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**Note:**  
This area framework should be read in tandem with All London Green Grid SPG Chapter 5 for GGA02 which contains statements in respect of Area Description, Strategic Corridors, Links and Opportunities.  
The ALGG SPG document is guidance that is supplementary to London Plan policies. While it does not have the same formal development plan status as these policies, it has been formally adopted by the Mayor as supplementary guidance under his powers under the Greater London Authority Act 1999 (as amended). Adoption followed a period of public consultation, and a summary of the comments received and the responses of the Mayor to those comments is available on the Greater London Authority website. It will therefore be a material consideration in drawing up development plan documents and in taking planning decisions.  
The All London Green Grid SPG was developed in parallel with the area frameworks it can be found at the following link: <http://www.london.gov.uk/publication/all-london-green-grid-spg>.

# Foreword

It is now five years since the completion of the first East London Green Grid Area Framework for Epping Forest and the River Roding. This review provides a valuable opportunity to reflect on what we have collectively achieved in that short time, and to reassess our aspirations for the future.

This framework now includes areas to west of Dagenham Dock in the area previously known as London Riverside as well as key regeneration opportunities such as the Royal Docks in Newham.

A number of key projects have progressed significantly within the previous period, including the provision of a modern architect designed visitor centre at the Upper Roding Ray Park. This is another step forward in laying the foundations for the proposed metropolitan park at this location. This has been complemented by a number of environmental improvements to the river making it a more attractive space to spend time in. It is hoped that this momentum will extend to the River Roding south of Ilford as well as completing the strategic north south cycling and pedestrian link. There have also been accolades for the excellent work within Barking Town Centre, which has been transformational, changing perceptions for visitors and local communities.

The early phases of Barking Riverside have now started on site and will result in the creation of a number of new high quality open spaces at the southernmost point of the area. The inclusion of the Royal Docks is an exciting addition and it is clear that significant energy will be directed to this location over the next few years making more usable open spaces, encouraging development and forging clearer links to the Thames.

The reduction in funding for the future means that challenging times lie ahead, however the principles of the All London Green Grid encourage partnership working which will be key to future delivery. The relationships that have been established in the previous five years put us in a good position to respond to these pressures. We will however need to be sure we maintain a focus on key projects that bring the biggest benefits for both users and the environment.

Over the past ten years Groundwork London has contributed to London-wide strategies for open space in the Mayor's London Plan. For more than seventeen



Lindy Kelly  
Director, Groundwork

years we have also been attracting and deploying substantial resources to help communities and partners invest directly in the key roles that these new urban landscapes can play in people's quality of life. Groundwork London welcomes the opportunity to play a central role in bringing together the wide set of partners that will be necessary to respond positively to the challenges in the area framework. Our work in partnership with the GLA and CLG, plus other statutory and voluntary agencies seeks to develop new urban landscape initiatives across London. Key to achieving this objective will be meaningful and responsive community engagement that reflects the needs of local communities in these spaces as they evolve. Open spaces provide excellent venues for the continuing development and delivery the Big Society and Localism agendas. Clear evidence demonstrates they are key to many people to continue to build upon in the future.

# Introduction – All London Green Grid Vision and Methodology

## Introduction

The various and unique landscapes of London are recognised as an asset that can reinforce character, identity and environmental resilience. Delivered alongside existing infrastructure such as transport, utilities and schools an enhanced network of open spaces and green infrastructure can serve to shape and support new and existing communities, respond to the challenges of climate change, support economic development and deliver an improved quality of life.

The All London Green Grid has been developed to provide a strategic interlinked network of high quality green infrastructure and open spaces that connect with town centres, public transport nodes, the countryside in the urban fringe, the Thames and major employment and residential areas. This approach has been extremely successful in accelerating delivery of green infrastructure in East London through the East London Green Grid (ELGG).

Policy 2.18 of the London Plan (July 2011), promotes the provision of an integrated green infrastructure network and supports the extension of the Green Grid to the whole of London.

The ALGG objectives are to:

- adapt to climate change and promote urban greening
- increase access to open space
- increase access to nature, and to conserve and enhance biodiversity
- improve sustainable travel connections
- promote healthy living
- conserve and enhance heritage features and landscape character
- enhance distinctive destinations and boost the visitor economy
- promote sustainable design, management and maintenance
- enhance green space and green infrastructure sector skills
- promote sustainable food production
- improve air quality and soundscapes
- improve the quality of and access to the Greenbelt and the urban fringe
- conserve and enhance the Thames and its tributaries riverside spaces

## Area Frameworks

Area Frameworks help to support the delivery of the All London Green Grid objectives. By identifying how the All London Green Grid can be delivered at the landscape scale and across administrative boundaries. To achieve this they;

- establish a comprehensive baseline understanding of each area
- define a vision, area objectives and strategic opportunities for each area
- ensure that sub-regional and strategic projects interface with Borough level planning, regeneration, transport and open space strategies and processes
- identify the resources required and form bidding strategies to deliver the funding for strategic projects
- consolidate resources, coordinate efforts and facilitate partnership working
- support the preparation of Delivery Strategies
- address the recommendations of the Drain London research project and ensure that the possible flood and surface water management opportunities are incorporated within the ALGG.

ALGG Area Frameworks expand on the implementation points and strategic opportunities identified in the All London Green Grid Supplementary Planning Guidance to the London Plan. Subject to boroughs agreement ALGG Area Frameworks can also form part of Local Development Plans, Development Plan Documents and or Joint Area Action Plans.

