscape at Connaught Crossing.

Royal Victoria Dock West

The Dock water at Royal Victoria Dock West could become a London scale destination for activity and an active public space. By evolving into a space of spectacle and encouraging greater engagement with the dock water, this area can be revitalised and put into effective public use.

Connaught Crossing

The Dock water around Connaught Crossing could have a focus on providing amenity for local communities and Newham residents. Here a more intensified use of the dock water for sports and recreation could be supported by new infrastructure to bring people close to the water.

Pontoon Dock

Pontoon Dock will be changing significantly in the following decade as the adjacent Silvertown Quays is developed. Once this is complete this enclosed area of Dock water should accommodate uses that provide local amenity. Pontoons with gardens, bars and cafés should be designed to be accessible to all – including other communities in the area and visitors.

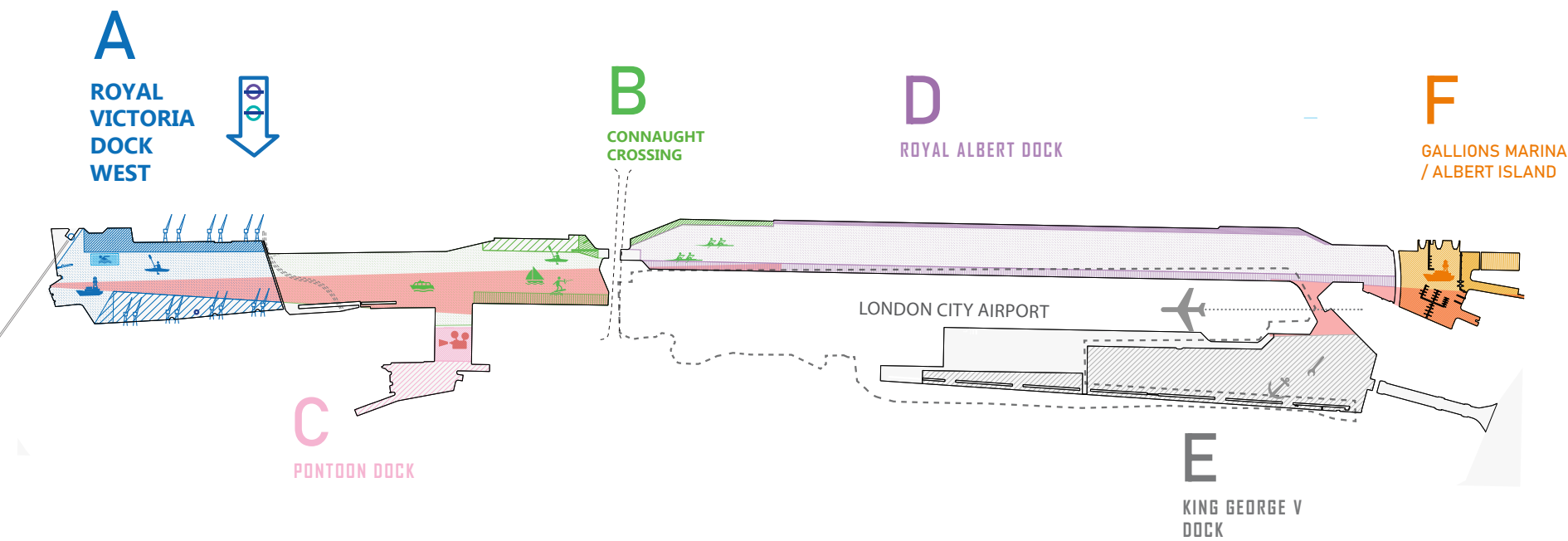
Royal Albert Dock

Royal Albert Dock should be dedicated to a range of water sports, expanding the existing sports offer by Royal Docks Adventure. Subject to a relaxation of LCY restrictions on the dock water, this space could massively contribute towards more recreational uses on water and in enjoying water sports as a spectacle for all.

King George V Dock

King George V Dock is highly restricted due to its proximity to the airport as well as the operational areas around the lock. It is therefore suitable to act as utility space for the seasonal ecology of the dock water, where floating structures may be stored, and others should be repaired.

Zones of Activity



Gallions Marina/ Albert Island

Gallions Marina should provide moorings and storage for smaller houseboats and leisure boats, with new pontoons, yard areas for dry storage of boats, slipway and ancillary support spaces.



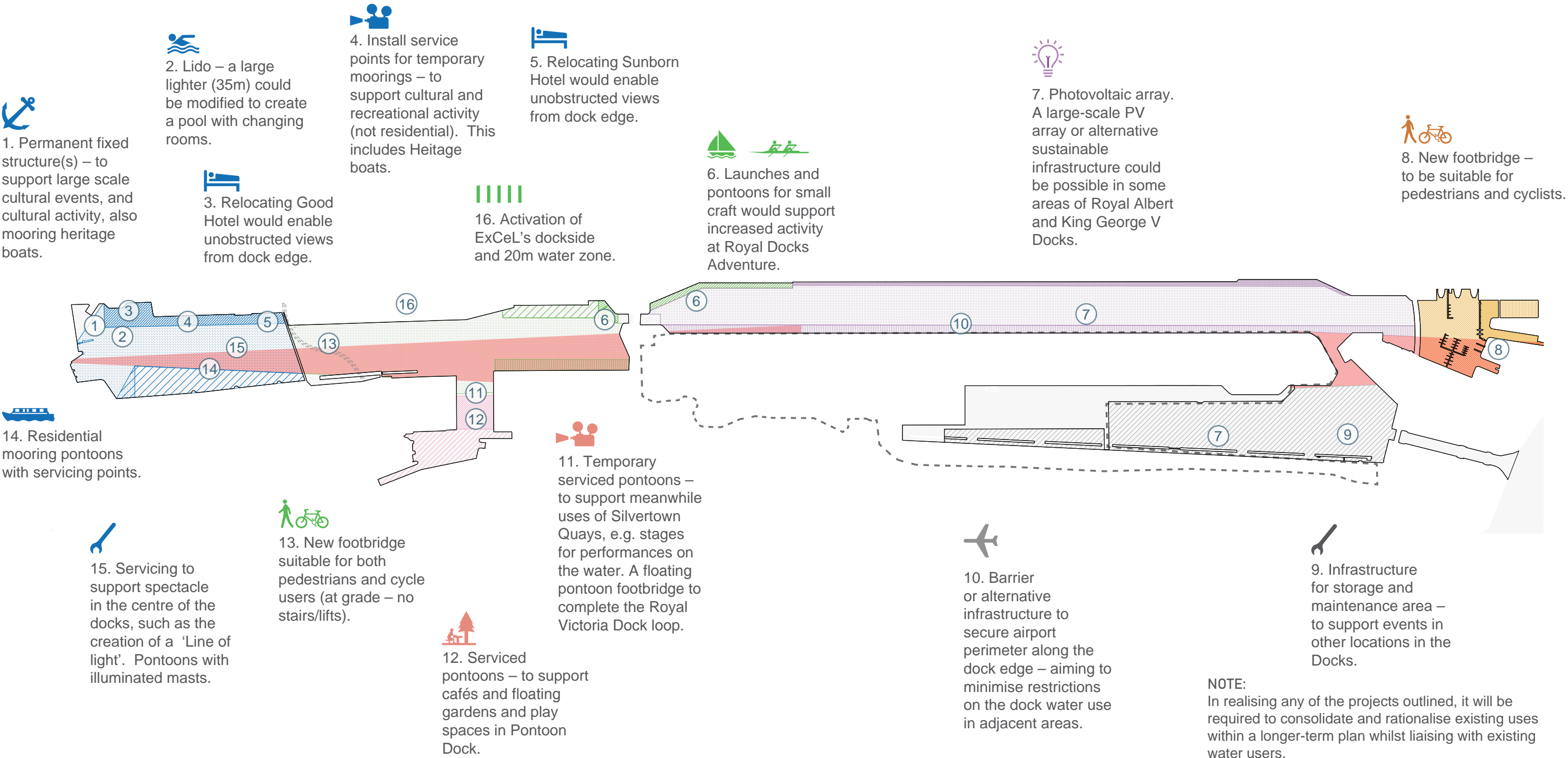
Badeschiff, Berlin. A floating pool and public platforms activate the water. Pools and piers similar to these would provide infrastructure for a range of activities at Royal Victoria Dock West.



Pontoons and Summer activities, Seine Quays, Paris. These types of structures would be able to support recreational uses at Connaught Crossing.

Illustrative Projects in the Dock Water

The projects identified here demonstrate the types of infrastructure required to meet the aspirations of the brief for the Docks. They focus on meeting the particular requirements of each of the dock water zones described on the previous page.



Servicing and Maintenance Strategies for New Infrastructure

In order to provide a wide range of uses on the dock water it is necessary to establish a strong network of utilities, as well as servicing and maintenance strategies. Uses on the water must be able to readily access infrastructure for power, water, waste and maintenance.

Dock Edge

The dock edge should be fitted with utilities infrastructure, which can be directly accessed from the water with easy to use access points. The dock wall should also be surveyed for any structural defects which may be exacerbated by these works. This early investment will allow for the envisioned scale of activity on the water to be achieved.

Dock Edge Moorings

There are currently very few serviced mooring points along the dock edge for power/water/sewage access. There should be an increased provision of such access points to facilitate the scale of usage envisioned.

New Structures in the Water

A potential fixed structure on the water at Royal Victoria Dock West could extend the dock edge utilities network in to the water, and provide connection points for temporary uses to 'plug in', and be fully serviced. Any planned structure should allow for servicing to pass along its full length, in order to maximise its effectiveness and utility.

Large structures on the water should be piled, and stable enough to support the mooring of large vessels, as well as being able to withstand the high wind loads present in the docks. It may be necessary for the structure to support access for fire tenders. Before construction an unexploded ordnance survey should be carried out.

Note that fees to operate structures could impact on activation and potential new uses.

King George V Lock/ Dock

Any proposed structures in the dock water must take into consideration the constraints around entering the docks. The King George V Lock sets

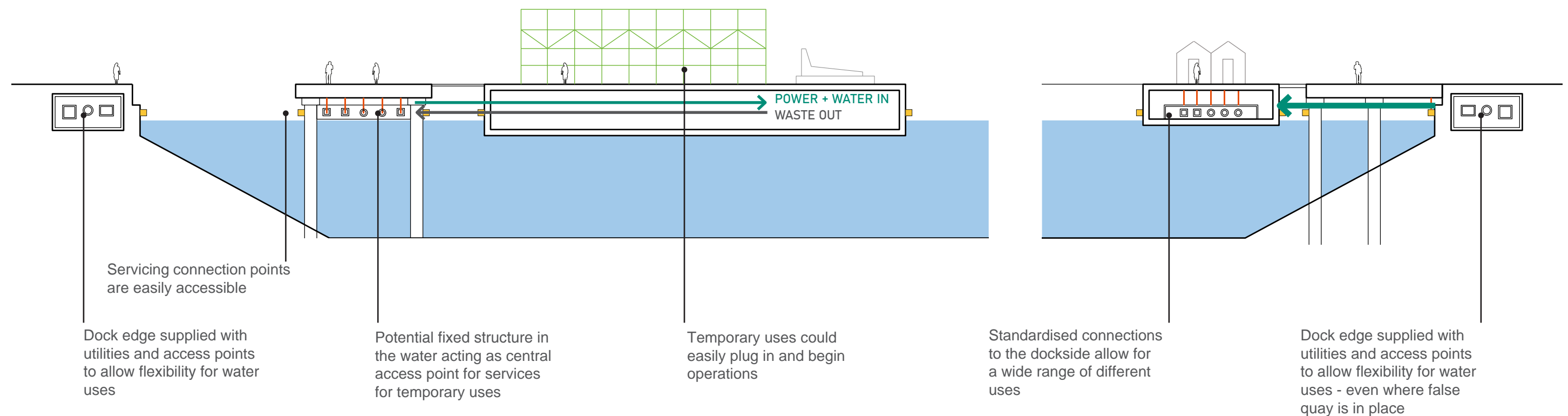
a limit on the width of any structures entering the dock from the Thames, and its opening must be arranged with RoDMA.

Working with RoDMA

Any strategy for providing new infrastructure on the water and around its edge should be implemented with the close collaboration of RoDMA, the body responsible for managing the water, dock edge and entry points.

Consideration must be taken to RoDMA's operational constraints, including resourcing and limitations in operating at weekends.

Below: Indicative Utilities Sections



Activating the Dock Edges

The dock edges should be transformed to provide world class public spaces, places to access and enjoy the water, and recreational spaces for visitors and local residents to enjoy.

A generous shared pedestrian and cycle route should be created around Royal Victoria Dock, and linked to an east-west route that connects Royal Victoria Dock West to Albert Island. This 'Dock Loop' would provide a legible route around the area, and create a recreational route for walking, running or cycling.

Aims

- Humanise the scale of the docks whilst still celebrating their scale,
- Create more informal impromptu moments where people can access and enjoy the landscape of the docks; and
- Support biodiversity and local species.

Landscape and Planting

At Royal Victoria Dock West planting within the dock itself could include aquatics, emergents, and marginal species to oxygenate the water and promote biodiversity. Planting surrounding the dock and within planted greenhouses could comprise species redolent of the exotic and in particular the trade links from the docks' history - plants originating from countries around the Cape route and the Pacific route.

Around the dock edge planting should be chosen to provide local shelter from the elements. Tall species such as poplars would establish a rhythm and provide a sense of interiority to the dock edge, distinctive species such as pines would give character to the open spaces adjacent to the dock edge.

In other places planting should be chosen that is low maintenance and quick to establish within gravel matrix. Planters with shrubs and other short root plants may be more appropriate at areas of false quay.

Street Furniture

Street furniture along the dock edge should be robust and potentially moveable for big events. Street furniture should be located at key locations in order to break up long expanses with nowhere to rest.

Where possible, views across water should be maximised by replacing the existing solid balustrade and guard rail with a more lightweight alternative.



From left to right, coastal shrubs such as Cytisus scoparius and coastal plants such as Crambe maritima enhance local ecology requiring minimal maintenance.



Poplars planted along the dock edge establish a rhythm and provide a sense of interiority, while clumps of pines are placed near the dock edge to provide characterful pockets of open space.



Wirral Metropolitan College Campus, Liverpool. An example of successful activation of the water's edge through low-cost objects and planting.



Robust public furniture at Wirral Metropolitan College Campus, Liverpool



Waterside furniture and maritime objects at Fredriksdalskajen Port, Stockholm.

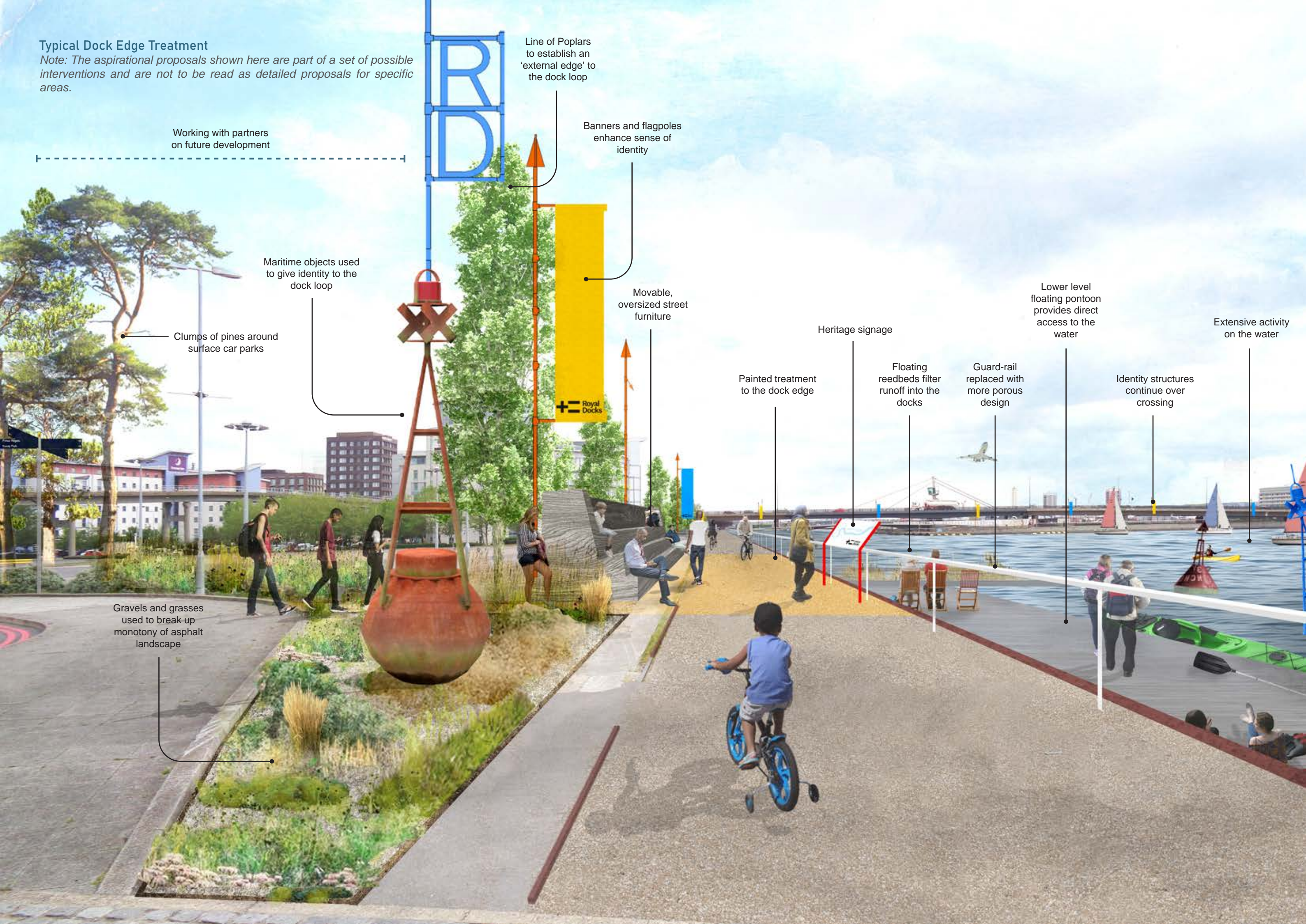


Public bench at Baaken Park, Hamburg.

All three examples illustrate robust resting points and viewing platforms designed to break up long expanses of open space by the water.

Typical Dock Edge Treatment

Note: The aspirational proposals shown here are part of a set of possible interventions and are not to be read as detailed proposals for specific areas.