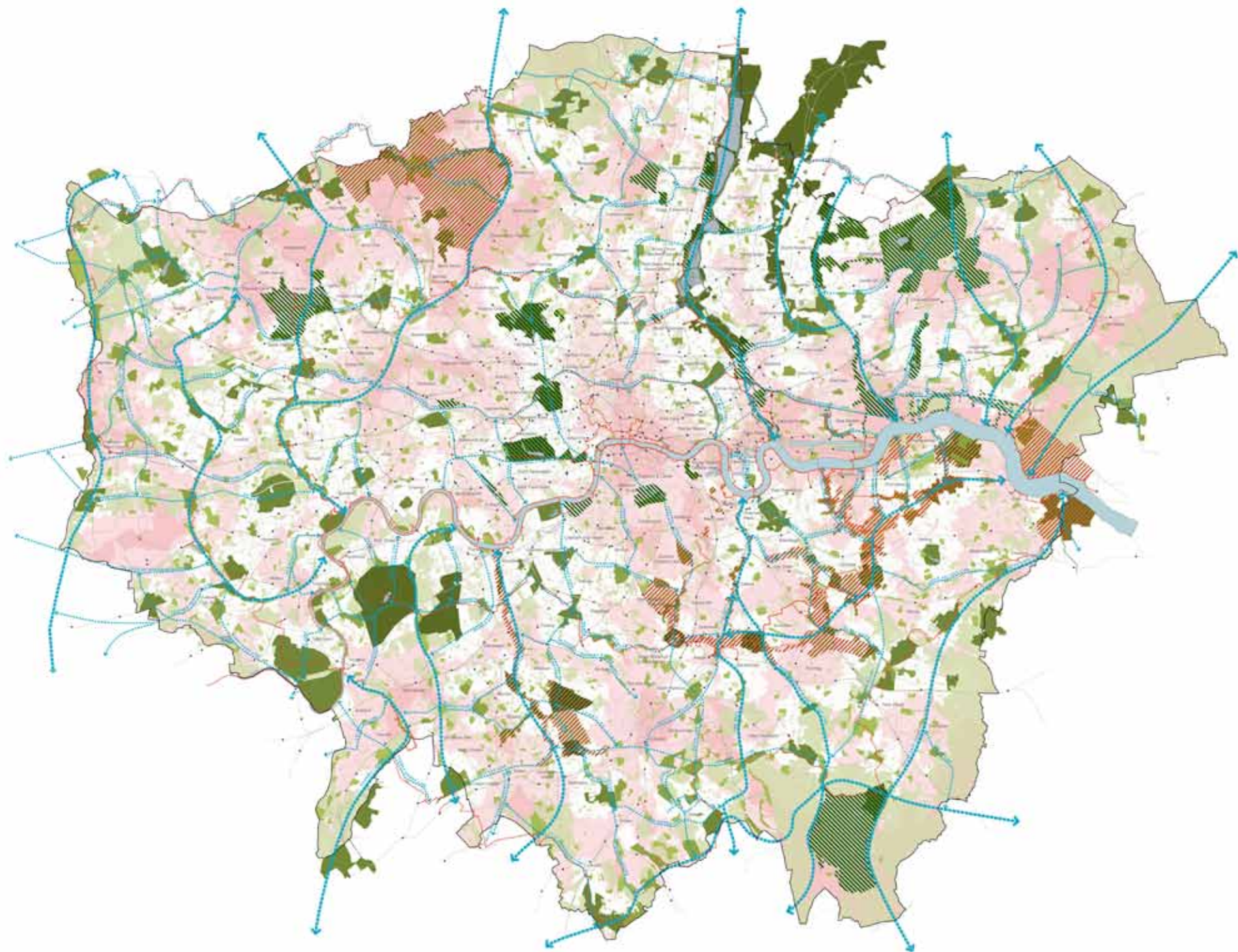
## Partnership - Working

Strong and open working relationships with many partners are key to delivering the All London Green Grid. By setting out strategic objectives and opportunities at the sub-regional level, the Area Frameworks help to encourage and facilitate existing and new partnerships that involve regional and local government; government agencies; regeneration and environmental organisations; private green space managers; and the green space jobs and skills sector.

The Green Grid process includes the formation of Area groups, to implement the Green Grid vision, objectives and projects, at the landscape scale. By utilising and expanding existing structures and forming new groups where they do not exist already, 11 ALGG area groups have been established across London. A London-wide Project Board and a Working Group provides the strategic management structure for the ALGG project.



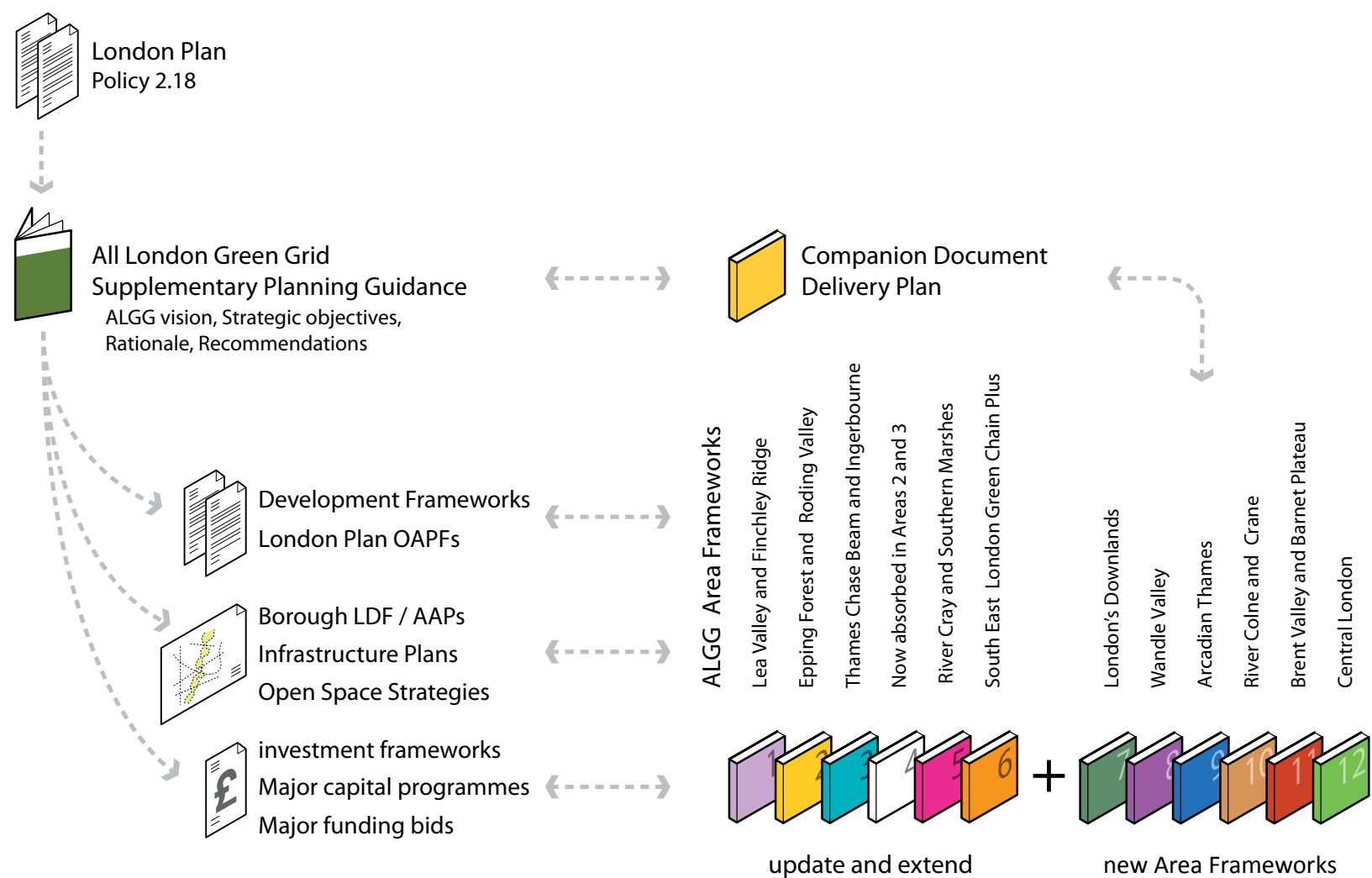




The map above illustrates the strategic Framework Plan for the All London Green Grid SPG to the London Plan. The composite drawing illustrates open space typologies, open space deficiency and primary transport corridors. It identifies strategic opportunities for the Green Grid area.

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- Strategic Corridors
- - - Strategic Links
- Metropolitan Park Opportunities
- Regional Park Opportunities
- Regional Parks
- Metropolitan Parks
- District Parks
- Local Park and Open Spaces
- Small Open Spaces - Pocket Parks
- Other / Private Open Spaces
- Strategic Walking Routes
- Strategic Cycling Routes



Area Frameworks have 4 Sections

Section 1  
Area Strategy

This section examines the context and baseline conditions, to propose a vision, area objectives and a set of area strategic opportunities in line with the ALGG SPG. Together these form a framework for future change, project development and evaluation.

Section 2  
Project Identification

A schedule of project suggestions for consideration by the area group, design advisor and working group. Including interventions to be delivered through development, and those requiring site acquisition. Each project is mapped and described in a rolling project list.