Working with partners
on future development

Clumps of pines around
surface car parks

Maritime objects used
to give identity to the
dock loop

Gravels and grasses
used to break up
monotony of asphalt
landscape

Line of Poplars
to establish an
'external edge' to
the dock loop

Banners and flagpoles
enhance sense of
identity

Movable,
oversized street
furniture

Painted treatment
to the dock edge

Heritage signage

Floating
reedbeds filter
runoff into the
docks

Guard-rail
replaced with
more porous
design

Lower level
floating pontoon
provides direct
access to the
water

Identity structures
continue over
crossing

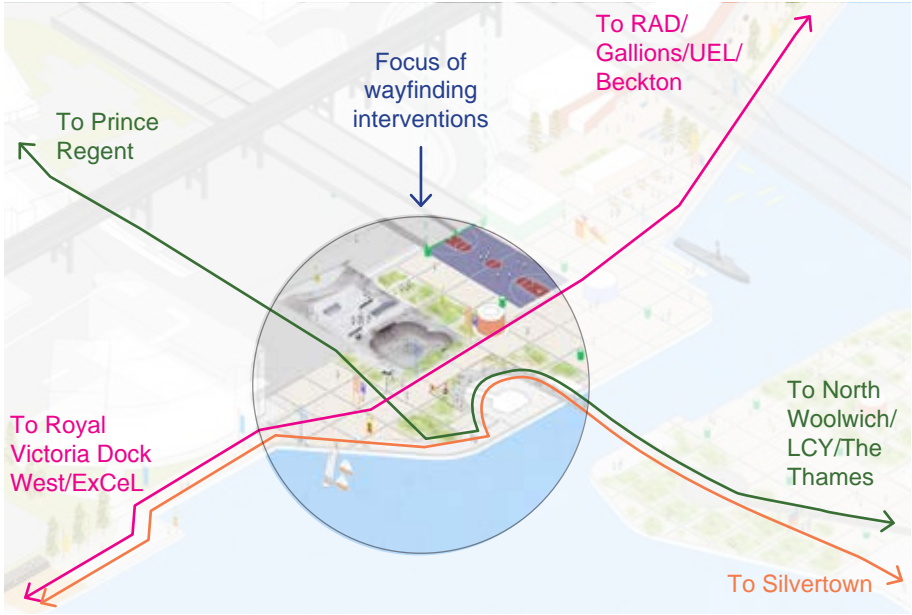
Extensive activity
on the water

Wayfinding

Tall and highly visible wayfinding structures should be located along the dock edge. They should be characterful and reference the area’s maritime heritage. Specific dock loop wayfinding would support recreational use of the dock edge for walking, running and cycling. At specific intersections between the dock edge and local routes, especially those that run north/south, wayfinding structures should be carefully deployed to promote inter-connectivity.

Lighting

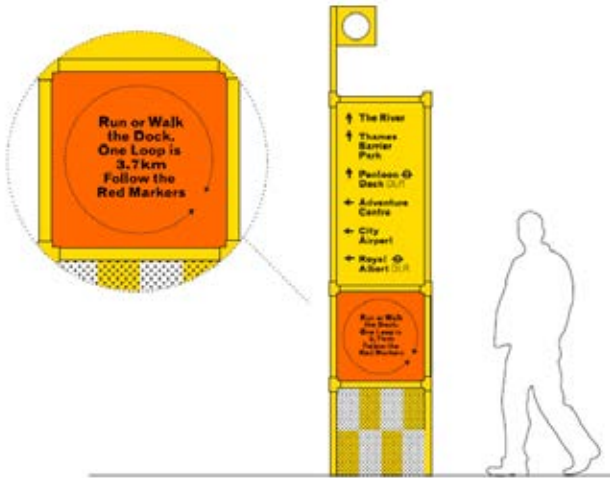
Lighting should be consistent around the dock edge and scaled to create a well-lit but friendly environment for pedestrians. Low level lighting should be installed that encourages views out on to the water, as well as higher level lighting to pick out key spaces, such as around street furniture.



The intersections of routes should be a key focus of wayfinding and public realm interventions in order to ensure a cohesive network. This should also be combined with effective identification of individual routes.



Repurposing maritime objects for wayfinding and identity structures is a key facet of the wayfinding strategy.



Whilst Legible London should be used for establishing a consistent walking and cycling network, bespoke signage could be introduced, combining non-directional information with wayfinding.



Low-key signage provides identity to spaces through the use of reappropriated ordinary elements.



Bjørnvika, Oslo. Pole-mounted spotlights used to give direct illumination to key spaces around the dock edge, such as the Connaught Crossing.



Cirkelbroen, Copenhagen. Down-lighting fixed into handrails provides illumination to the ground plane without blocking views out to the water through glare.

The docks' northern waterfront should have consistent amenity lighting, architectural lighting, and feature lighting of maritime objects, including:

- 1. Control of car park lighting impact
- 2. Improved general lighting, consistent with lighting methods employed along the entire dock loop (static)
- 3. Low-level lighting of proposed public furniture (static)
- 4. Integrated down-lighting of proposed guard rail (static)
- 5. Lighting of proposed planting (dynamic)
- 6. Feature lighting of maritime objects (static)
- 7. Integrated lighting of beacons, information boards, and all other wayfinding structures along the dock edge (static)



A typical section of the dock edge



5.2 Royal Victoria Dock West

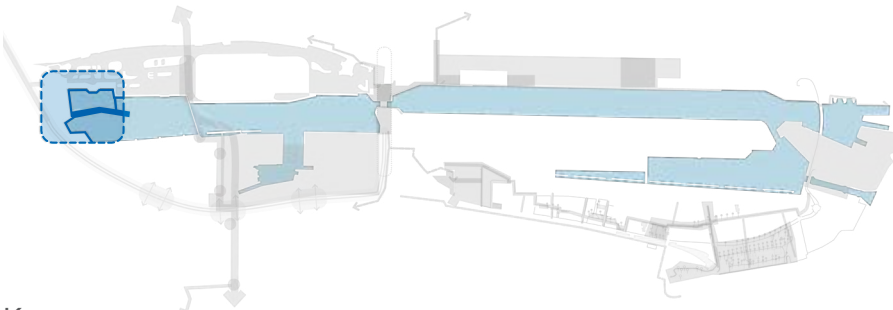
Royal Victoria Dock West (RVDW) should be a destination for the whole of London, highly accessible and showcasing the cultural heritage and future vision for the Royal Docks.

Royal Victoria Dock West is well connected by public transport, has few restrictions on activity in the dock water, and has the potential to host a new major cultural institution based within the Docks. It is one of the main places of arrival to the Docks and will become even more significant with the arrival of Crossrail at Custom House.

A series of well-connected public spaces at Royal Victoria Dock West, including the dock edge, could support a much more intensive programme of use. This is set out in the ‘Places’ guiding principle (refer to Section 3.4) and supported by the findings of the Economic Purpose and Cultural Placemaking Strategies.

Improved walking and cycling routes should extend towards Royal Victoria Dock DLR, Canning Town, and to the new development at Thameside West. There should be a particular focus on orientation and wayfinding, with views to the Docks enhanced and protected.

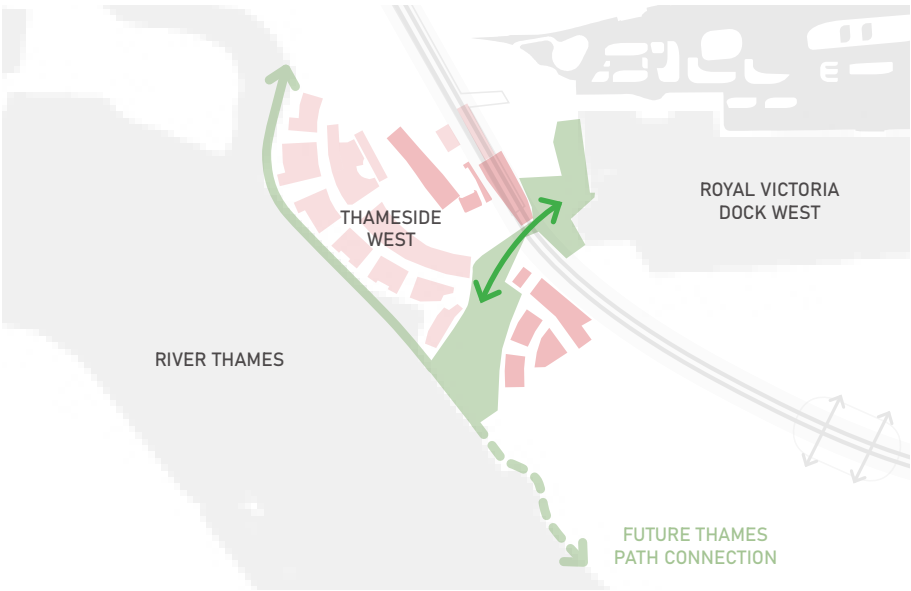
The diagram on the next page sets out the key areas of the brief for Royal Victoria Dock West. One possible solution to increasing activity on the dock is to construct a fixed structure on the water to act as a serviced armature for seasonal or reprogrammable add-ons. This structure could operate alongside a much more intensively curated garden space at Crystal Gardens, with the Crystal building hosting a major cultural institution. Note that the aspirational proposals shown here are only one potential configuration that meets the brief, alternative arrangements and/ or structures may meet the same strategic objectives.



Key



Royal Victoria Dock West viewed from the southern dock edge



The new park at Thameside West will provide a continuous green connection between the docks and the River Thames.

Royal Victoria Dock West: Overview of Potential Projects to Meet PUBLIC REALM FRAMEWORK Objectives

Improve local connectivity to the area from Royal Victoria DLR

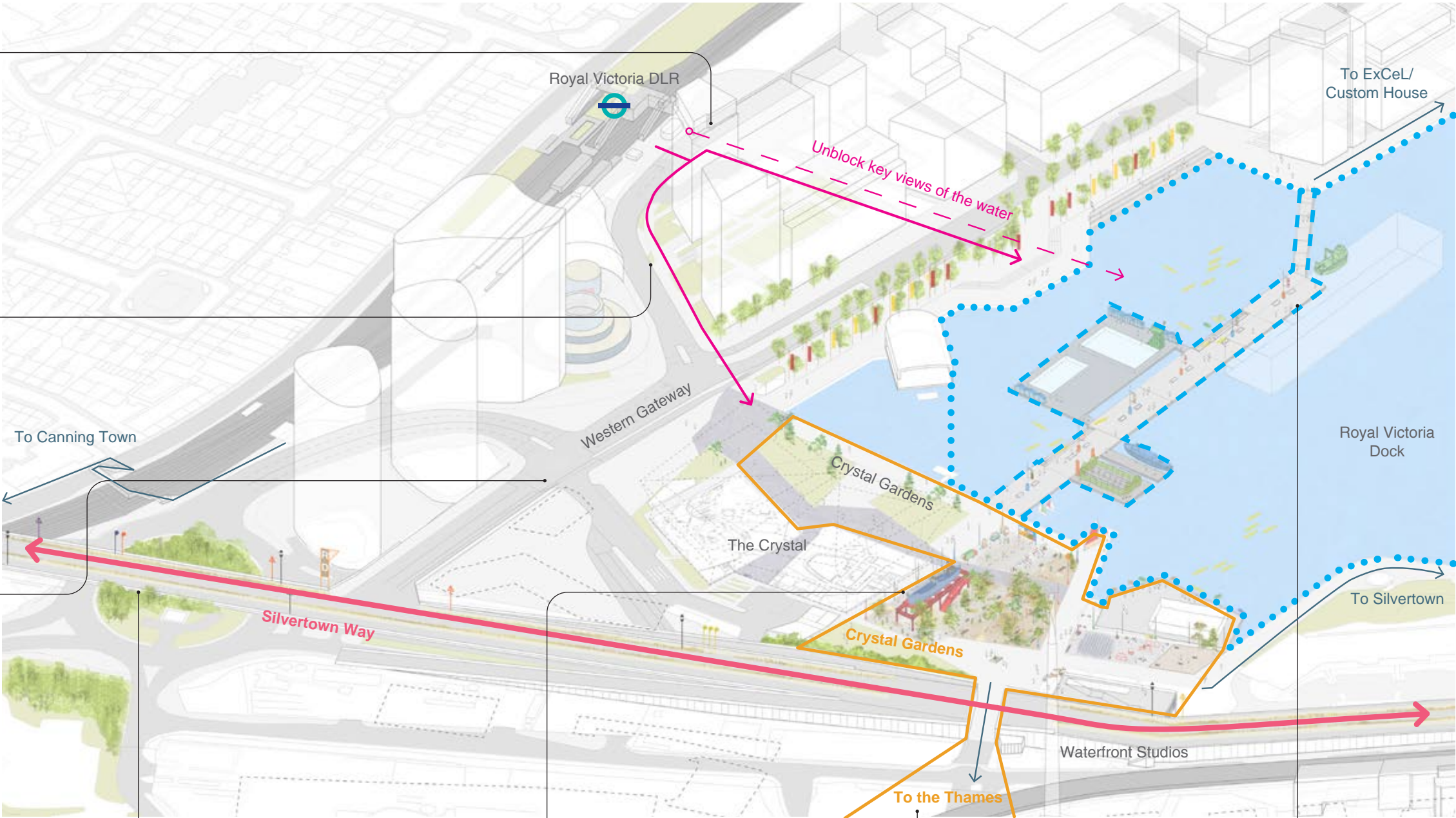
- Improve local connectivity and access to the area from Royal Victoria DLR station.
- Potential for further public realm improvements around the Royal Victoria DLR station.
- Wayfinding strategy that incorporates existing structures, for example re-painting the pump station.

Improve views and access to the dock edge

- Enhance key views to the docks – locate wayfinding in locations to promote this.
- Relocating the Good Hotel would open up views of Pier and create space for stepped dock edge that would create a better connection to the dock water.

Create better public spaces along Western Gateway

- Reduce the impact of the road in this area to make a better environment for pedestrians and cyclists.
- Reconfigure junction to create a more compact arrangement with direct crossings and protected cycleways.



Make Silvertown Viaduct better for pedestrians and cyclists

- Rebalancing the carriageway to make a safer and more pleasant environment for pedestrians and cyclists.
- A planting strategy that softens the impact of the road.
- Wayfinding structures along viaduct to highlight access to the Docks.
- Lighting with a focus on improving the pedestrian environment.
- A new connection down from the viaduct to the dock edge at Waterfront Studios would create a new entry point to the area from the viaduct.

Improve the public space outside The Crystal

- Infrastructure to support events, such as seasonal markets. This could include new covered structures, more seating, and improved landscaping.
- Structures in this location should reference local identity – a large maritime object could give character to Crystal Gardens.
- Repurposed Crystal building, with a broader public programme

Connect to the Thames - Thameside West

- A new park at Thameside West could provide a continuous green connection between the docks and the River Thames.

Increase activity in the dock water

- Increase access to the docks and encourage activity on the water.
- A fixed structure on the water could provide serviced mooring point for activity on the docks.
- Seasonal uses, such as a lido, can plug into fixed structure, and other attractions such as greenhouses could use heat from the dockwater to grow exotic plants.

Improving Existing Public Spaces

A collection of improved public spaces could create a striking series of landscapes that support a range of different activities. These spaces should be inclusive and bold and respond to the changing seasons and environmental/seasonal conditions.

Structures located in Royal Victoria Dock West should be chosen to emphasise the rich maritime history of the Royal Docks.

Soft Landscape

At Royal Victoria Dock West the water should be celebrated by maximising the activity and exuberance of the water. Here views should be curated across and beyond the dock - framing the view from the Crystal, and protecting the view through to the Kent side. Floating interventions could sit alongside a more permanent structure on the water, and could include: plants (reeds, lilies, floating forests), spaces for growing (greenhouses heated by the thermal ray), markets, as well as repurposed barges and lighters, water taxis, heritage craft and sail boats.

A public garden, potentially of a loose and informal quality, with dunes, pines and edible shrubs and bushes could sit next to the more formal dock edge. This would create year-round shelter from the wind and could be inhabited by a curated programme of activity in an around the garden.

Wayfinding

At Royal Victoria Dock West big, bold signs could be located to be highly visible and celebratory. These signs could act to announce arrival into the Royal Docks, as well being flexible so that they can respond to the changing programme of events.



Existing view of Royal Victoria Dock West



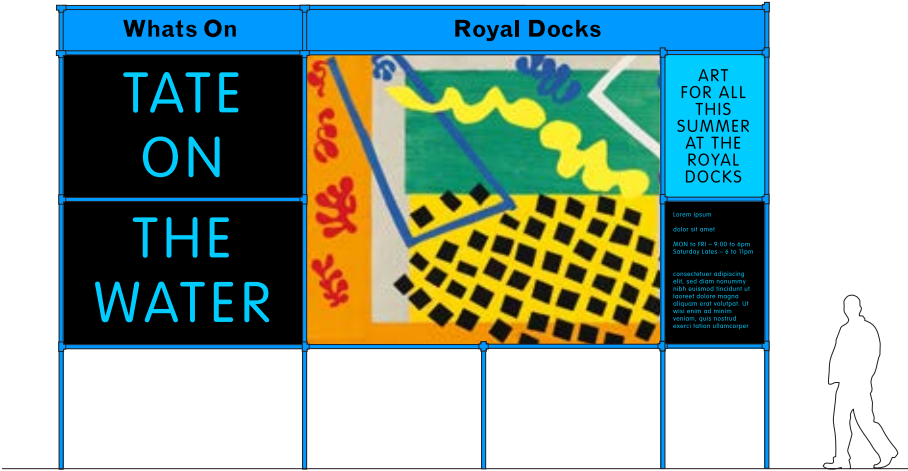
Native coastal plants with edible fruit such as Hawthorn (*Crataegus monogyna*) and Sea Buckthorn (*Hippophae rhamnoides*)



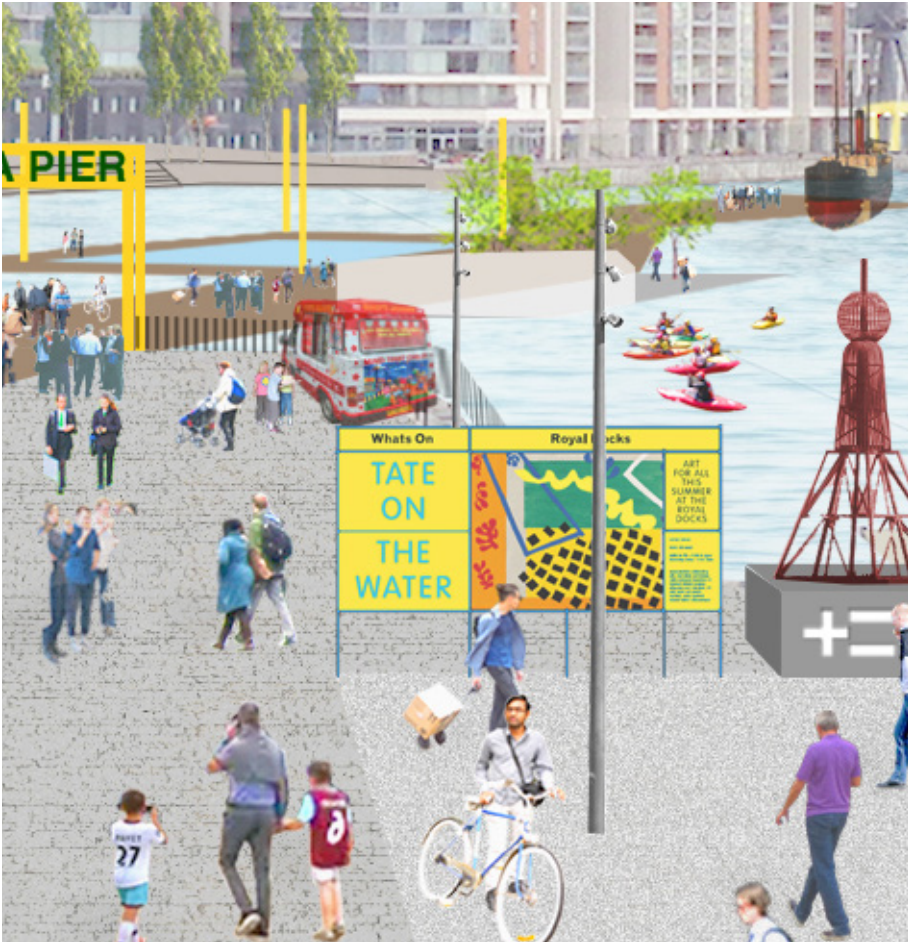
Native shrubs could be offset by greenhouses growing exotic plants such as bananas, tying into the docks' historical trade links.