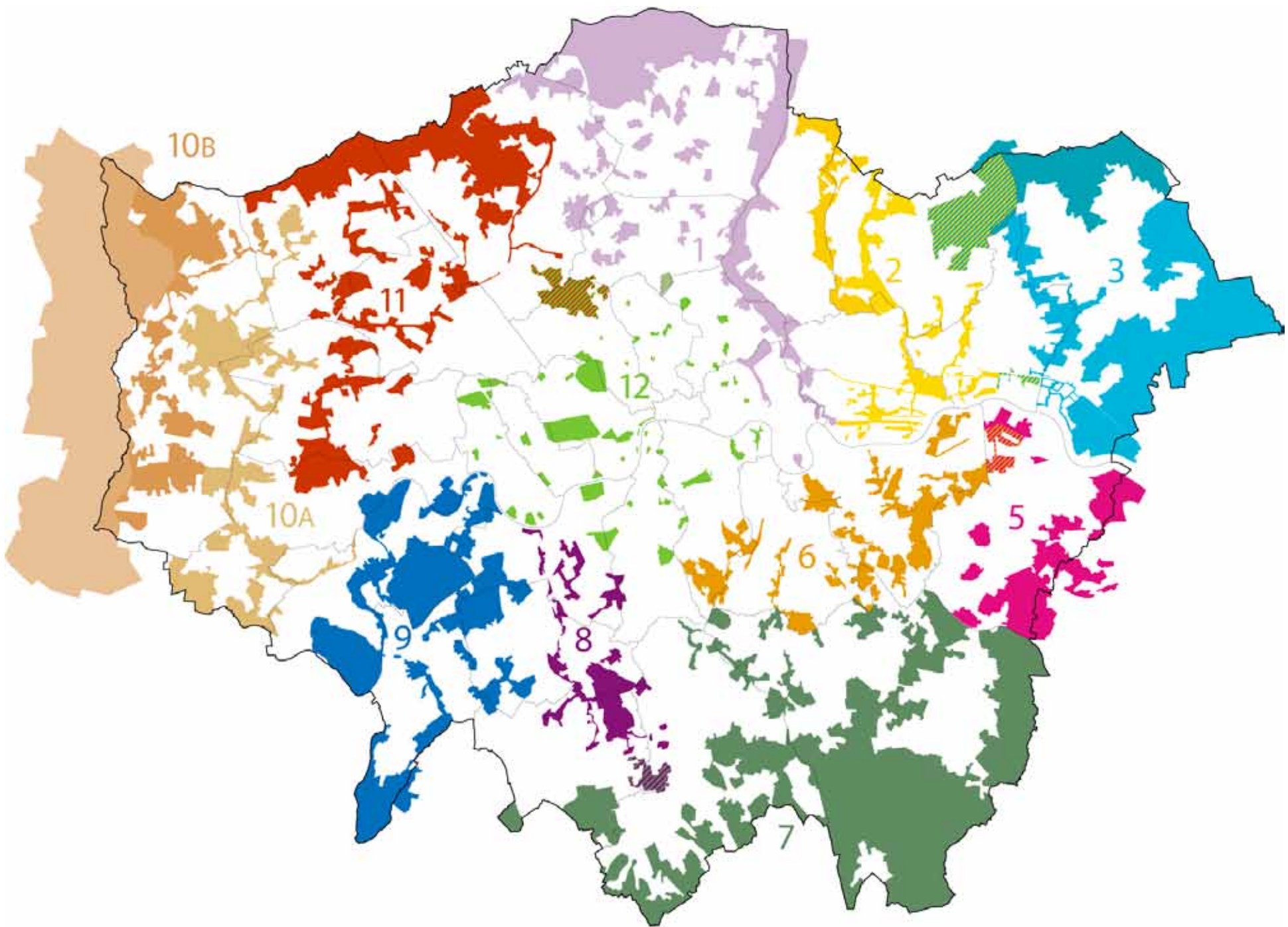
Section 3  
Phase Two Delivery

The results of the area's project review and assessment, identifying the projects which best deliver the strategic objectives, as well as those which are feasible and deliverable. Thereby constituting a next phase of delivery.

Section 4  
Forward Strategy

The area chair and design advisor summarise a particular delivery and funding strategy to take forward the first phase of delivery.





The ALGG SPG proposes that London be divided into eleven Green Grid Areas as illustrated above. The formation of ALGG Area steering groups will bring together the London boroughs, representatives of partner agencies and other stakeholders to develop and implement the Green Grid vision, objectives and projects, area by area.

- |   |                                    |    |                                 |
|---|------------------------------------|----|---------------------------------|
| 1 | Lea Valley and Finchley Ridge      | 7  | London's Downlands              |
| 2 | Epping Forest and River Roding     | 8  | Wandle Valley                   |
| 3 | Thames Chase, Beam and Ingrebourne | 9  | Arcadian Thames                 |
| 4 | Is now absorbed in Area 2 and 3    | 10 | River Colne and Crane           |
| 5 | River Cray and Southern Marshes    | 11 | Brent Valley and Barnet Plateau |
| 6 | South East London Green Chain Plus | 12 | Central London                  |

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View from Armada Green to Barking Creekmouth



# Area Strategy

**This section examines the local and strategic context to establish a distinct vision and set of opportunities for Epping Forest and River Roding. These have been developed to establish a framework for future change, project development, evaluation and prioritisation.**

# Area Strategy – Area Description

## Area Description

The Epping Forest Roding Valley Green Grid Area includes the boroughs of Barking and Dagenham, Newham, Redbridge and Waltham Forest. The area includes four of the landscape character zones identified by Natural England. The Natural Signatures of each of the relevant landscape zones are set out below.

**Landscape zone Natural signature**  
**Essex Plateau** | Mosaics of ancient woodland, wood pasture and acid grassland within the former royal hunting ‘forests’ at Epping Forest and Havering

**Roding River Valley** | Narrow, sinuous course of the upper Roding where the riverbanks are lined with willow

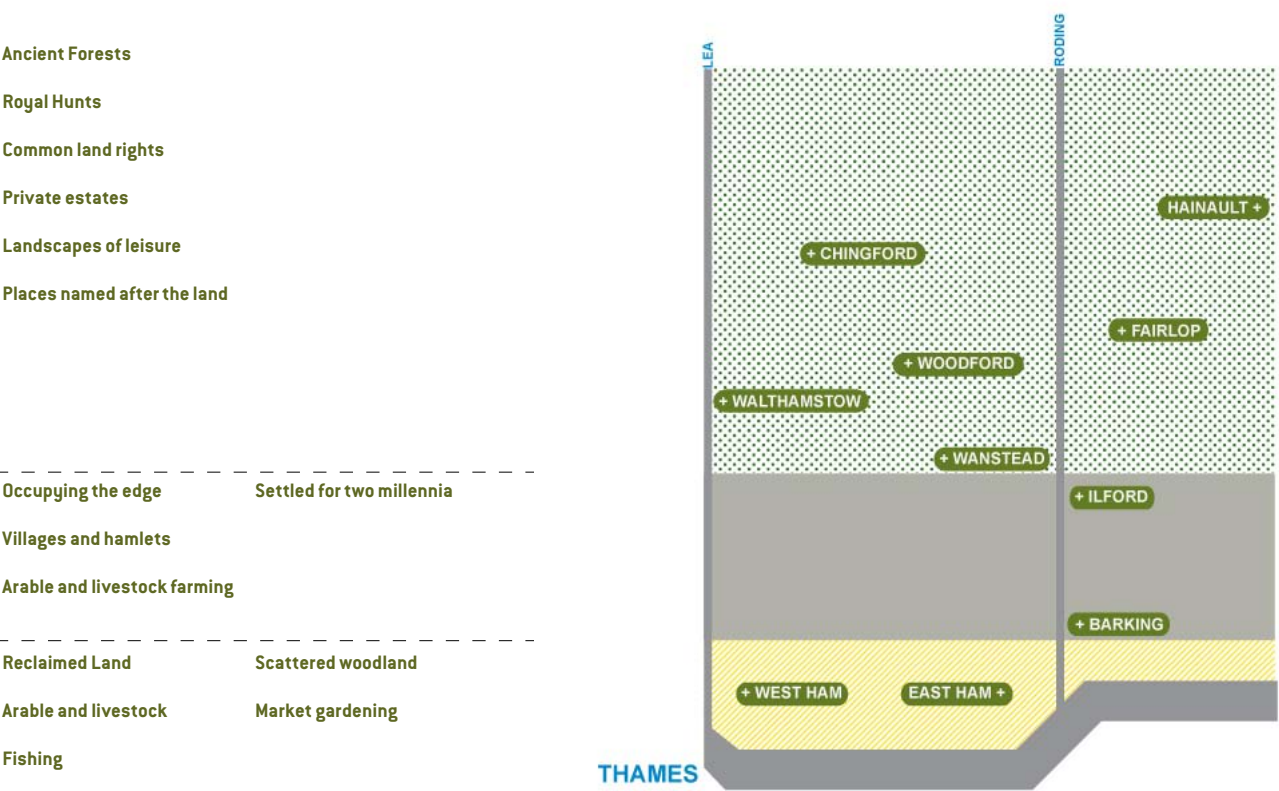
**North Thames Terraces** | Flat, open grassland, stepping up from the Thames, with narrow sinuous strips of woodland marking the alignment of tributary creeks

**Lower Thames Floodplain** | A vast, flat riverside zone of grazed saltmarshes grading to reedswamp, mudflats and the wide tidal Thames – the most striking and immediately visible natural element in London

The area description is accompanied by diagrams illustrating the evolving landscape character of the Epping Forest River Roding area during three periods; preindustrial, industrial and postindustrial. These diagrams distil the essence of the changing character and uses from these periods, which have always been intrinsically linked to their location. The bottom band primarily relates to the River Thames and the ongoing challenge of taming, reclaiming and exploiting this resource. The central band relates to the area where human occupation has been the most dense throughout history. The upper band has been influenced most significantly by ancient forests and their changing use.

The ancient forest of Epping Forest are the remnants of the former Royal Hunting Forest extending almost 17km along the ridge between the rivers Lea and Roding from Forest Gate in the south to Epping in the north. At almost 2500ha it is the largest open space in London. Epping Forest has a natural character and there is a diverse habitat matrix including woodland, grassland, heathland, rivers, bogs and ponds. Two

## Preindustrial landscape character diagram (Domesday to 1850)



significant acts of parliament were passed in 1878. The Epping Forest Act appointed the City of London as the conservator with an edict that required the forest to be, “unenclosed and unbuilt on as an open space for the recreation of the people.” The strictures of the Epping Forest Act 1878 influenced how the town centres of these municipal boroughs could grow and preserved a landscape quality that encouraged sustained urban growth. The landscape structure of Epping Forest informed the development patterns, an early precedent for All London Green Grid planning policy.

The North of the Forest has pockets of quietness and generally has a peaceful character, including the areas of Chingford and Woodford. Centenary Walk runs the length of the Forest from Manor Park in the south to Epping in the North. The periphery of the area is characterized by open spaces, fields and meadows along the River Roding and scattered woodlands and forest along the ridge and towards the River Ching in the west. The southern part of the Forest extends to Wanstead Flats. Wanstead Park (grade II listed) was once home to the finest Palladian mansion in Britain, Wanstead House that was demolished in 1824. Remnants of the estate are still visible in the parkland

with artificial lakes, temples, grottos, mounts and formal vistas defined by avenues of trees. To the south of the park is the City of London Cemetery.

The River Roding rises near Dunmow, Essex and flows into the tidal, Barking Creek at River Thames. Just north of the metropolitan boundary the river flows through the Roding Valley Meadows, the largest traditionally managed river-valley habitat in Essex.