Example treatment: 1 Exotic greenhouses 2 Clumps of pine trees provide shelter and focus views to the water. 3 Edible berrying shrubs set within a landscape of dunes and maritime objects.



Large events signage could function as changeable displays



Large signs and maritime objects could give character to particular spaces, and reinforce the idea of Royal Victoria Dock West as a 'place'.

Royal Victoria Dock West: View from the Silvertown Viaduct

Note: The aspirational proposals shown here are part of a set of possible interventions and are not to be read as detailed proposals for specific areas.



Large maritime object, such as a submarine, gives strong identity to the gardens, as well as providing covered events space

Curated garden of maritime objects and curiosities, set in gravel dunes and soft landscaping

Viewing deck

Maritime objects combined with play structures

Permanent structure on the water

Vaporetto service

Dock Beach

Deck provides connection from the viaduct to the dock edge, as well as a structure for markets and small events

royal victoria flea market

Spaces for Events

The Crystal building could host a major cultural institution based within the Docks, as well as expanding its role as an events space. There is the potential for gardens around the Crystal to also host events, including talks and performances; a well curated programme could contribute greatly to the reinvigoration of the public realm.

Lighting

In order to establish the redesigned Royal Victoria Dock West landscape as a vibrant ‘London-scaled’ destination, the proposed lighting strategy must ensure sufficient amenity, landscape, and architectural lighting. It should carefully consider and support a broad range of future events including public, community, and commercial.

Benefits of designing for day to night lighting include:

- Composition of a family of equipment strengthens the identity of an area,
- Use of contrast and material texture adds interest to spaces; and,
- Provision of more accommodating spaces after dark.

Lighting proposals should offer a range of dynamic and static lighting solutions for key public spaces of the area. Proposals will need to respond to the individual character of each space yet remain adaptive to future changes.



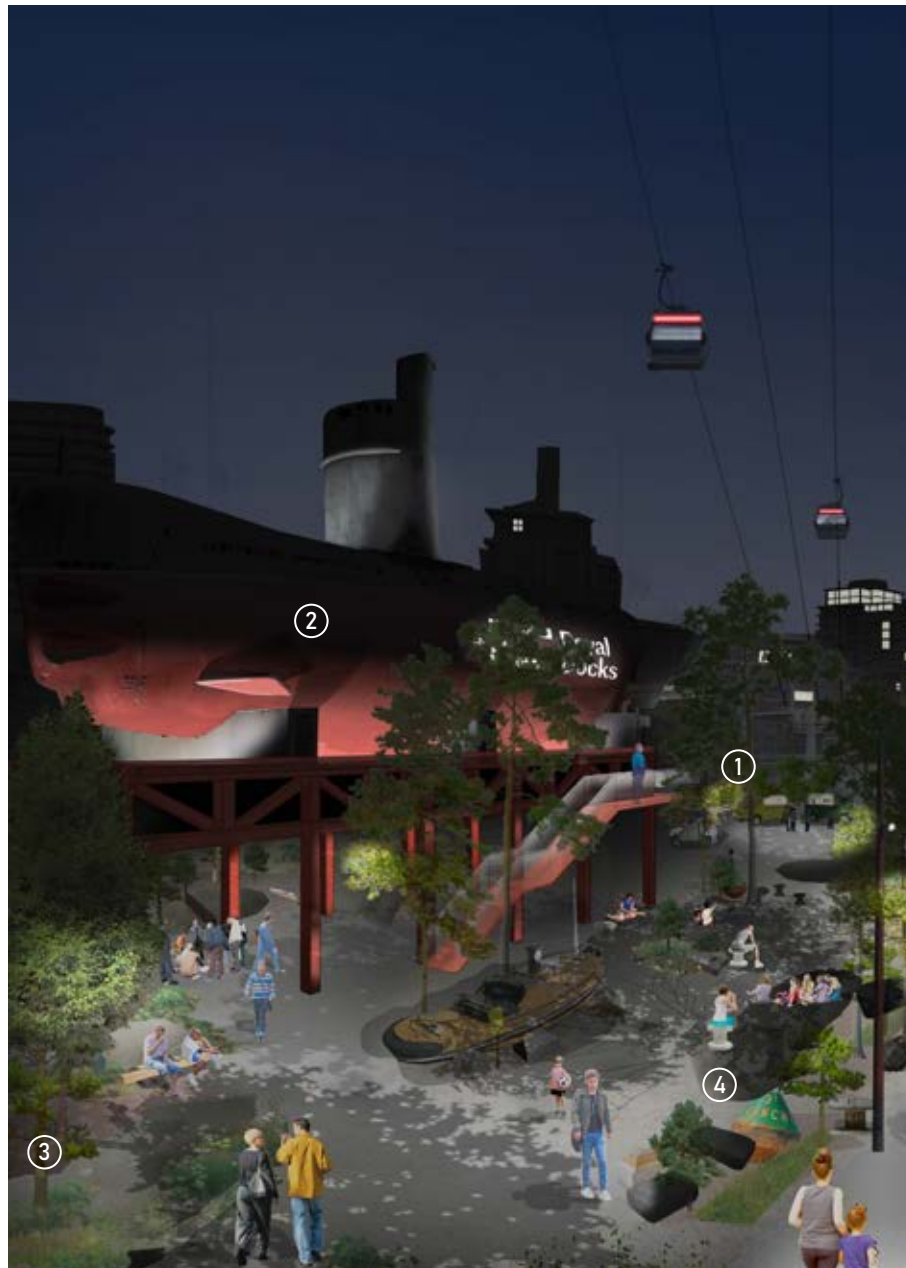
A large maritime object such as a submarine, suspended on steels, could provide a distinctive space for outdoor events, and give a strong character to the gardens.



La Cantine du Voyage, Nantes. A collapsible greenhouse structure provides shelter and definition to diverse range of activities.



Pula Cranes, Dean Skira; feature architectural lighting to maritime objects



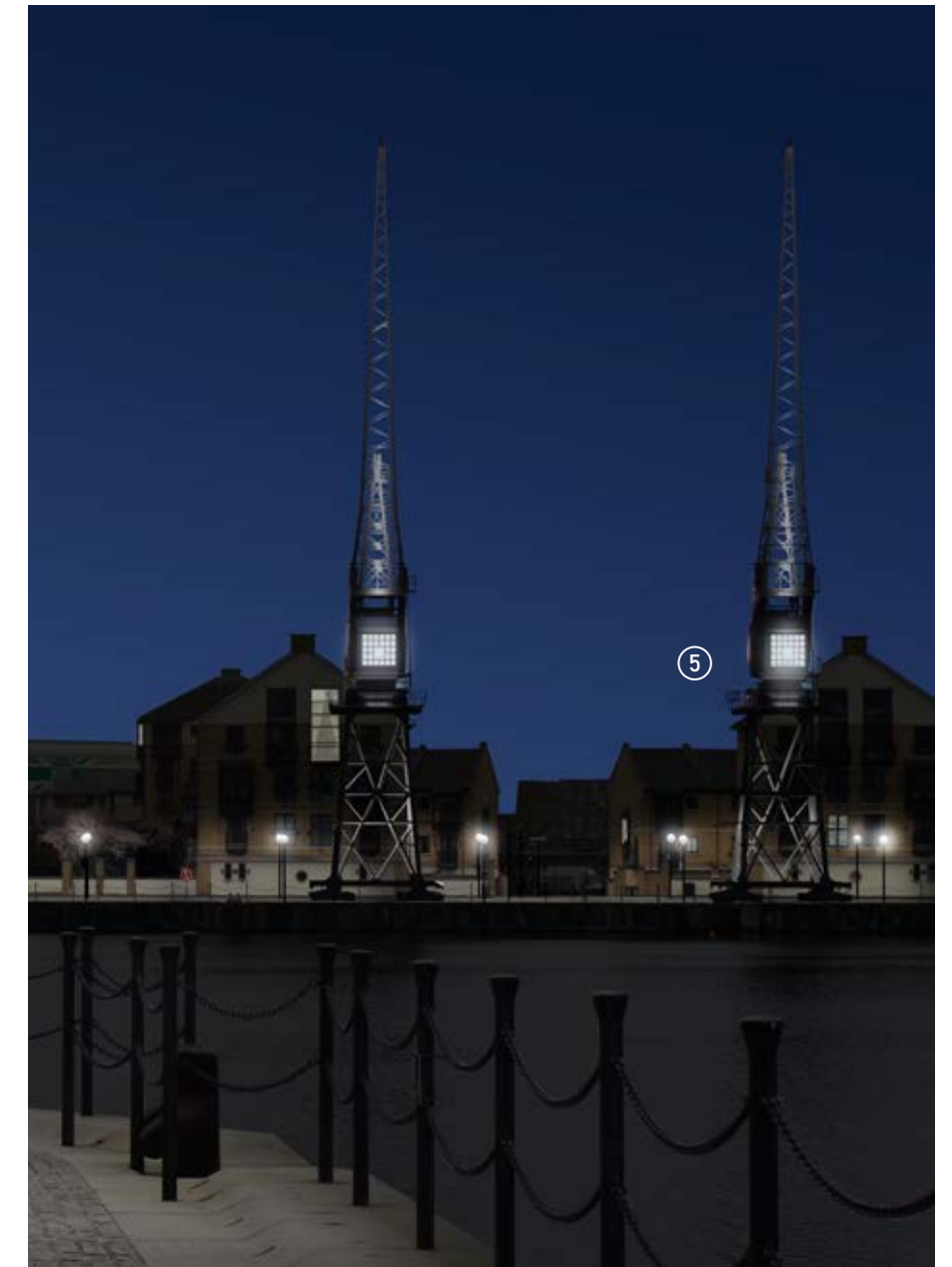
Dynamic lighting for the Crystal Gardens could include:

1. Catenary lighting to event space metal structure (static)
2. Feature lighting on any potential heritage vessels (static)
3. Lighting of tree clusters (dynamic)
4. Low-level lighting to new landscape elements, e.g. benches, bollards, marine objects (static)



An established night-time public realm

1. Improved general lighting for any reconfigured open landscape
2. Low-level integrated lighting of any structures on the water (static)
3. Low-level lighting for specific landscape features (dynamic)
4. Integrated lighting of gateway structures, information boards, and all other wayfinding structures (static)



Architectural lighting to heritage structures

Feature lighting on Grade II listed Royal Victoria Dock cranes could establish a unique identity and produce atmospheric water reflections at night time. (static)

The fourteen cranes date back to the 1920s and 1962 and form the most concentrated ensemble of cranes surviving in London's Docklands today.

The body of dock water in front of the Crystal building offers a fantastic opportunity for seasonal projects to occupy the water. This section envisions a permanent structure on the water for recreation, culture and innovation - one of the multiple scenarios that could unfold at Royal Victoria Dock West.

Permanent Structures on the Water

At Royal Victoria Dock West a permanent serviced structure on the water could have the potential to accommodate a varied range of additional programme alongside it. This could vary seasonally and may include moored heritage vessels, the Good Hotel, Greenhouse barges, and a lido.

In order to function as a support for other activities, a structure like this would require permanent pile foundations into the dock bed to ensure stability under wind and impact loads. Any permanent structure in the water would first require an unexploded ordnance survey and clearance before piling should commence.

There is potential to configure any permanent structure in other locations around the Royal Victoria Dock West area and this should be further explored in relation to the strategic objectives.

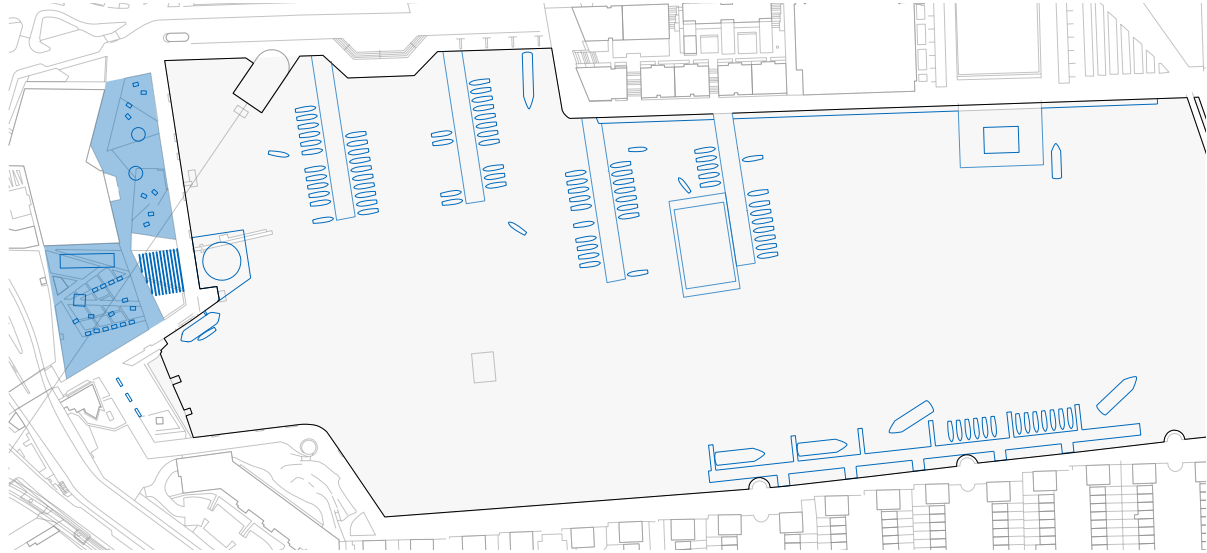


Groundwork Hudson Valley Science Barge, New York. A prototype sustainable urban farm operates as an environmental education centre.



Kalvebod Waves, Copenhagen. A successful example of activation of the water's edge.

Options testing:



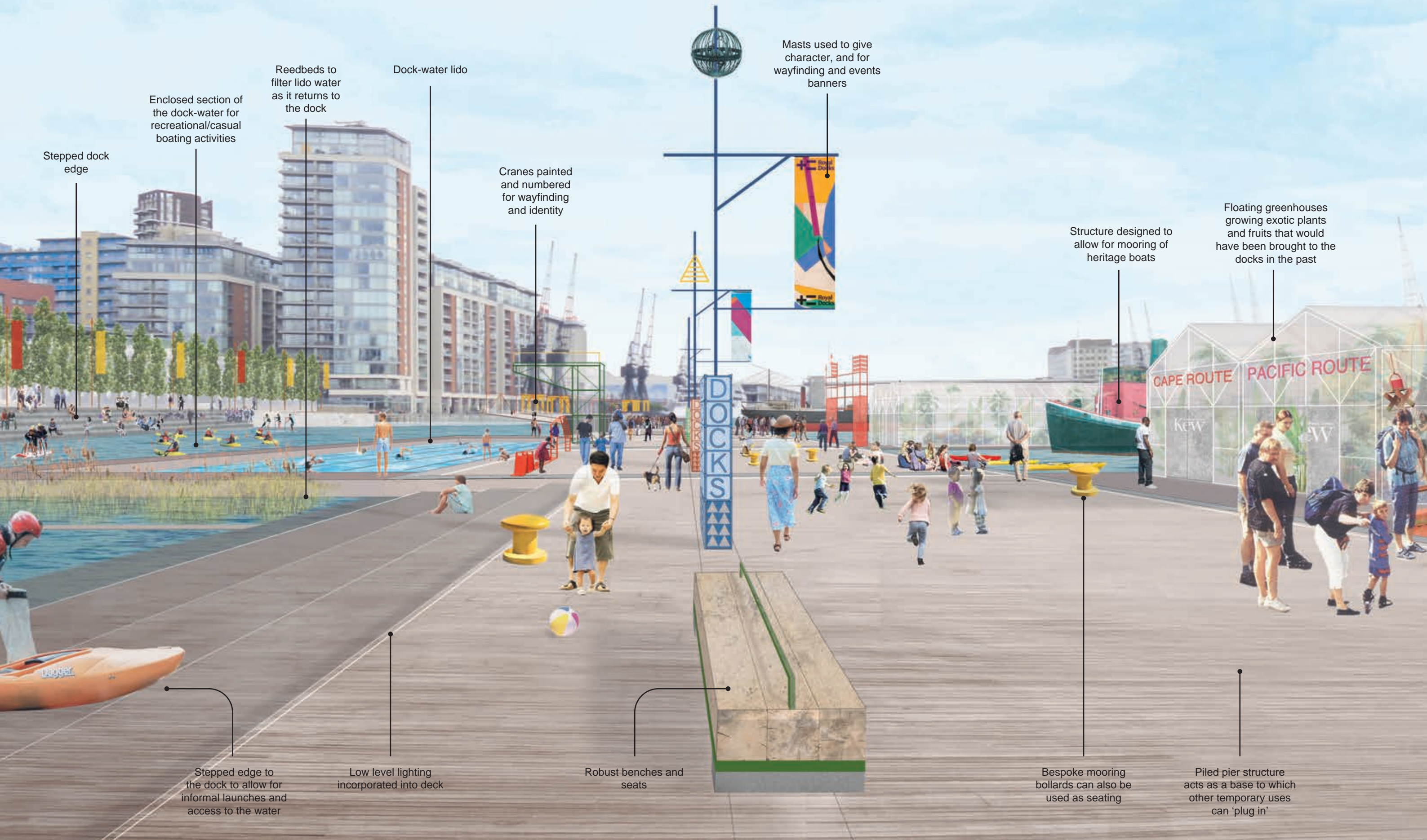
Example of a potential arrangement for structures on the water at Royal Victoria Dock West.



Example of a potential pier and lido arrangement on the water at Royal Victoria Dock West. See related view on following page.

Royal Victoria Dock West: Example Structure on the Water

Note: The aspirational proposals shown here are part of a set of possible interventions that respond to the brief for this intervention site, and are not to be read as detailed proposals for specific areas.



Stepped dock edge

Enclosed section of the dock-water for recreational/casual boating activities

Reedbeds to filter lido water as it returns to the dock

Dock-water lido

Cranes painted and numbered for wayfinding and identity

Masts used to give character, and for wayfinding and events banners

Structure designed to allow for mooring of heritage boats

Floating greenhouses growing exotic plants and fruits that would have been brought to the docks in the past

Stepped edge to the dock to allow for informal launches and access to the water

Low level lighting incorporated into deck

Robust benches and seats

Bespoke mooring bollards can also be used as seating

Piled pier structure acts as a base to which other temporary uses can 'plug in'

Phased Delivery

It is important to consider the commercial prospects and maintenance issues relating to any permanent structures on the water. Part of this consideration should be its changing role over time, and, were one to be implemented, plans should be in place for each stage of its life cycle in order that it is as effective as possible. Being ‘great from day one’ is a key ambition, ensuring that it could be available to be rented for summer events and to provide space for local community organisations throughout the year.

This early activation could bring interest from third parties, who can ‘plug-in’ to any proposed structures with a range of different uses across the seasons. This phasing of activation could also respond to future developments, such as Thameside West and the Crystal, in order to maximise potential impact.



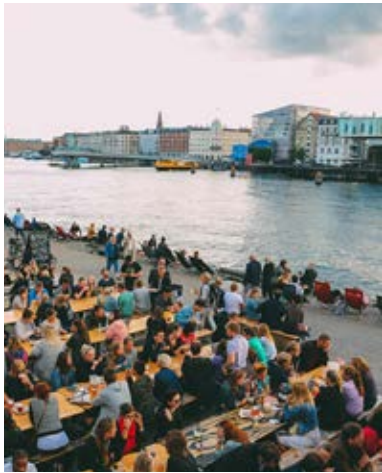
Example view of a permanent structure in its first year, functioning as an enabling platform for recreational, sports, and educational activities to occur on and beside the water. Local groups such as “Wakeup Docklands” and “Royal Docks Adventure” are shown here illustratively.



Royal Victoria Dock - existing

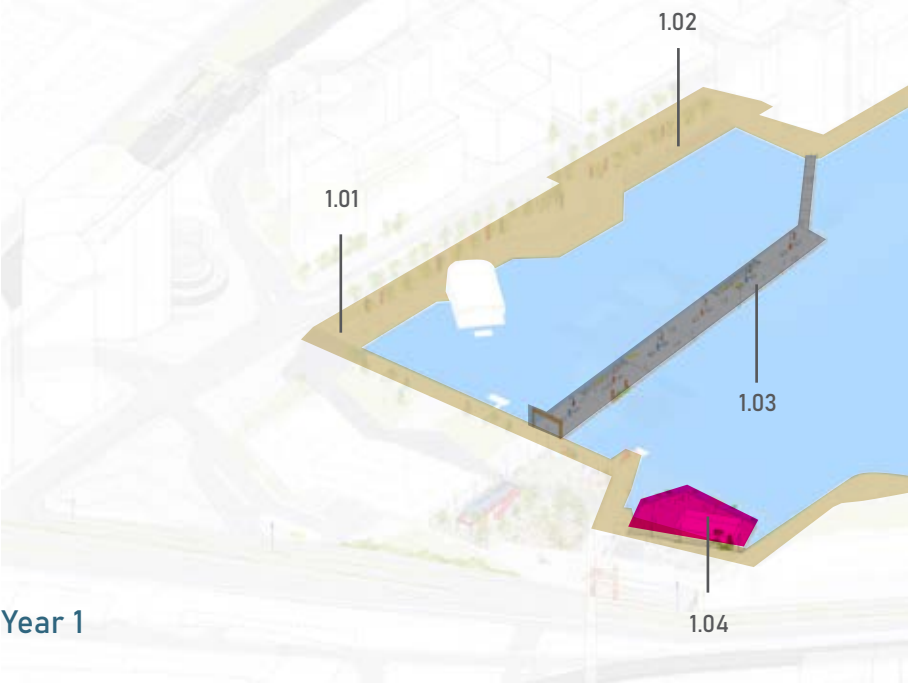


Papiroen Street Food Market, Copenhagen. A project showcasing successful temporary activation of an underused waterfront



Garden Barge Square, Bermondsey. A series of seven floating barge gardens connected by walkways and bridges which are open to the public.

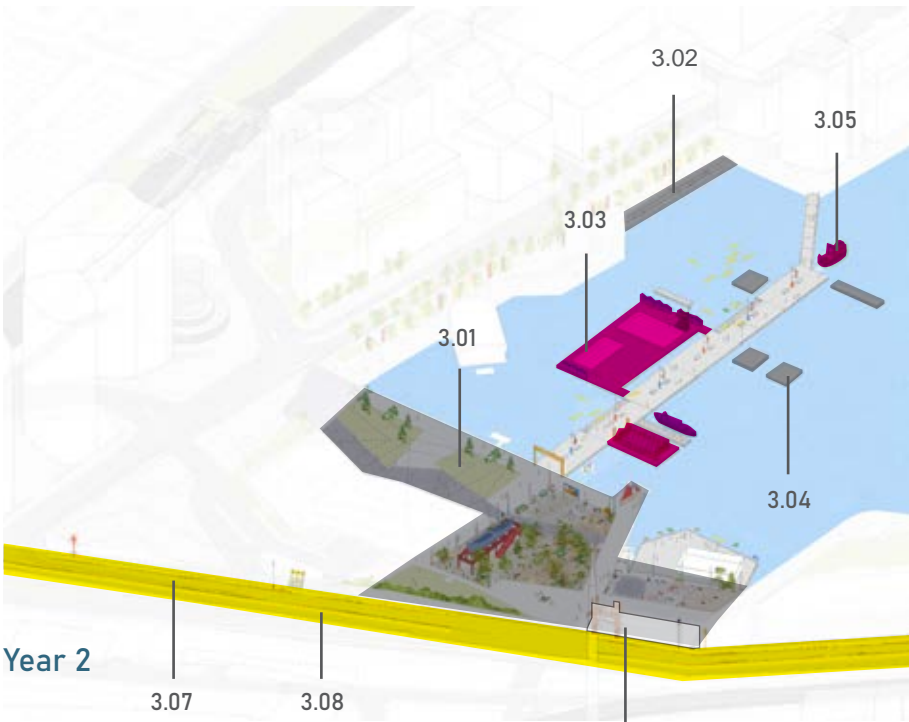
Royal Victoria Dock West: Example Delivery and Phasing



Year 1

- 1.01** - Re-establishment of public realm along the dock loop: wayfinding, signage, and lighting.
- 1.02** - Creative curation of cultural heritage around Royal Victoria Dock: lighting, painting, and numbering of heritage cranes for instance.
- 1.03** - Installation of permanent structure on the water (public sector provision): Any proposed structure would likely be a public sector investment, becoming the springboard for various activities and enterprises. Modular construction would allow easy assembly, and it should be capable of hosting local community groups, commercial ventures, and third-party events as of day one.
- 1.04** - Conversion of current slipway into a 'Dock Beach' (third-party provision): Increasing capacity for more activities by third parties to inhabit the water edge

- Public sector provision
- Third-party provision
- Highways works
- Re-establishing public realm



Year 2

- 3.01** - Establishment of comprehensive landscape improvements (public sector provision): Creation of an exciting new waterfront through:
a. Coherent design for wayfinding, signage, lighting, and public furniture
b. Potential design of a pavilion acting as reference to the site's maritime heritage and supporting local identity-making.
- 3.02** - Installation of dock edge steps (public sector provision): Following the reconfiguration of Good Hotel's location within Royal Victoria Dock, steps are designed as a social resting space and viewing point
- 3.03** - Plugging-in of lidos and floating structures to permanent structures on the water(third party provision)
- 3.04** - Plugging-in of floating pontoons to cater for temporary activities and events organised by local and national organisations (third party provision)
- 3.05** - Docking of heritage vessels and other boats (third party provision)
- 3.06** - Silvertown viaduct highways and landscape improvements (public sector provision)
- 3.07** - Installation of structure connecting viaduct to the dock edge (public provision): Construction of this structure will be incorporated into the potential new building for Waterfront Studios
- 3.08** - Flyunder project, including potential improvements to underpass



Year 3

- 5.01** - Reconfiguration of Western Gateway and Seagull Lane Junctions (public sector provision): Junctions are redesigned to enhance pedestrian and cyclist accessibility
- 5.02** - Refurbishment of Royal Victoria DLR Station (TfL provision): £3.75m will be granted to TfL to fund the detailed design and management of Docklands Light Railway improvements in 6 key stations, including Royal Victoria. This aims to accommodate the increases in passenger numbers which are expected in the next five years as a result of the developments in the Enterprise Zone.
- 5.03** - Connecting the gardens to the new park at Thameside West, and to the Thames

5.3 North Woolwich Road

The transformation of Silvertown Way and North Woolwich Road should be ambitious and comprehensive. This currently over-scaled road should be re-aligned to prioritise active and public transport and create a better environment for pedestrians and cyclists linking to existing and new communities in the area.

Although the highway no longer carries dock traffic, the road environment remains a challenging and intimidating place for walking and cycling - this is a busy route with many heavy goods vehicles. It will be an important access for construction traffic as the Opportunity Area evolves and strategic industrial land along the Thames needs adequate servicing.

The challenge is ambitious - how can a busy road be balanced with the need to create a better environment for pedestrians and cyclists? How can the road align with the Healthy Streets agenda, and draft London Plan policies relating to inclusive design, social infrastructure and promoting sustainable forms of transport. How can the three DLR stations along the route be better integrated? How can the highway space be adjusted to better connect to existing residential areas and acknowledge a growing adjacent residential community?

Proposals here should include:

- Realignment of the carriageway,
- New soft landscape,
- Wayfinding improvements,
- New general and feature lighting; and,
- New public spaces.



Key



North Woolwich Road sits in a low point in the docks, historically a site for docks-scale movement infrastructure and the entrance to the Thames-edge wharves and the southern Docks.



View from LB Newham’s proposals for highway realignment on North Woolwich Road. Image shown from LBN consultation material.



View of Silvertown Way produced for the Leaway, with a narrowed carriageway, street planting and identity structures.

3

Places

North Woolwich Road bisects a diverse range of places. It has the potential to soften the boundaries between these places, as well as creating new connections between previously poorly related areas.

2

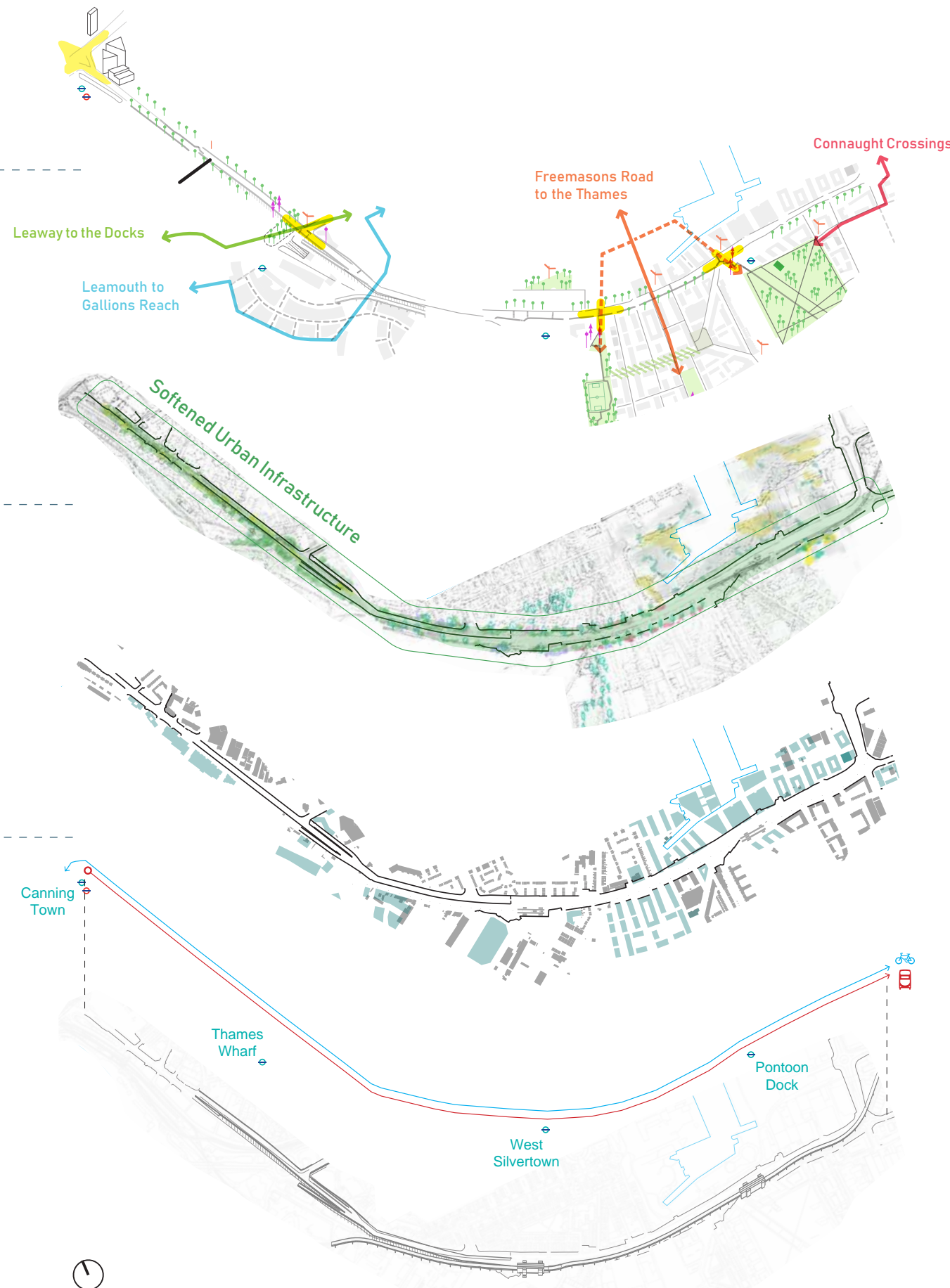
Re-Establishing Landscape Character

The road could benefit from extensive planting of grasses and wetland tree species, as well as SuDS and swales. This would reinforce its character as an historic lowpoint within the docks.

1

Rebalancing the Highway

Proposals should balance the capacity demands of the highway with an improved environment for cyclists and pedestrians



Rebalancing the Road

Proposals for North Woolwich Road should seek to change the function of the road, as described in Transport for London's Road Task Force, from primarily 'movement' function to 'place' function. Traffic calming, new crossings, planting and active uses would all contribute to softening the road and allow it to better facilitate active uses around the existing and proposed local centres. New technology could be introduced to improve and monitor the road environment. As the site will be in the Ultra Low Emissions Zone (2022) there is a significant opportunity to address the key causes of pollution and to create a better environment for residents and businesses.

Public Spaces

Proposals will have the opportunity to address comprehensively the significant quantity of public space between the building frontages along the route between Silvertown Viaduct and Factory Road. This could open up new environments, improve safety and air quality and encourage a modal shift to active and public transport.

Aims

This project must be ambitious to justify investment and align with the policy objectives of both the Mayor of Newham and the Mayor of London. It should:

- Be an exemplar demonstration project for the Borough and for London - showcasing innovative and best practice design;
- Introduce measures to improve air quality (Air pollution is behind 'seven in every 100 deaths in Newham');
- Prioritise active and public transport and create a better environment for pedestrians and cyclists linking to existing and new communities in the area;
- Accommodate future increases in bus services and frequencies along North Woolwich Road;
- Create a robust environment able to withstand demands of heavy vehicles and mitigate their impact on pedestrians and cyclists. I.e. landscape strip to lessen impact of carriageway on cyclists, wheel washing at construction sites; and,
- Support the wider ambitions for improving connectivity and access and improving the public realm across the Royal Docks.

Soft Landscape

North Woolwich Road offers an opportunity to form a cohesive but also characterful landscape focused on enhancing urban infrastructure, exploiting great views and creating interesting and new public spaces. A key element is the greening of the wide low-level North Woolwich Road to include generous SuDS landscapes accompanied by tree planting, softening the scale of the road and DLR viaduct, and enhancing the pedestrian environment. As set out in the ‘Landscape’ Guiding Principle (refer to 3.1) the new landscape should reflect the character of the marshes in this urbanised hollow.

The flyover at Silvertown could be planted with tall prairie grasses, protective and wild, blowing in the wind with the trees emerging from below so the flyover footway feels like a journey through the canopies. Road-side planted verges at ground level, with species appropriate to tough urban environments and salt use, could connect to form a highway green estate, including big boulevard tree species selected so as not to trap pollution below their canopies. Interventions should stitch together ecological corridors, creating a network of green spaces and extending the wild landscape that forms a continuity with the Lea, this being also the southernmost point of the Leaway.

Proposals here should also draw on individual local character and uses, including the provision of shelter points/ clumps, with moments of scented flowering plants at pedestrian/school crossings, stations and bus stops. Other roadside reference points and interventions could draw you to individual areas and reference the beyond; Lyle Park, the Sugar Mile, residential developments, Thames Barrier Park, and meanwhile spaces of habitat value.



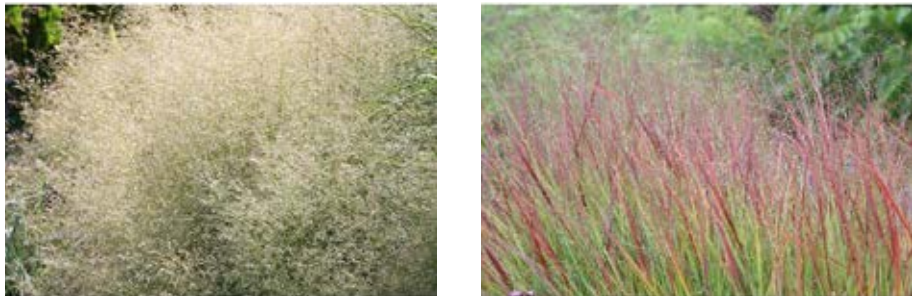
A typical location on North Woolwich Road



The Grey to Green project, Sheffield, has successfully brought more green landscapes, such as grasses, to areas previously devoid of planting in the city centre.