The Roding Valley south of Loughton is dominated by road and utilities infrastructure and contains areas of degraded open spaces. Amenity grass is the dominant land cover and there is relatively little tree cover. The smaller waterways have largely been canalised and straightened and in many places is no more than a concrete drain, such as parts of Seven Kings Water and the Mayes Brook. The earliest evidence of the human occupation of Ilford was recorded at the Uphall Camp of the 1st and 2nd centuries, located between Ilford Lane and the River Roding. Ilford was also the location of only complete mammoth skull found in Britain, discovered in 1860.



## Area Strategy – Area Description

The River Roding forms a confluence with the River Thames at Barking Creek. Barking Creek has always been a working resource; from the Abbey Mills of the 12th Century, to the largest fishing fleet in England in 1797 (the Short Blue Fleet) to working industrial wharves of the early 1900s. Fishing was the most important industry in the area from the 14th to the 19th century. Industrialisation continued at a pace throughout the early 20th century first evidenced at Creekmouth with Lawes Chemical Works and the subsequent power station. The changing nature of the landscape was often facilitated by a series of land acquisitions, where small areas of land were bought and agglomerated into larger parcels. These surrounding areas are characterised by extensive sites of previously developed land, most of which do not contain accessible green space. The lower reaches of the river are tidal and semi tidal as far north as the Redbridge Roundabout. The Roding Valley Way exists in sections but is incomplete. Land cover is mainly amenity grass and rough grass with lakes providing the main features of interest. To the south of the A13(T) the area is dominated by industrial areas on the River Thames floodplain where an extensive programme of land remediation is ongoing.

The Domesday Manor of Barking (1086) was comprised of a flat mixed landscape of woodlands, large open fields of arable land, livestock pastures and meadows stretching down to the River Thames. There is a note of a vineyard adjoining Barking Abbey (founded in 666) in the Middle Ages. Throughout history attempts to cultivate the Barking marshes have been heavily influenced by the threat of flood, evidenced by stone age and roman tools found at Barking Creek and Ripple and descriptions of the early flood defences such as the Albrow Wall which helped the “inning” (reclamation) of the marsh at the Barking and Ripple Levels. The threat of flooding is a consideration just as relevant to development in the area today such as Barking Riverside. Located within the wider London Riverside development area, Barking Riverside is a 20-year phased mixed use development on brownfield, postindustrial land. The site will include 10,000 new homes, improved transport links, public facilities and a network of new open spaces.

The park network within Barking and Dagenham is characterised by a mosaic of large parks set in urban residential mass. Throughout history common arable and marshland sat alongside common wastes, the largest of which was Hainault Forest. These examples

### Industrial landscape character diagram (1850 - 1960)

Ancient Forests

Acts of parliament leading to development control

Occupying the edge

Town centre consolidation

Population boom

Reclaimed Land

Working docks and wharves

Employment Areas

Pockets of forest survive

Infrastructural barriers

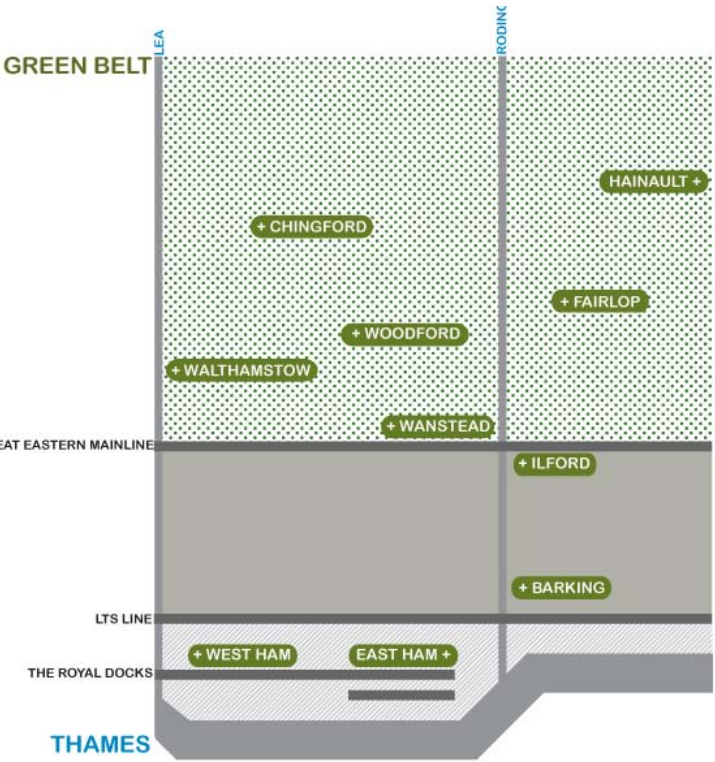
Victorian park networks

Cemeteries

Cutting edge industry

Energy and waste

Pioneering intermodal transport



of ancient common land, paint a picture of the early agricultural patterns. Throughout the middle ages scattered parcels of land comprising small estates and holdings were found throughout Barking and are a landscape characteristic similar to the existing mosaic of urban parks. Today these parks provide a valuable resource for some of London’s poorest wards. The main barriers to access are large scale infrastructure in terms of strategic road and rail corridors which restrict movement north to south and east to west. This area also includes some of the lowest areas of tree cover in London, with Barking and Dagenham the lowest of all outer London boroughs.