Ginkgo biloba, used as a statement ‘avenue’ tree.



Swale grasses such as Deschampsia cespitosa and Panicum virgatum could be used to soften the edges of carriageway and reinforce North Woolwich Road’s historic role of drainage and water movement.



Passeig de Sant Joan, Barcelona. Public seating and extensive planting softens the impact of the busy road.



Walworth Road, Southwark. A good example of how road narrowing can contribute to traffic calming, as well as creating generous pavement widths that can support tree planting, cycle parking and other improvements.

North Woolwich Road: Example Treatment

Note: The aspirational proposals shown here are part of a set of possible interventions along North Woolwich Road, and are not to be read as detailed proposals for specific areas.



Blended/Copenhagen crossing to give pedestrian and cycle priority on side road

Potential artist's commission to paint DLR viaduct underside and columns

High quality lighting columns

Silvertown Quays

Overscaled crossing, on raised table, with graphics applied to give character to the highway

Narrowed carriageway

Single directional segregated cycle track

Increased provision of bicycle parking

Modal filter

Segregated, single-directional cycle tracks on both sides of the carriageway

SuDS, swales and banks of grasses reinforce ancient marshland character of the road

DLR viaduct provides shelter to outdoor activities, e.g. bike storage, table tennis, seating and more

Wayfinding

Currently banal, there is real scope to give North Woolwich Road a strong identity by co-opting existing infrastructural elements for wayfinding. This could include painting the structural columns of the DLR at key locations, and supergraphics applied to highlight pedestrian crossings.

The existing chimney structure at Mill Road is highly visible, applied lettering could highlight this structure and act as a marker for journeys to the Docks from North Woolwich Road.

Lighting

Lighting elements along North Woolwich Road, controlled by Transport for London (TfL), private developers and the local authority, often coincide and are sometimes poorly coordinated, creating a lack of coherence and increasing clutter along some stretches.

The tall lighting columns could be replaced with lower columns with the proposed narrowing of the carriageway, creating an environment that is more pedestrian friendly. It is important that luminaire colour temperatures are appropriate (with potential for dimming/phasing during off peak times).

Feature lighting could also be used at particular locations to aid with wayfinding, for example uplighting to the DLR viaduct structure where key north-south routes cross the road.



The viaduct could be co-opted, through graphics and lighting, to give a strong identity.



Graphic treatment to crossings and viaduct columns are a low-cost option to provide identity and offset the impact of traffic.



Orange lamp column, Southbank, London



Feature lighting, Kingston Bridge, Glasgow



Message from the Unseen World, Paddington, London

Bespoke lamp-posts combined with distinct lighting beneath the viaduct could allow for the corridor to be illuminated sufficiently as well enhancing its character.



Colourful lamp columns, Copenhagen. Distinctive lighting elements may be used in public spaces set along the route.

Lighting along North Woolwich Road could include:

1. Improved and consistent general lighting, introducing bespoke lamp-posts; lower columns are made possible by narrowing the carriageway (static).
2. Feature lighting of viaduct columns (static)
3. Integrated lighting of planted buffer zone along the cycle path (dynamic)
4. Low-level lighting of proposed public furniture (static)
5. Integrated lighting of information boards, signs, and all other wayfinding structures along the road (static)



Delivery and Phasing

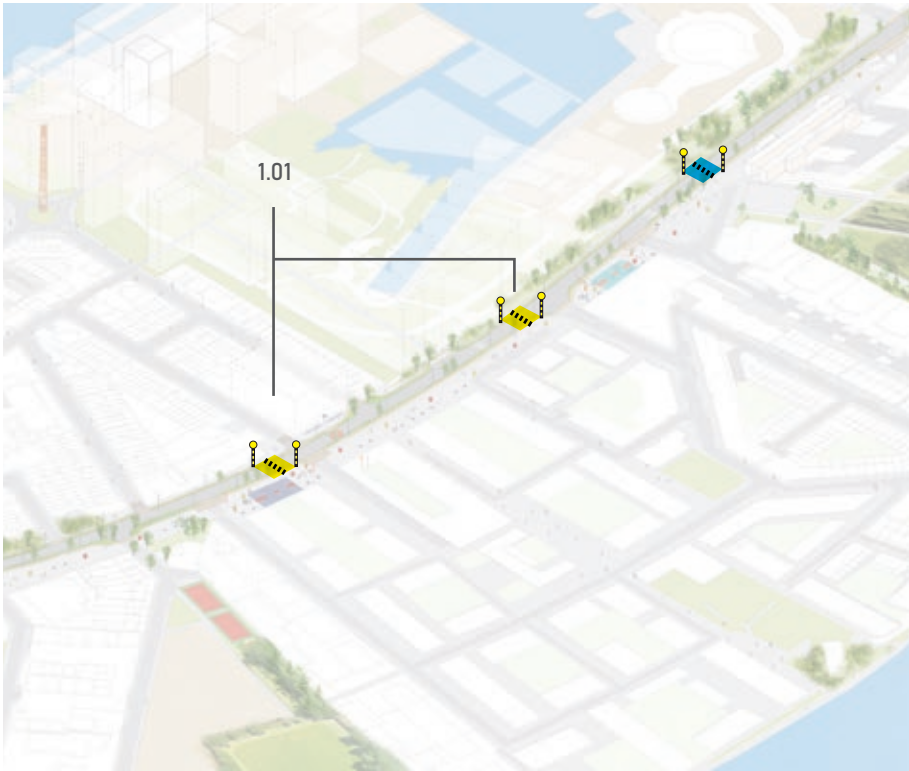
The delivery of improvements along North Woolwich Road will likely happen over several key timeframes. Before the more major works to realign the carriageway, a series of interim ‘quick win’ measures could seek to improve the public realm. Interim routes and crossings would also be possible ahead of the longer term development of sites such as Silvertown Quays.

In order to illustrate the phased delivery of works to North Woolwich Road, the section between West Silvertown and Pontoon Dock DLR Stations is shown in detail here. This strategy extends to the length of North Woolwich Road and Silvertown Viaduct, and is recorded in the appended ‘Project Matrix’ document.



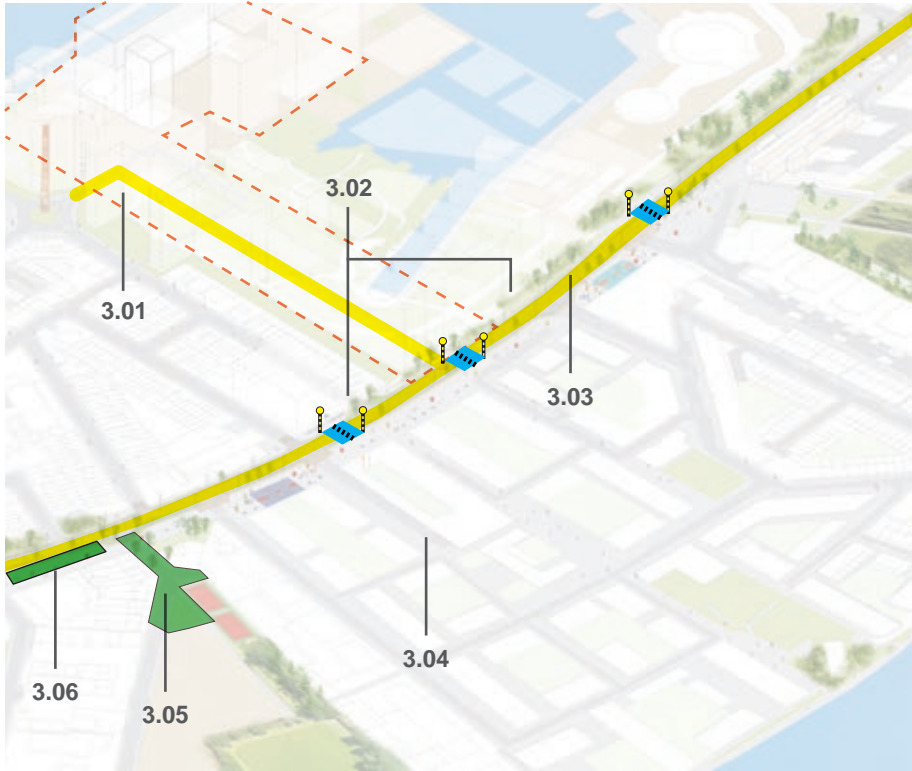
Key

Year 1



1.01 - Interim crossings in permanent locations

Year 2



- 3.01 - Silvertown Quays Phase 1 completed
- 3.02 - Interim crossings in permanent locations
- 3.03 - North Woolwich Road improvement works completed including; road narrowing, improved public realm and planting and new crossings
- 3.04 - Highlighting route to Royal Victoria Dock
- 3.05 - Improving access and wayfinding to Lyle Park
- 3.06 - Activation of slack spaces along North Woolwich Road

Year 3



5.01 - Activation of slack spaces along North Woolwich Road continues

- Crossings
- Interim Crossings

North Woolwich Road:
Overview of Potential Projects to Meet
PUBLIC REALM FRAMEWORK Objectives



FREEMASONS ROAD TO
THE THAMES

Feature
wayfinding to
chimney

Phase 1
interim north/
south routes
connected in to
existing network

Short-term connection
between North Woolwich
Road and the dock edge
as part of Early Works

Oasis Academy
Silvertown

One way system
enforced

Eastern Silvertown
Quays area; an
opportunity for
establishing a tree
nursery

Narrowing of
carriageway

Potential for
community-led identity
projects, place-marking
interventions, art
installations, and more

Activation of
slack spaces
along the road

New crossing

Copenhagen
crossings

Single-
directional cycle
routes on both
sides of the
carriageway

New crossing

Activation of
slack spaces
along the road

Improved
crossing

Feature lighting
to the DLR
viaduct

Improved access
and signage to
Lyle Park

Green
connection
between Lyle
Park and
Thames Barrier
Park

Potential
installation of
artist's hoarding

Thames Clipper
Royal Wharf Pier

5.4 Connaught Crossing

Connaught Crossing should become a place where both local residents and visitors can access sports and recreation at the Royal Docks and enjoy a dockside landscape that celebrates the area’s maritime heritage.

As part of the wider ambition to occupy the docks and increase activity, the Connaught Crossing could become an armature to support local amenity including sports, recreation, and community facilities and services. Routes should better connect to local communities, including to the north to the Royal Docks Academy, and to the south to North Woolwich.

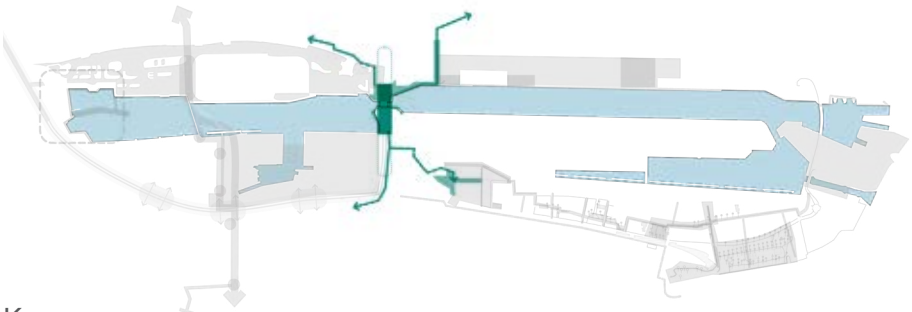
There is a need to dramatically improve the pedestrian experience whilst using the walking and cycling crossing, and interventions should especially target the northern and southern landing points.

Activity

At the north of the Connaught Crossing there should be a focus on sports and recreation. New spaces that sit within a structured landscape, under and beside the road bridge landing, could facilitate an increase in leisure and sports activity in this area. This could include a skatepark, an adventure playground, a five-a-side hard court or basketball court, and potentially an outdoor gym.

Interventions here should also support activity on the dock loop, such as providing water fountains for dock loop runners, and cyclists. There should also be places for family activities such as picnics.

To the south, a softer landscape with low maintenance planting, could re-provide some of the lost brownfield habitat that new developments are replacing around the Royal Docks.



Key



The spaces beneath and around the Connaught Crossing are currently lacking active uses and are over-scaled.

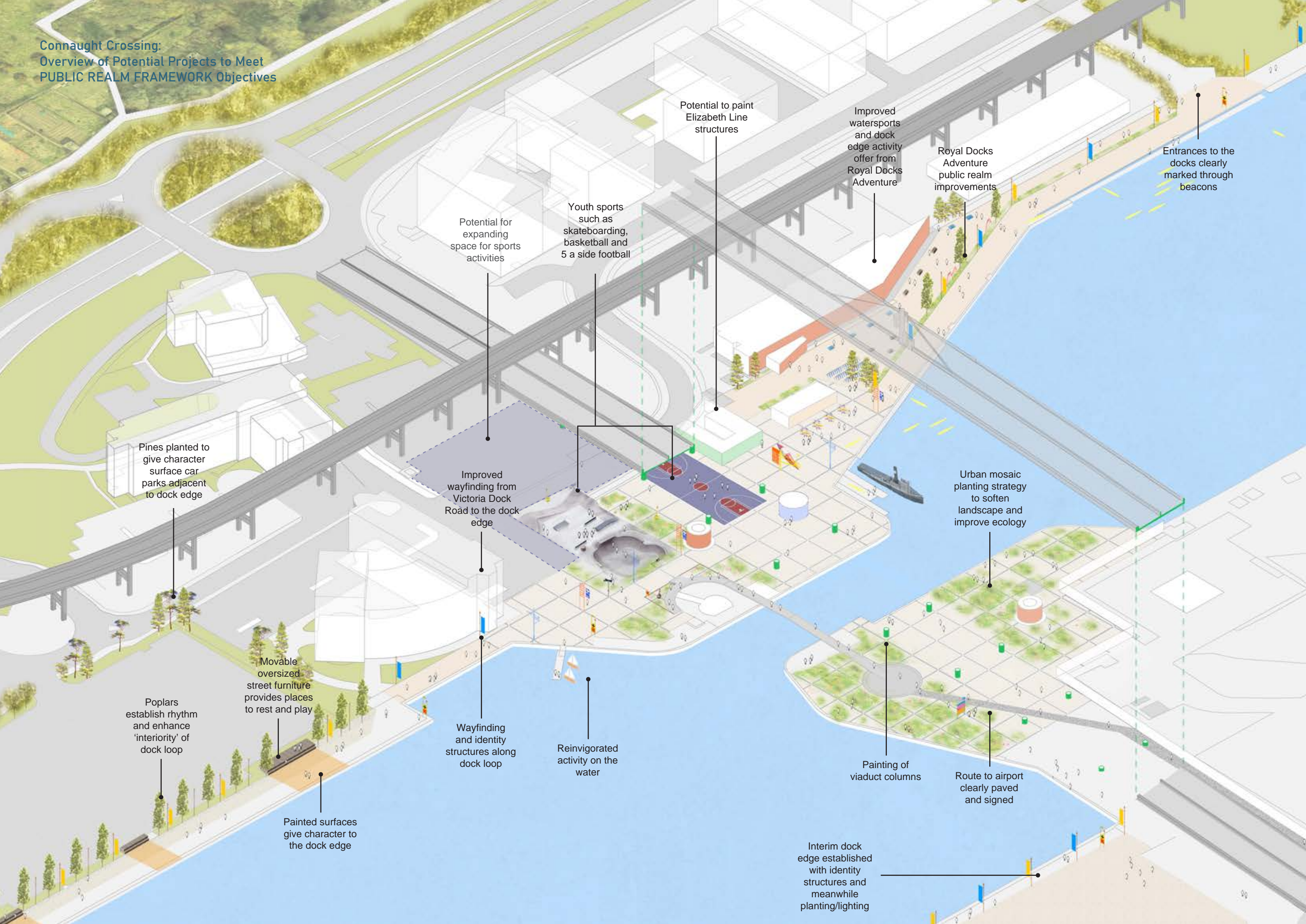
Proposals here should include:

- An improved offer of public-facing activities
- New soft and hard landscape
- Wayfinding improvements
- New general and feature lighting
- Distinctive treatments to existing infrastructure
- Improved connections between key strategic walking and cycling routes



‘Royal Docks Adventure’ has the potential to drastically increase its offer, bringing more people to the water and the dock edge.

Connaught Crossing:
Overview of Potential Projects to Meet
PUBLIC REALM FRAMEWORK Objectives



Potential to paint
Elizabeth Line
structures

Improved
watersports
and dock
edge activity
offer from
Royal Docks
Adventure

Royal Docks
Adventure
public realm
improvements

Entrances to the
docks clearly
marked through
beacons

Potential for
expanding
space for sports
activities

Youth sports
such as
skateboarding,
basketball and
5 a side football

Pines planted to
give character
surface car
parks adjacent
to dock edge

Improved
wayfinding from
Victoria Dock
Road to the dock
edge

Urban mosaic
planting strategy
to soften
landscape and
improve ecology

Movable
oversized
street furniture
provides places
to rest and play

Poplars
establish rhythm
and enhance
'interiority' of
dock loop

Wayfinding
and identity
structures along
dock loop

Reinvigorated
activity on the
water

Painting of
viaduct columns

Route to airport
clearly paved
and signed

Painted surfaces
give character
to the dock edge

Interim dock
edge established
with identity
structures and
meanwhile
planting/lighting

Soft & Hard Landscape

The Connaught Crossing is one of the few places at the Royal Docks where the true expanse of the Docklands can be appreciated. The great potential of key viewpoints could be tapped into with interventions at Connaught Bridge and the Green Bridge over Royal Albert Way, enabling people to enjoy big skies and long views.

Open mosaic habitats could be introduced to the south of Connaught Crossing, an area which is almost entirely within the London City Airport Safety Zone. Brownfield interventions incorporating low fertility soils for meadows and wild grasses, and species planted for phytoremediation are appropriate. These could be accompanied by a more relaxed aesthetic, and a light touch management regime.

A new hard landscaped space to the north of the crossing could also focus on re-finding the 'Urban Wild'. Here within the grid structure of the existing paving, small areas of planting could echo the planting to the south of the Crossing.



The Bentway, Toronto. A good example of the activation of the underside of a highway through new active uses and landscape interventions.



Geopark, Stavanger. A robust and adventurous waterside park space that makes use of found objects and rough surfaces.



Connaught Crossing North - existing



Mar-bella Skatepark, Barcelona. A series of bowls are used to form a continuous landscape of activity.



Water's edge, Copenhagen. Integrating recreational activities within a high quality public realm should be a priority for the Connaught Crossing.



Fredriksdalskajen, Stockholm. An active public waterfront offering moments of repose and areas of recreation.

**Connaught Crossing:
Example treatment of the dock edge**

Note: The aspirational proposals shown here are part of a set of possible interventions and are not to be read as detailed proposals for specific areas.



Maritime objects give character

Bespoke lighting columns which contribute to a sense of place and identity

More direct connection off of the Connaught Footbridge, softened by planting

Paint finish to the viaduct columns

Legible London Fingerposts used at key confluences of routes and in ambiguous landscapes

Area for skateboarding and other urban sports

Directional paving slabs

Infrastructure for leisure activities around the dock edge

Robust street furniture set amongst grasses and wayfinding structures

Paving slabs replaced with gravel to soften the existing paving grid

Information board explaining the history of this unique place

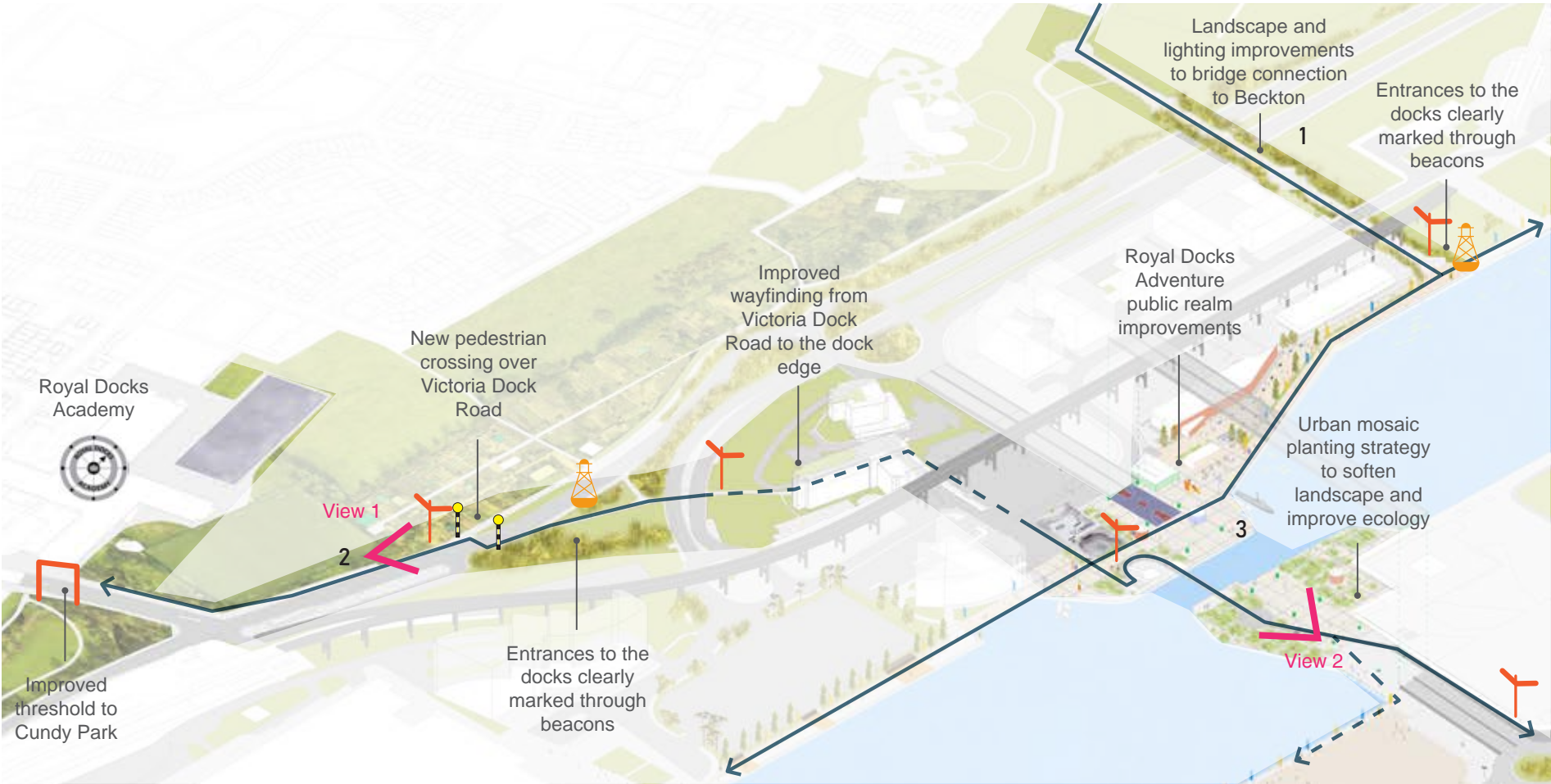
Connaught Crossing – Routes North

As set out in previous chapters, the proposed landscape strategy aspires to stitch the river Thames to the remnant marshland spaces to the north via meanwhile landscape interventions, as well as special moments where the true expanse of Docklands can be appreciated.

There is a need for a number of small wayfinding, highways, and landscaping projects in order to overcome the severance in the north of the site. In addressing the current issues, a suite of projects of various scales along routes linking Newham to both the docks and river Thames would be appropriate. In this context, Connaught Crossing represents a key stitch which would require close attention and reconfiguration.

Small projects which are considered to be key include:

- Landscape and lighting improvements to the bridge connection to Beckton,
- Clear marking of entrances to the docks through the use of beacons,
- Public realm improvements in front of Royal Docks Adventure,
- New open space design on the north of Connaught Crossing to accommodate community activities and public recreation,
- Landscape softening and ecology improvement on the south of Connaught Crossing via the implementation of urban mosaic planting strategy,
- Improvement of Victoria Dock Road threshold to the docks,
- New pedestrian crossing over Victoria Dock Road to the dock edge,
- Improved signage and wayfinding between Victoria Dock Road and the dock edge; and
- New connection into the interim dock edge at Silvertown Quays.



Isometric drawing illustrating potential interventions to improve connectivity and enhance pedestrian experience of reaching the dock edge from north and south alike. Any new landscapes proposed along Connaught Crossing aim to provide a welcoming resting point for appreciating views.



A typical Victoria Dock Road segment



Connaught Crossing South - existing



Current ground surfaces along the dock edge appear dull, lacking visual interest.



Existing highway buffers are poorly maintained, lacking visual and ecological impact.



Treating vast areas of open space with a single type of paving appears ineffective.

View 1 - Victoria Dock Road



Illustrative view of improved pedestrian crossing at Victoria Dock Road. Wild shingle grasses act as a green buffer between the road and the path. Wayfinding structures on Victoria Dock Road direct people to the docks.

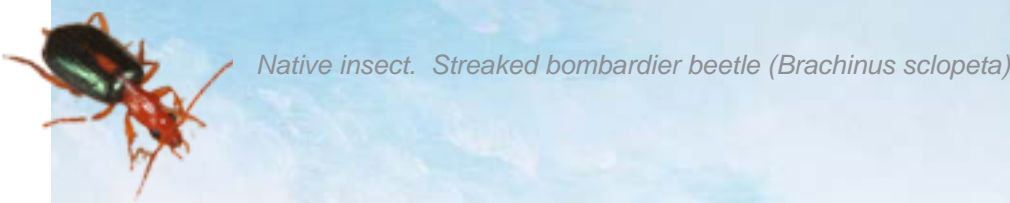


Subtle changes in sections of paving can assist in highlighting key routes and crossings which lead to the docks.



Recognising the hydrological role of landscape with the use of SuDS

View 2 - Connaught Crossing South



In this instance, brownfield interventions could employ low fertility soil to host flower meadows and wild grasses within the existing grid paving of the site. A new path would improve connectivity to London City Airport.



Wildflower meadows assist in creating a biodiverse landscape



At the docks, meanwhile wildscapes may be created by repurposing waste aggregate from several brownfield sites.

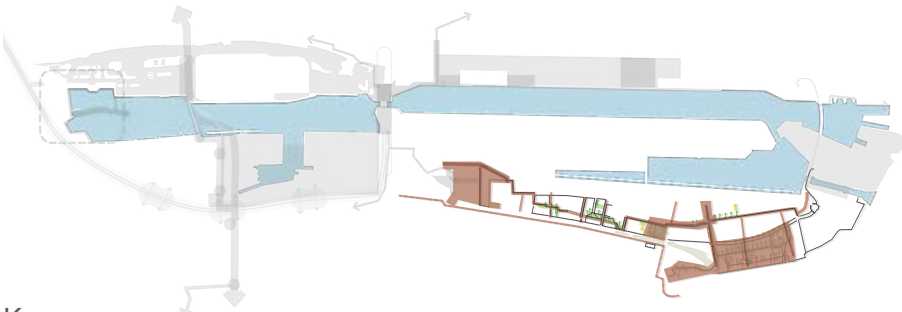
5.5 North Woolwich

A suite of bottom-up projects, alongside working with partners of new developments, could support community growth in North Woolwich, an area that has historically suffered from under-investment.

This area has historically suffered from isolation caused by the docks, the airport, as well as a lack of investment in public realm and community projects. Projects here should look to overcome this inequality in investment through supporting the improvement of existing public realm and community spaces. These projects should be bottom-up, and could work in conjunction with LB Newham’s Highways Department to achieve an outcome that tangibly benefits the communities in North Woolwich and Silvertown.

The Albert Island development will bring forth a number of maritime and educational uses, which should be made as accessible as possible to local residents. The unique qualities of their site could be exploited to provide alternative pedestrian and cycle routes from North Woolwich to Gallions and the Thames Path.

Further work is needed to define the project packages for this area including connectivity projects, but also small interventions for town centre regeneration. These projects should link to wider work around town centres (refer to Royal Docks Economic Purpose Study), and community hubs (refer to Royal Docks Cultural Placemaking Strategy).



Key



Community spaces like Pier Parade would benefit from a series of bottom-up improvements.



Re-opening the closed footbridge at Factory Road would create the only link across the Elizabeth Line tracks in the area and therefore offer great benefit to the area.

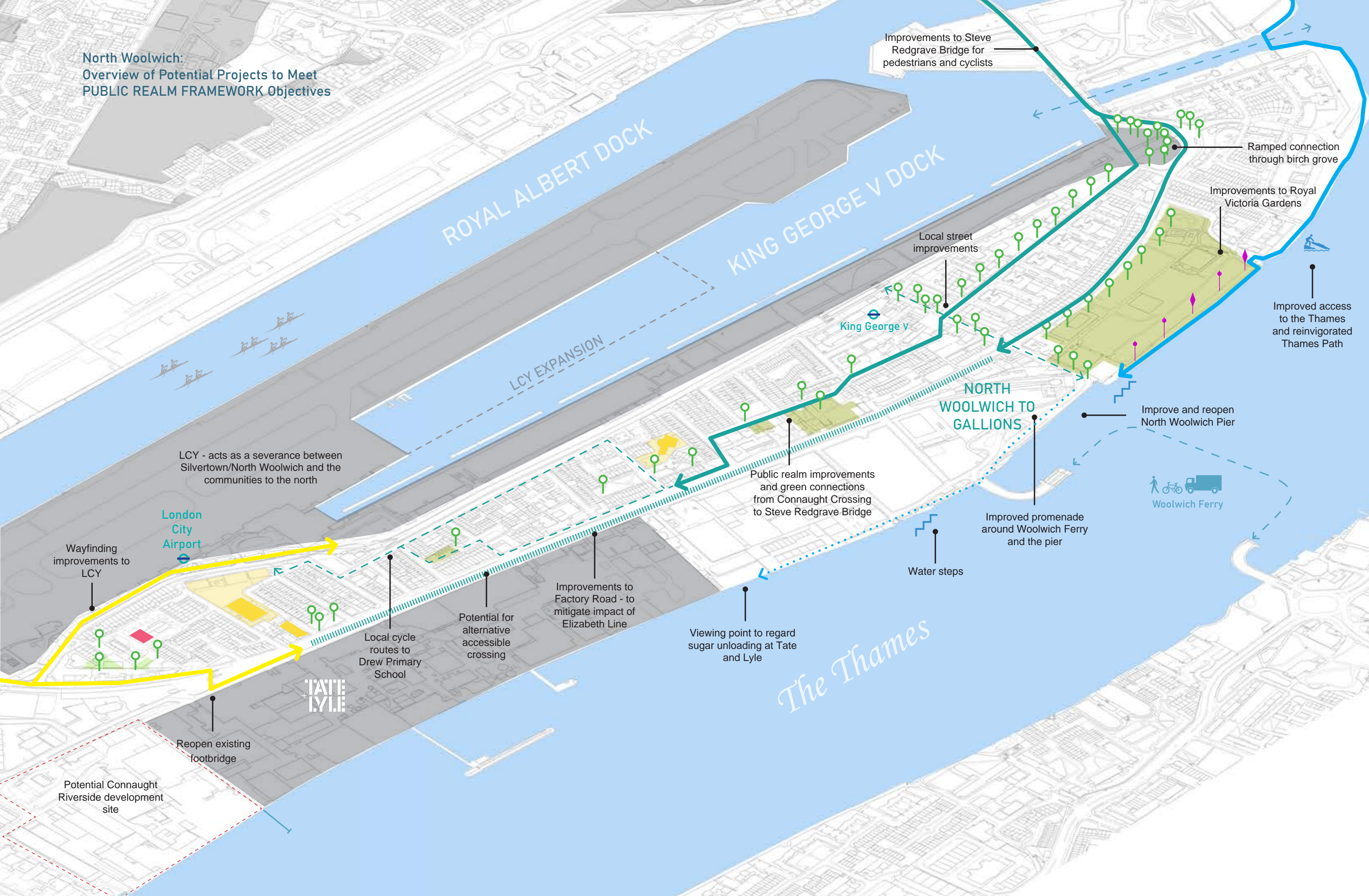


A series of interventions on existing streets could create a route suitable for cyclists and pedestrians linking across North Woolwich, from the Drew Primary School to Victoria Gardens. This could include clearer marked cycle routes, better lighting and wayfinding.



Improvements to Victoria Gardens could include a raised structure to create views out over the Thames.

North Woolwich:
Overview of Potential Projects to Meet
PUBLIC REALM FRAMEWORK Objectives



5.6 Royal Albert Way

A series of improvements to existing routes into Beckton, together with radical changes to make crossing Royal Albert Way possible, will better connect Beckton to the Docks.

Royal Albert Way and the DLR follow the line of the old cut and dock wall to form a considerable barrier to accessing the docks, and north-south movement generally. The new development (RAD) will create a huge area of publicly-accessible dock-side, which should meet the wayfinding, lighting and landscaping aspirations of the Public Realm Framework in order to create coherence, as well as facilitating east-west movement. The phased nature of the development also brings forward opportunities for exciting interim uses.

Overcoming the existing severances caused by Royal Albert Way, would create the opportunity to better link existing communities in Beckton to the Docks, as well as link RAD to Beckton Park. To do this, there must be an approach that looks to change how you cross Royal Albert Road with new wayfinding improvements.

Projects here should focus on providing improved walking and cycling routes, including junction redesigns and renovations of DLR stations, which have a clear function as bridges over the highway.

Meanwhile uses, such as the Soldier of Orange (a rotating theatre that will open in 2020 on the RAD site), will serve to generate interest in the area. Clustering other meanwhile uses around the Soldier of Orange site may serve to increase interest in the area, allowing it to be used as a test-bed for activities which can then be exported around the docks.



The DLR stations on the Beckton branch function as bridges over the highway and train tracks - improved wayfinding should highlight this.



The integration of the DLR into the highway makes crossing Royal Albert Way particularly challenging - currently this is only possible at DLR stations.



Soldier of Orange will open as a meanwhile use on the RAD site in 2020. The potential to cluster other meanwhile uses here should be explored.

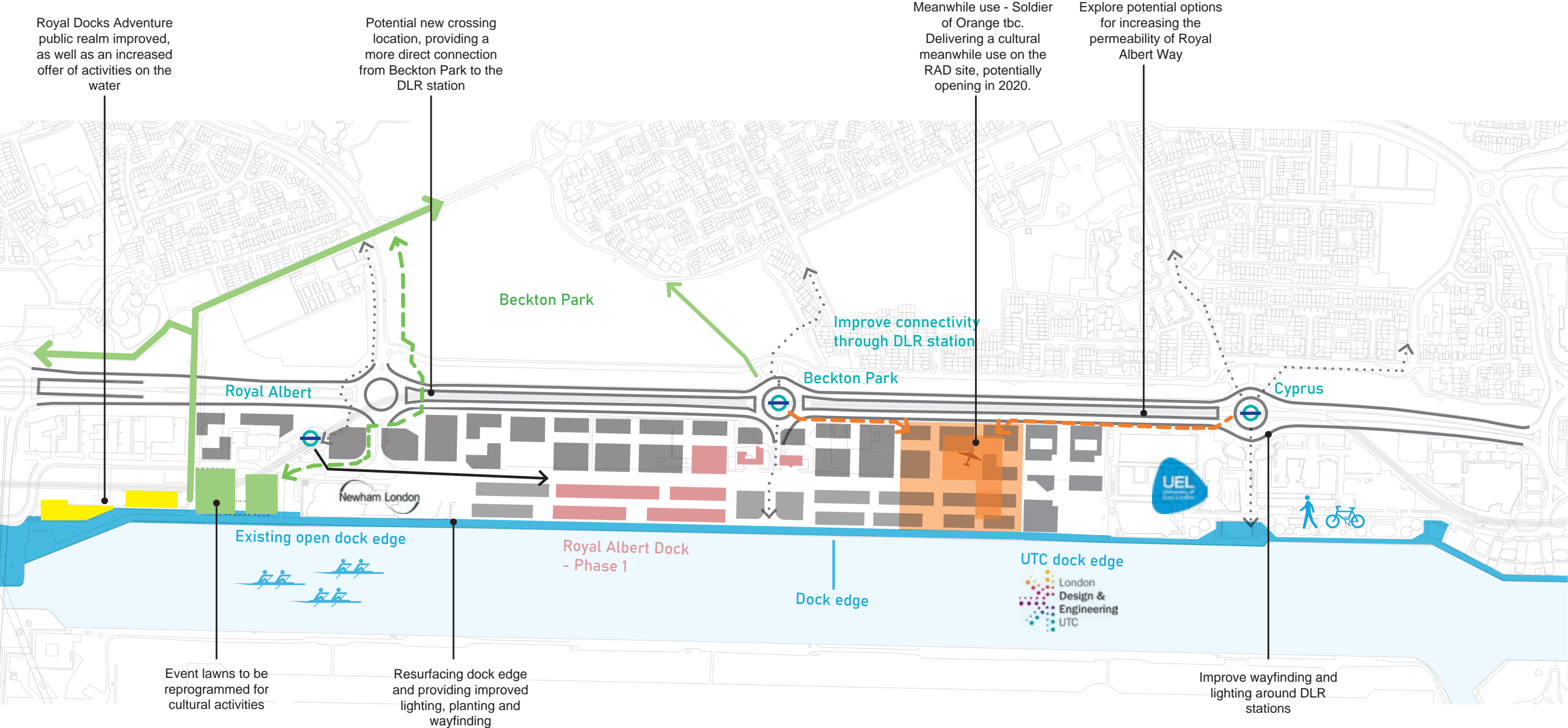


Crossing points over Royal Albert Way are currently limited. The Green Bridge, from Royal Albert, leading to the green route to Beckton, is a key connection but is currently in a poor condition. A 2019 Early Works Package has been commissioned to refurbish it.