Walthamstow was a largely rural area with a landscape character defined by arable fields until the 19th century. A period of forest clearance similar to the adjacent areas of West Ham and East Ham in the south removed much of the wooded areas, as ground was broken for tillage. Common rights existed for these areas and in the south west of the area Lammas rights remained until the 1930s. By the mid 19th century few remaining wooded areas remained save for those associated with Epping Forest, Highams Park, Hale Brink Woods and Belle Vue. At this time market gardening and nursery gardening developed servicing

the needs of London, at sites in Leyton and Whipps Cross for example.

Newham is bounded by three rivers, the Thames to the south, the Lea to the west and the Roding to the east. The northern boundary is framed by Wanstead Flats. Farming was the most significant occupation until the 19th century. Significant change to both the landscape character and social demographic occurred in the 1850s with the construction of the Royal Docks, the completion of Bazalgette’s northern outfall sewer and notably the opening of the Beckton Gas Works in 1870.

The dock was the world’s largest and was pioneering with respect to rail and water transport interchange. This change of use encouraged new residents into the area from all over the world. Several strategically significant land uses occupy parts of the dock, including the Excel Centre north of the Royal Victoria Dock and London City Airport, which lies between Royal Albert Dock and King George V Dock. Within the area there are also several safeguarded wharves.

# Area Strategy – Area Description

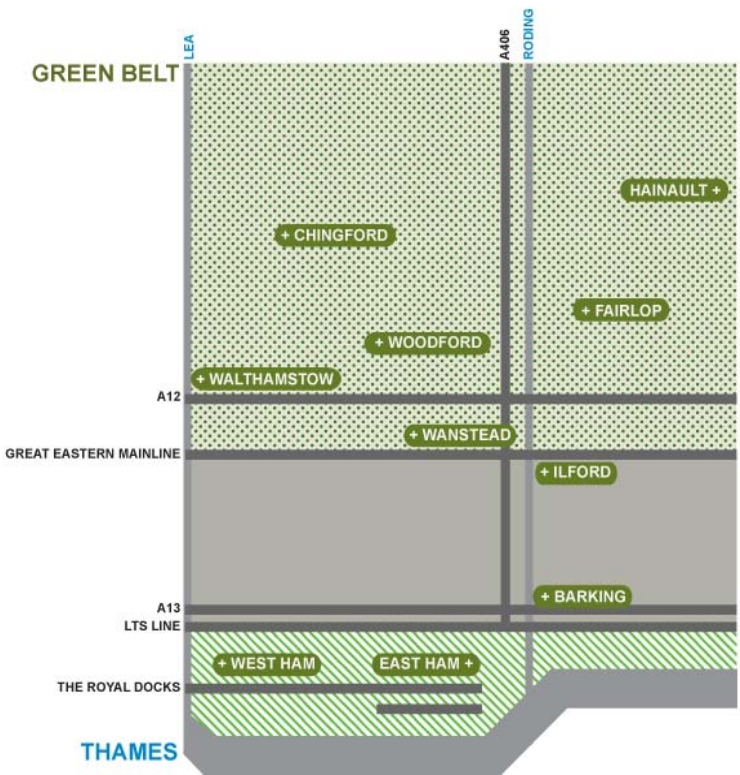
## Area Description

The preceding series of landscape character diagrams illustrate the potential to create a vision for this area embedded in the history and evolution of the landscape character, social geography, the needs of the changing inhabitants both locally and London wide; which embraces the peculiarities of the place (the genius loci).

## Postindustrial landscape character diagram (1960 - present)

- Ancient Forests
- Sport and recreational landscapes
- Access to nature
- Lost river habitats
- Strategic walking routes
- Comparatively affluent communities

- |                                    |                         |
|------------------------------------|-------------------------|
| Occupying the edge                 | Lost Rivers             |
| Metropolitan centres               | Deprived communities    |
| Infrastructural barriers           | Municipal park creation |
| Reclaimed Land                     | Limited public access   |
| Safeguarded wharves                | Strategic sites         |
| Degraded natural landscape quality | New communities         |