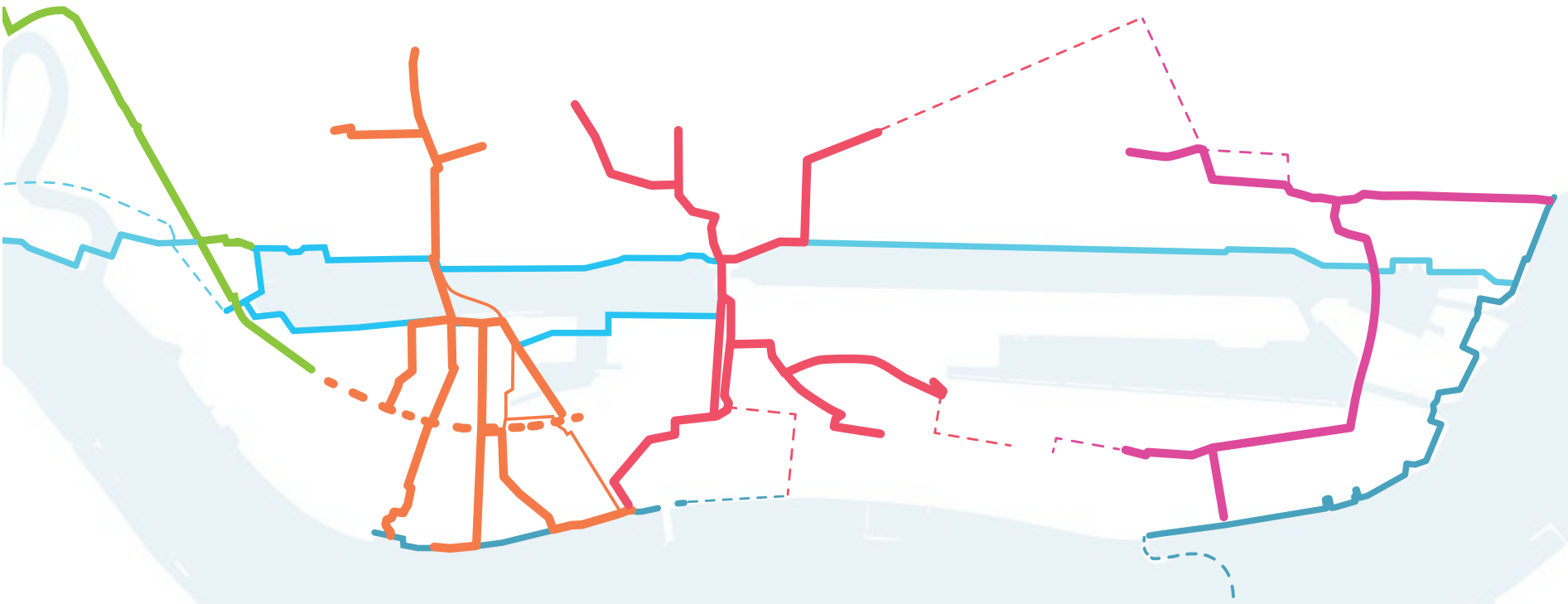
There are established green routes for walking and cycling within Beckton Park, such as this route from the Green Bridge to Beckton.

Royal Albert Way:
Overview of Potential Projects to Meet
PUBLIC REALM FRAMEWORK Objectives



6.0 PUBLIC REALM LAYERS

The place specific strategies set out in the previous chapter are part of a wider series of thematic strategies for the entire territory, set out in this chapter.



The 'stitches' all engage directly with the severance caused by large east-west infrastructure, including the dock water itself.

Headlines from the Baseline

The baseline assessment reveals an urban structure dominated by east-west movement (along road corridors like North Woolwich Road and Royal Albert Way, and the DLR lines). There are significant severances due to large impermeable areas like the docks, airport, rail corridors, and industrial sites. This focusses north-south movement at three crossings – the Silvertown Way Viaduct, Connaught Crossing and Gallions Reach. Traffic along the main corridors is fast moving and includes a high proportion of HGVs. Pedestrian crossings on main roads are often infrequent or not on desire lines.

There are some protected and off-road cycleways, but they often give up at side roads and busy junctions. The result is an environment that feels unwelcoming, polluted, disconnected and at times unsafe.

The DLR provides good local public transport accessibility across the area, but is increasingly overcrowded at peak times and does not provide connectivity across the docks. The new Elizabeth Line services will dramatically improve accessibility around Custom House and ExCeL. The challenge is to extend this connectivity to the south of the docks.

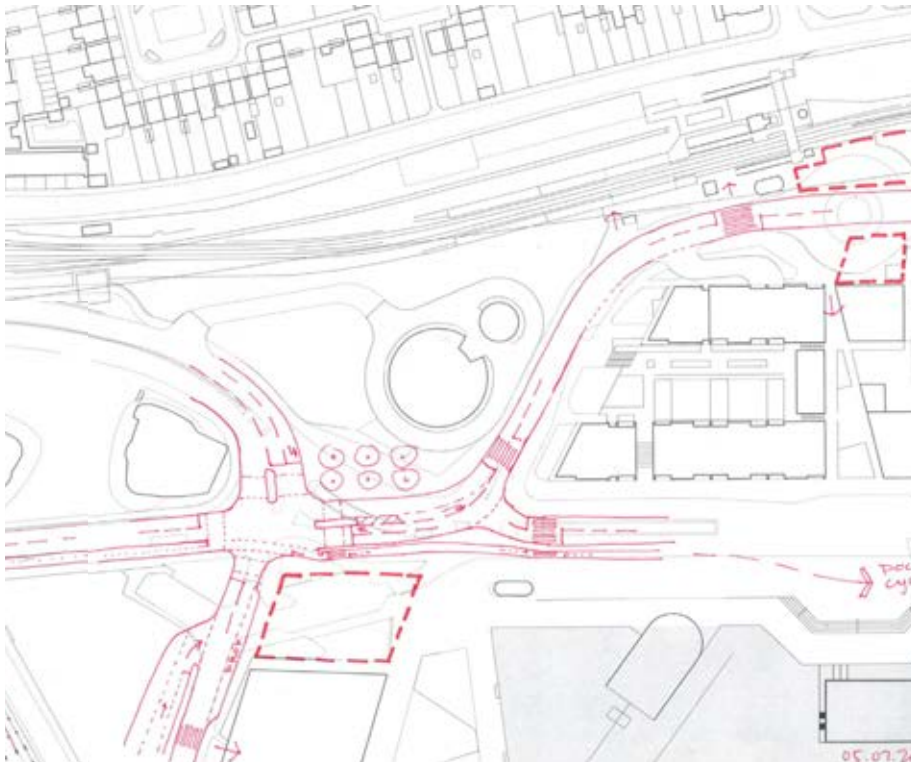
6.1 LOCAL CONNECTIVITY STRATEGY

Key Proposals

The focus for intervention is a number of key stitches that reinforce north-south connectivity and create new nodal points for crossings, interchange and local centres along the east-west spines.

Spine routes like North Woolwich Road, Albert Road and Royal Albert Way have an important local accessibility role due to the surrounding spatial structure, and should be reinforced as a series of places and linked local centres, rather than simply as corridors for through-traffic. Spine routes should be reconfigured to provide generous and direct pedestrian crossings, protected cycleways and bus priority measures that allow for increasing frequencies and new routes to serve the growing neighbourhoods around the docks and to connect south across the river through the proposed Silvertown Tunnel.

There is potential to re-examine the status of some of these spine routes, particularly Royal Albert Way, which may benefit from being lowered to ground level to aid visual and movement connectivity between the docks and Beckton.



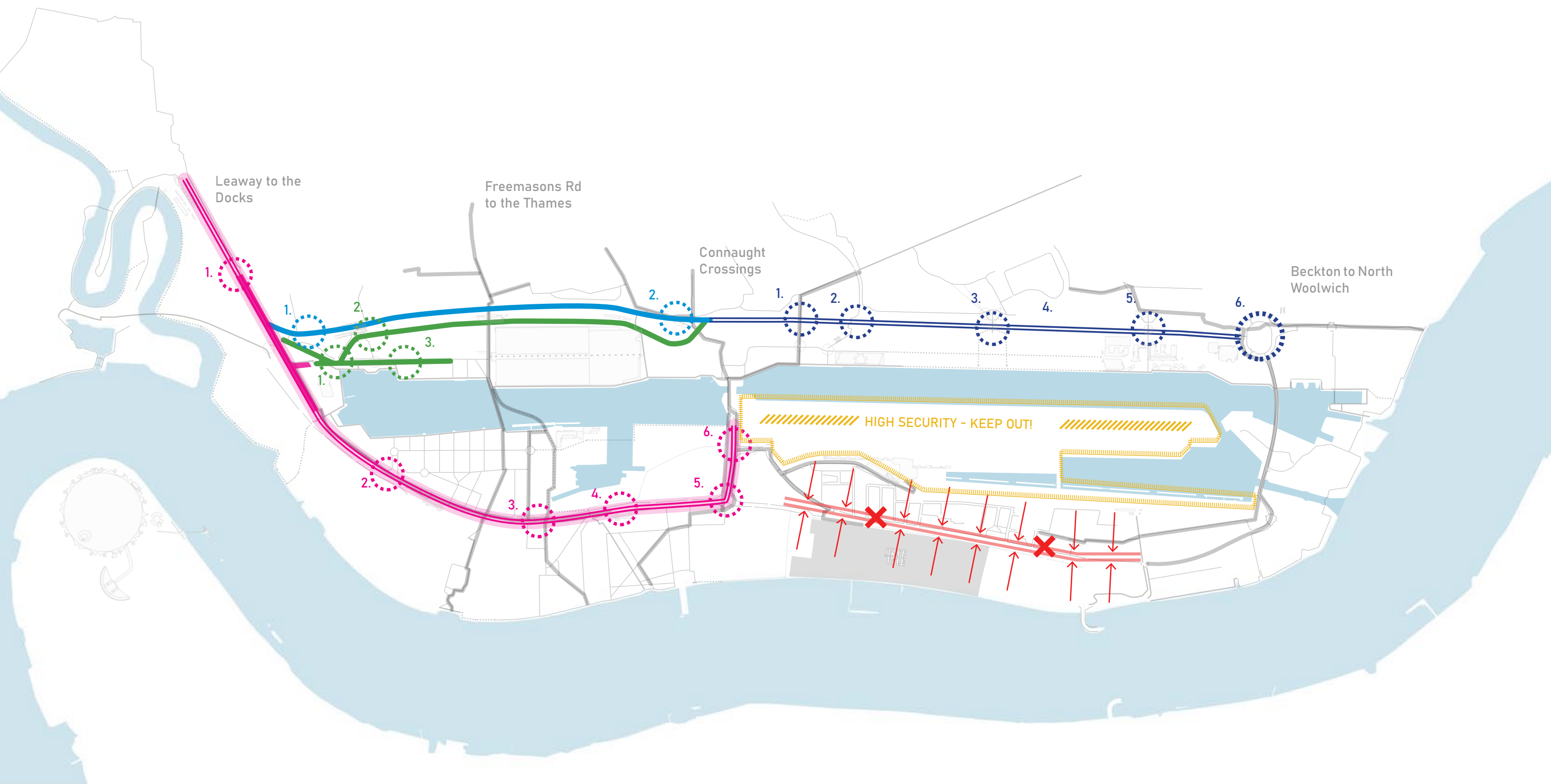
The junction between Western Gateway and Tidal Basin Road has been investigated to see if a more preferential layout could be achieved.

A new bridge across the docks will connect Custom House to Silvertown Quays, opening up new north-south walking and cycling connections across the area, and improving access to the Elizabeth Line station. The alignment of this should be carefully considered to maximise accessibility.

To help activate the docks and improve local north-south connectivity, new 'vaporetto' water bus services should be investigated. These could help to open up new local journeys like connecting Custom House/ ExCeL to City Airport, or Silvertown Quays to Royal Albert Dock.

 Refer to Section A of the Appendices for Baseline Report & Section D for Technical Report

Local Connectivity



North Woolwich Road	Western Gateway	Victoria Dock Road	Royal Albert Way
1. Peto St/Caxton St/Silvertown Way Junction	1. Western Gateway/Royal Victoria Dock West Rd Junction	1. Victoria Dock Rd Footbridge	1. Green Bridge
2. Britannia Gate	2. Western Gateway Carriageway Narrowing	2. Victoria Dock Rd/Prince Regent Crossing	2. Stansfield Road Crossing
3. Mill Road Crossing	3. Royal Victoria DLR Forecourt South		3. Beckton Park DLR Crossing
4. Pontoon Dock Crossing			4. Royal Albert Way Levelling
5. North Woolwich Rd/Thames Rd Crossing			5. Cyprus DLR Crossing
6. Connaught Bridge/Connaught Rd Crossing			6. Gallions Roundabout Crossings

6.2 LANDSCAPE STRATEGY



North Woolwich Road



Connaught South



Royal Victoria Dock West

Headlines from Baseline

The landscape baseline assessment reveals that green infrastructure assets (ecosystem service provision and urban wildlife) of the wider site are rapidly diminishing. In addition, green open spaces seem to be inaccessible on various instances.

Relationship to Vision

Our proposed planting strategy aims to provide equitable access to green space and nature. This can be addressed through improving accessibility and connectivity between existing green spaces and local communities as well as by creating new pockets of landscape in key locations and routes.



Refer to Section A of the Appendices for Baseline Report & Section D for Technical Report

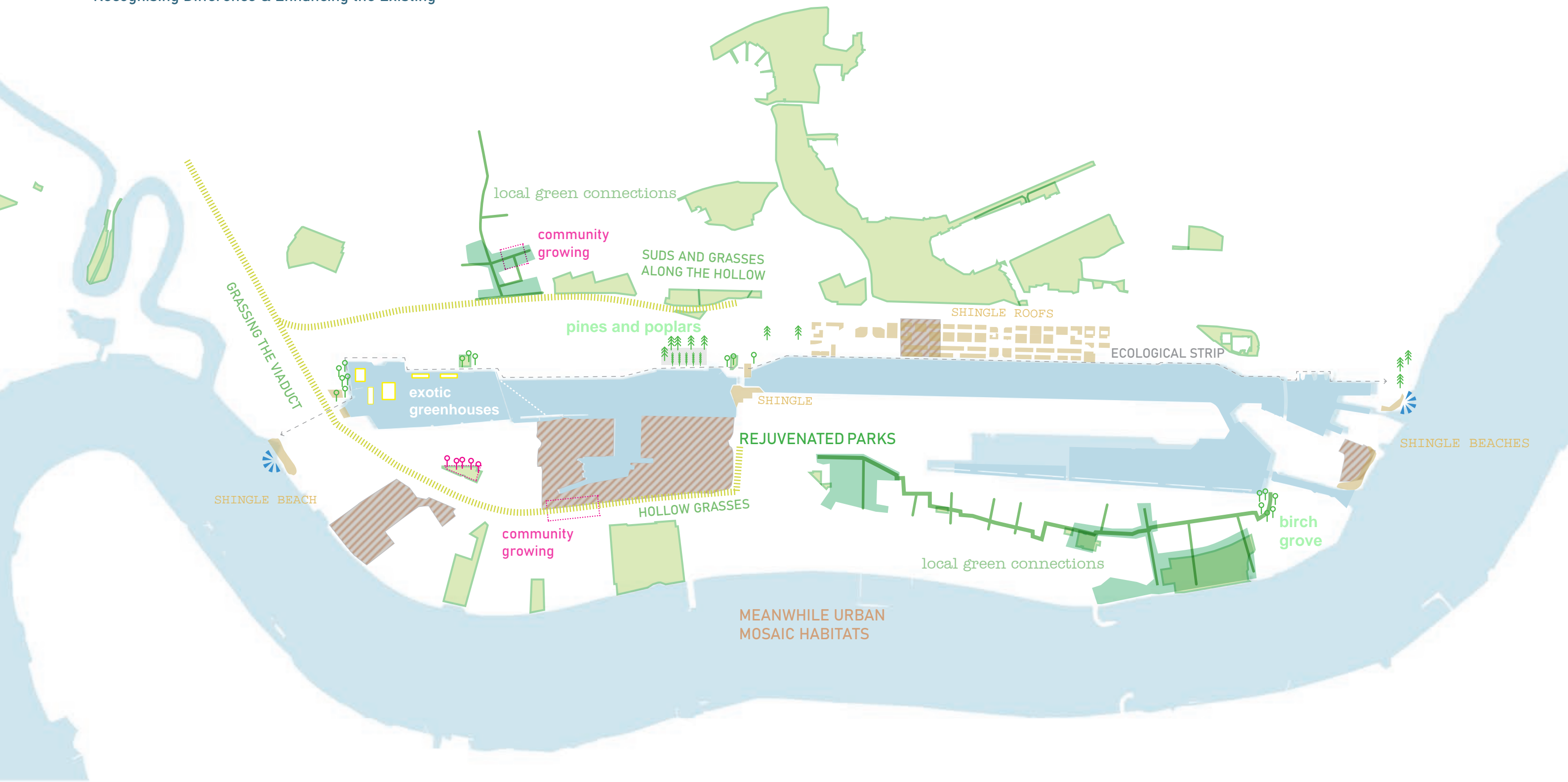
Key Proposals

- Stitching of green / wild spaces to create a cohesive and connected Royal Docks landscape. Interventions are to include both temporary and permanent treatments of landscape, introduction of green corridors and green pockets, context-specific planting (addressing pollution, SUDs, amenity, biodiversity, the native and exotic character of place), and framing of key views;
- Improvement of water systems including SUDs, storing and cleaning;
- Creation of open mosaic habitats and meanwhile brownfield landscapes;
- Showcasing of evolving technologies in the docks, e.g. aquaponic cyclical systems or underwater mushroom greenhouses; and
- Proximity to City Airport brings a unique set of landscape requirements. For this reason, trees are to be chosen so as to minimise opportunities for roosting, and planting is to discourage the types of fauna on which those birds would feed.

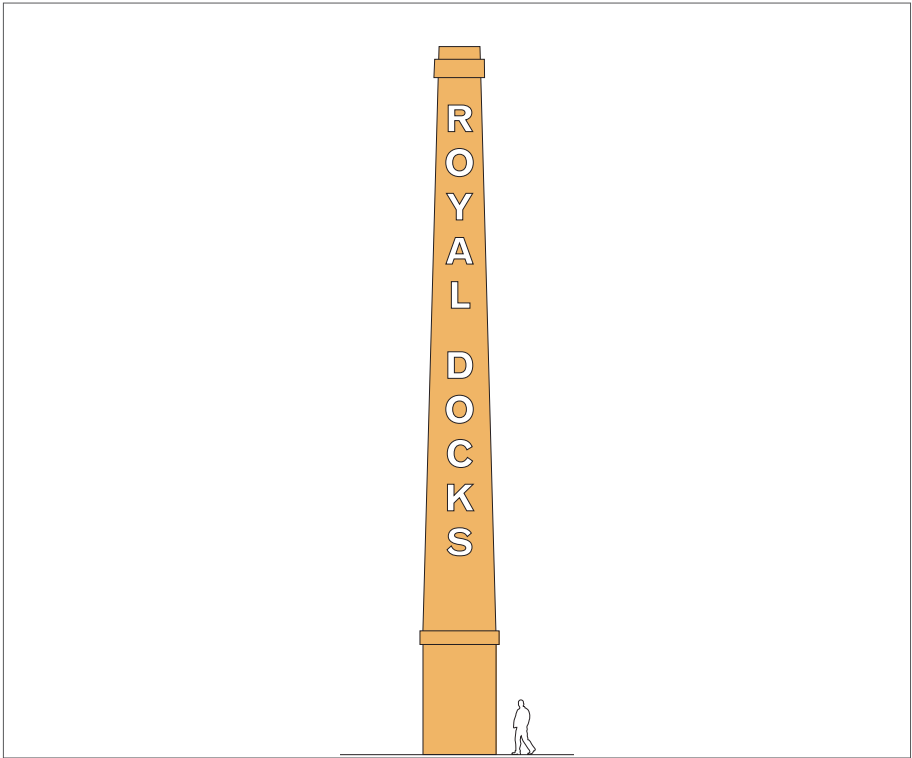
Next Steps

- Maintenance and enhancement of 'brownfield / post-industrial landscape' character of Barking Riverside, Beckton and the Royal Docks, in order to provide a continuous network of high quality and diverse habitats.
- Collaborations with institutions for ongoing maintenance and monitoring, e.g. UEL, Buglife, Land Trust etc.

Landscape Strategy:
Recognising Difference & Enhancing the Existing



6.3 WAYFINDING STRATEGY



Co-opting existing structures for wayfinding and identity



Adelaide Riverbank wayfinding pole in Adelaide, Australia



Identity signage

Headlines from Baseline

- Existing signage of wider site appears to be non-uniform and disjointed;
- Insufficient signage at key points including stations entrances, key open spaces and pedestrian routes; and
- The proposed activation of public spaces and the enhancement of key routes is to increase the need for identity making and legibility via clear signage and identity interventions.



Refer to Section A of the Appendices for Baseline Report & Section D for Technical Report

Key Proposals

1. Identity

- Lighting, painting and/or numbering existing buildings, structures, and maritime objects;
- Painting key pedestrian crossings; and
- Placing reclaimed maritime or heritage objects within activated spaces and walking routes.

2. Direction

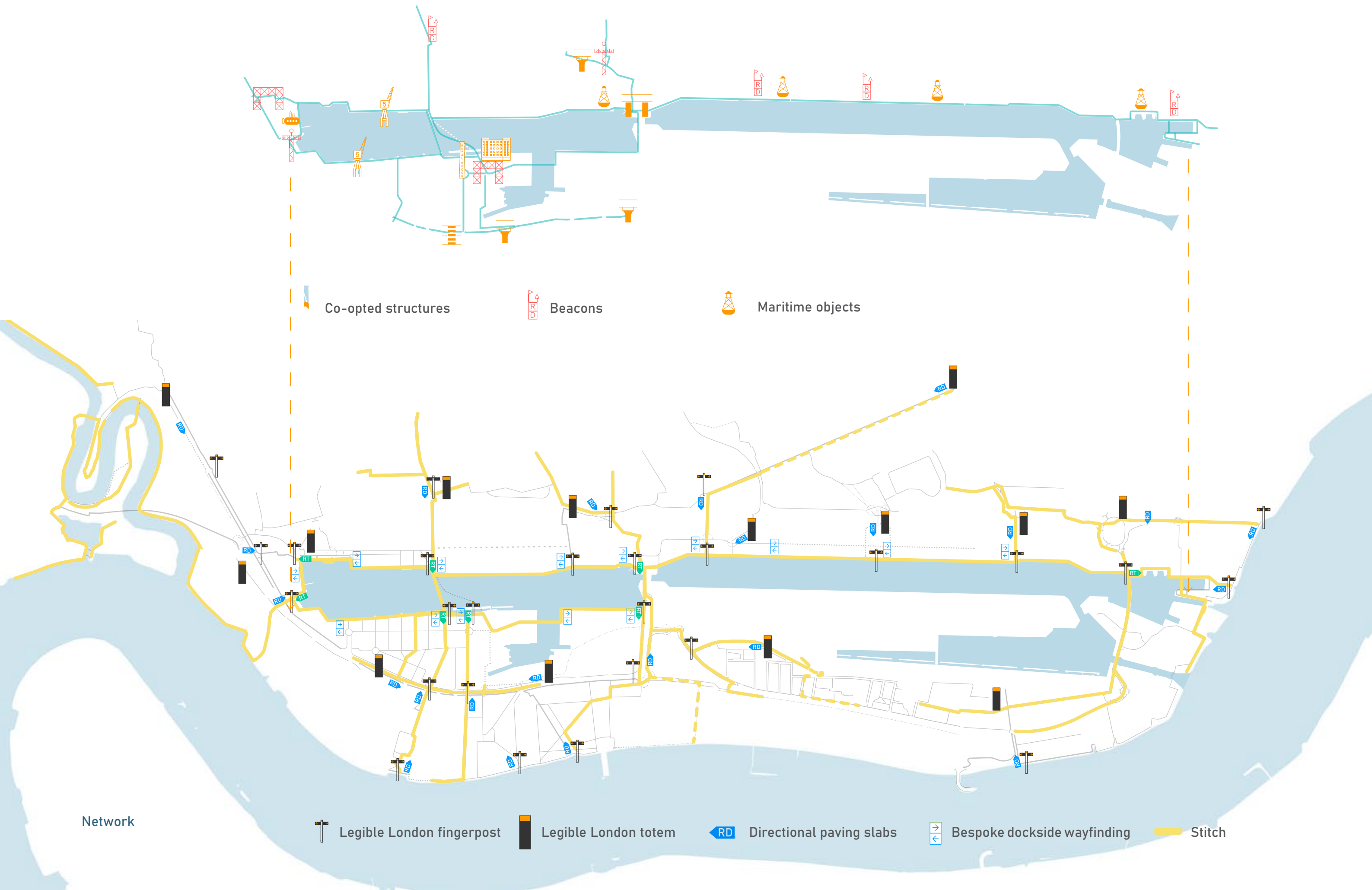
- Installation of Legible London totem/ monolith at station entrance/ exits where these are missing;
- Installation of Legible London finger-posts offering directions to specific locations such as stations. To be positioned at junctions and dock edge arrival points;
- Dock loop markers/ totems to be positioned around dock edge. These show distances for defined routes; and

- Installation of Royal Docks directional paving slabs near stations, junctions, and along pedestrian routes.

3. Gateways/Beacons

Installation of large and small gateway/beacon structures announcing arrival at key locations or mark entrances to specific sites. These may be adaptable to host temporary signage for events, but may also incorporate co-opted structures.

Identity and Dock Loop



6.4 LIGHTING STRATEGY



Royal Victoria Dock West: night-time view



North Woolwich Road: night-time view



Dock Edge: night-time view

Headlines from Baseline

- Existing amenity, architectural and landscape lighting lacks coherence, creating a patchwork of different lighting types between and within key spaces and routes.
- Feature lighting to key structures (bridges, flyovers, undercrofts and public art) is piecemeal and inconsistent.
- Wide palette of public realm lighting equipment means an opportunity to help make the street scene more legible and aid wayfinding is missed.



Refer to Section A of the Appendices for Baseline Report & Section D for Technical Report

Relationship to Vision

Lighting can help with wayfinding through the use of colour temperature, brightness and mounting heights at night but it can also help during the day. The form of the luminaire, height and consistency of the location can also help to guide people along key routes.

Key Proposals

- Decluttering of redundant lighting elements where possible.
- Control of existing car park lighting to reduce unnecessary lighting of unused spaces.
- Develop a coherent lighting approach that helps identify the hierarchy of routes around the docks.
- Introduction of distinct and uniform lighting equipment around the dock edge.
- Appropriate column heights, with the potential for bespoke column designs in key locations
- Lighting of architectural features, i.e. viaduct columns.

- Feature lighting of marine objects, i.e. cranes, buoys.
- Subtle, integrated low level lighting for landscape elements and proposed new structures around the dock edge.
- Support of wayfinding through the use of consistent lighting treatments along key routes.
- Making sure that lighting is appropriate on major, all user routes to avoid clutter and overlighting.
- Making routes clearer and more usable by day by mounting lights at a pedestrian scale.
- Use of colour temperature variations and brightness to strengthen the differentiation and hierarchy of routes and spaces after dark e.g. 4000K neutral white for main roads, 3000K warm white for side and residential streets, 2700K extra warm white for key pedestrian routes and spaces.

Dock Loop and Architectural Lighting

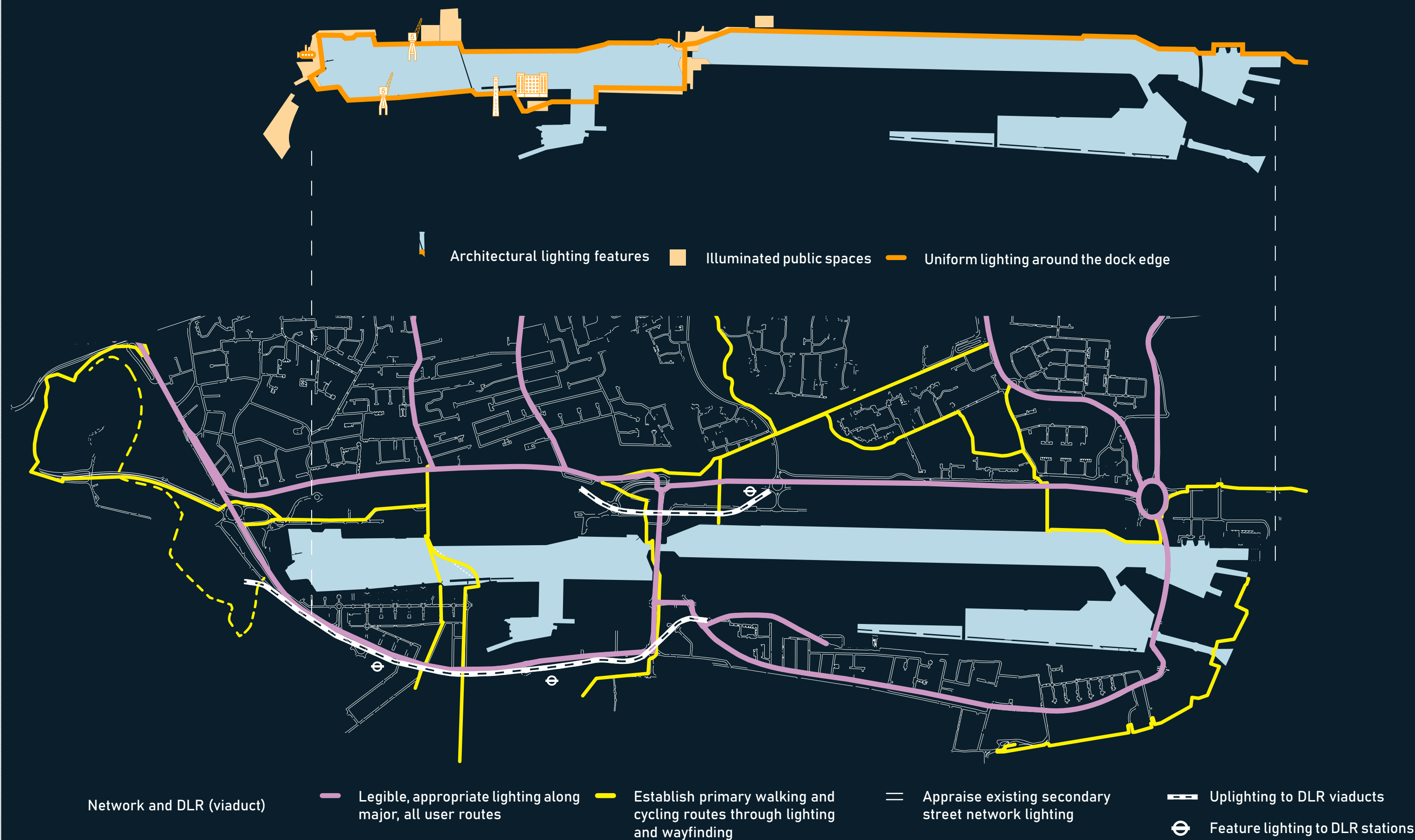


IMAGE INDEX

Images with non-specified sourcing are taken by the author.
All drawings, unless specified, are drawn by 5th Studio.

Chapter 1

p7 “Isle of Nantes”, © unknown, Official Tourism Brittany, <https://www.brittanytourism.com/offers/les-machines-de-lile-nantes-en-2108156/>

Chapter 3

p25 “Community Orchards”, © Mike Urban, Urban Growth Project by Brixton BID, <http://www.brixtonbuzz.com/2018/07/in-photos-brixton-orchard-starts-to-bear-fruit-july-2018/>
“Greenhouse”, © Orkustofnun, National Energy Authority, <https://nea.is/geothermal/direct-utilization/greenhouses/>
“Street Planting”, © Margie Ruddick, <http://www.margieruddick.com/queens-plaza>

Chapter 5

p32 “Sail Festival Amsterdam”, © Stichting Sail Amsterdam, <http://www.bootverhuurnaarderbos.nl/nieuws/sail-amsterdam/>
“Moon Art Installation in Leeds”, © @heartscontent, Museum of the Moon, <https://my-moon.org/installations/light-night-leeds/>
“Public Pools of the Seine”, © O’Bon Paris, <https://www.obonparis.com/ja/magazine/paris-plage-2018>

p33 “Badeschiff Pool”, © Wilk Salinas Architects, ArchTalent <http://www.archtalent.com/es/proyectos/floating-pool-in-the-river-spree-in-berlin-badeschiff>
“Pantoons by the Seine”, © Fred Vielcanet, Getty, <https://www.gettyimages.co.nz/detail/news-photo/animations-du-bassin-de-la-villette-lors-de-paris-plages-le-news-photo/967373874>

p36 “Liverpool College Campus”, © Glen Howells, Place North West, <https://www.placenorthwest.co.uk/news/peel-wins-architecture-award/>
“Furniture in Stockholm Port”, © Escofet 1886, Architonic <https://www.architonic.com/en/product/escofet-1886-tramet-table/1038948>
“Public Park in Hamburg”, © Leonard-Grosch for Atelier Loidl, Landezine, <http://landezine.com/index.php/2019/03/baakenpark-by-atelier-loidl/>

p38 “Pole-mounted spotlights” © iguzzini, Bjørvika, Oslo <https://www.iguzzini.com/>

p44 “La Cantine du Voyage”, © Matthieu-Chauveau, Appelle Moi Papa, <http://tripjaunt.com/europe/france/nantes-guide-journey-artistic-trail-city/>
“Pula Cranes”, © Goran Sebelik, Live Design, <https://www.livedesignonline.com/news/shipyard-cranes-lighting-giants-pula-s-harbor>

p46 “Science Barge in New York”, © Greenhouse, <https://www.mnn.com/your-home/organic-farming-gardening/stories/vegetables-on-board>
“Waves Installation in Copenhagen”, © JDS Architects, ArchDaily, <https://www.archdaily.com/423048/kalvebod-waves-jds-architects>

p48 “Street Food Market”, © unknown, WildSpin <https://wildspinofttheworld.com/2016/11/23/papiroen-street-food-copenhagen/>
“Tower Bridge Garden”, © Sandre G, GreenJottings, <http://greenjottings.blogspot.com/2012/06/open-garden-squares-weekend-floating.html>

p50 “North Woolwich Road Proposal”, © LB Newham, Consultation Material

p52 “Cycling at night, Sheffield”, © unknown, Cycle Sheffield, <https://www.cyclesheffield.org.uk/tag/featured/page/3/>
“Barcelona Public Realm”, © Lola Domenech, <https://www.loladomenech.com/en/project/remodelling-passeig-de-st-joan-boulevard-arc-de-triomf-tetuan-square-barcelona/>

p60 “Bentway, Toronto”, © Public Work, <https://www.dezeen.com/2019/03/08/bentway-park-public-work-greenberg-toronto/>
“Geopark”, © Helen & Hard, Architizer, <https://architizer.com/idea/1210581/>
“Skatepark De La Mar” © Scob, ArchDaily, <https://www.archdaily.com/641589/skate-park-de-la-mar-bella-scob-sergi-arenas>
“Public Waterfront” © Robin Hayes, ArchDaily, <https://www.archdaily.com.br/br/908323/fredriksdalskajen-niva-landskapsarkitektur/5bf37fd708a5e509110001ac-fredriksdalskajen-nava-landskapsarkitektur-photo>

p66 “Meanwhile Proposal Theatre”, © Pauline P, Wikipedia, [https://nl.wikipedia.org/wiki/Soldaat_van_Oranje_\(musical\)#/media/Bestand:TheaterHangaar_op_vliegveld_Valkenburg.JPG](https://nl.wikipedia.org/wiki/Soldaat_van_Oranje_(musical)#/media/Bestand:TheaterHangaar_op_vliegveld_Valkenburg.JPG)

Chapter 6

p72 “Wayfinding in Australia”, © Parallax Design, <http://www.parallaxdesign.com.au/work/riverbank>