The Woolwich Ferry and the Thames foreshore

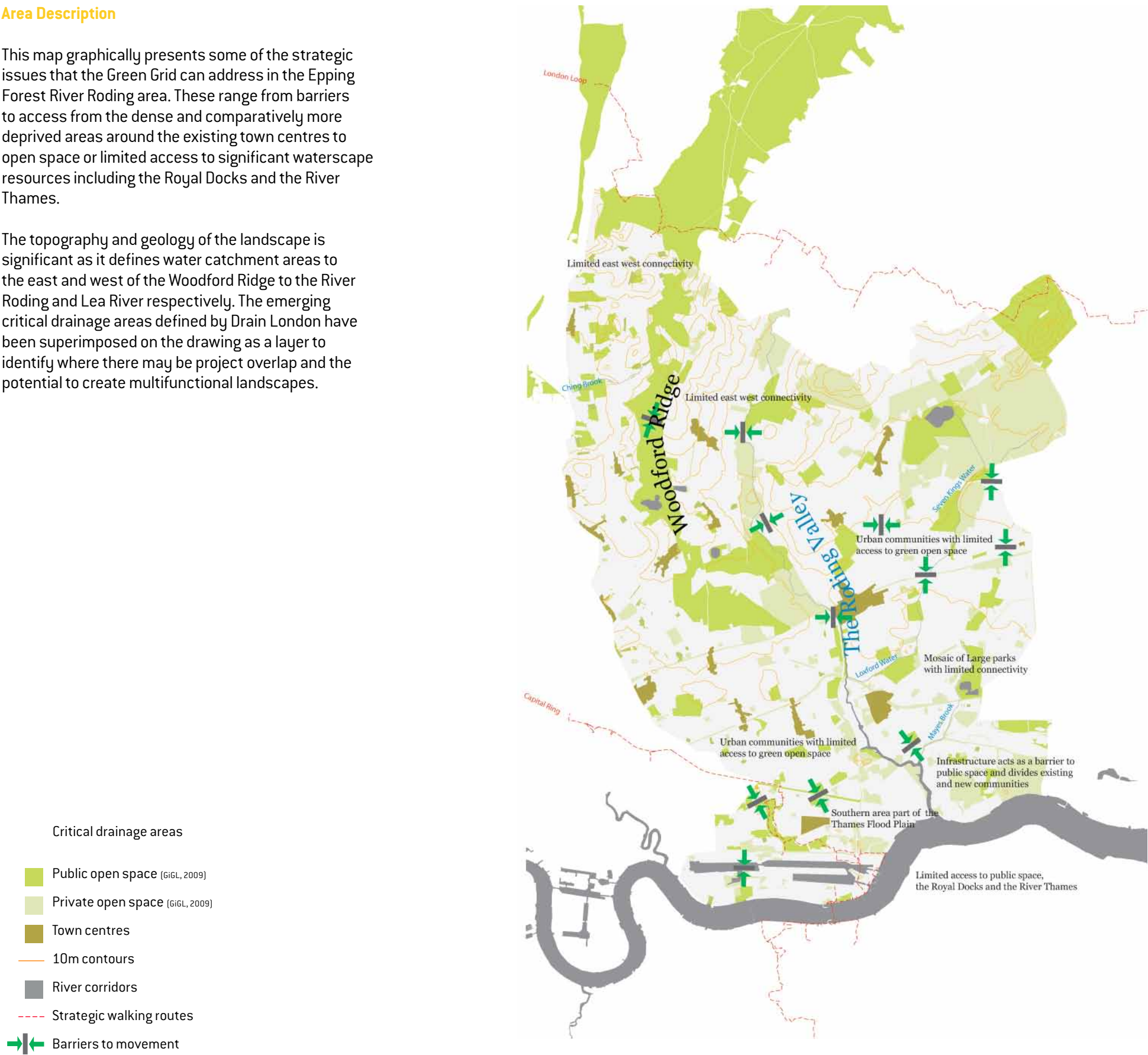


# Area Strategy – Area Description

## Area Description

This map graphically presents some of the strategic issues that the Green Grid can address in the Epping Forest River Roding area. These range from barriers to access from the dense and comparatively more deprived areas around the existing town centres to open space or limited access to significant waterscape resources including the Royal Docks and the River Thames.

The topography and geology of the landscape is significant as it defines water catchment areas to the east and west of the Woodford Ridge to the River Roding and Lea River respectively. The emerging critical drainage areas defined by Drain London have been superimposed on the drawing as a layer to identify where there may be project overlap and the potential to create multifunctional landscapes.



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# Area Strategy – Strategic Context

## Strategic Context

The following analysis extracts key objectives from the relevant core strategies adding another layer of information to inform the vision for the area.

### Barking and Dagenham

Historically the population of Barking and Dagenham has been fairly stable and predominantly white however predictions indicate the population will rapidly increase by around 60,000 and become more ethnically diverse in the next 15 years. The borough is the one of the nine most deprived in London. The principal areas of growth are identified as Barking Riverside, Dagenham South and Barking Town Centre. The Joint Strategic Needs assessment identified improving health as a significant challenge in the area, with priority wards identified as Gascoigne and Thames in the south west of the Borough. The core strategy identifies improvements to existing open spaces to enhance user satisfaction through environmental enhancement, water management and flood protection, connectivity between parks via tree lined streets, wildlife corridors, cycle routes and enhanced biodiversity particularly along the banks of the River Roding and River Thames.

### Redbridge

The population of Redbridge is expect to grow by around 13% in the next 10 years. The Borough is relatively diverse with some of the most ethnically diverse wards in London in Loxford and Clementswood. The population density is slightly lower than the London average. The core strategy identifies a Green Environment as strategic policy setting out an approach to protecting open spaces and promoting nature conservation and providing recreational areas for residents and visitors. This has informed an approach to urban development that is intensified in centres such as Ilford and Gants Hill thus preserving Green Belt land. A third of the Borough is designated as Green Belt.

The Ilford Area Action Plan identifies areas for improvement of the public realm with Station Square and Unity Square two new public spaces that will be delivered as part of mixed use developments. Improving access to the Roding Valley is also identified as a key policy to enhance informal and formal recreation in the area.

### Waltham Forest

The population of Waltham Forest is relatively young and diverse, with greater diversity in the south and west of the Borough. Health and deprivation is worse than average across London. The green belt of Waltham Forest has long determined the development patterns of the borough. The majority of the open spaces occur at the periphery of the Borough. Accessibility is often difficult particular to the west and the Lea Valley where railways, canals and industrial areas are barriers to movement. The Core Strategy states that improving the participatory cultural and leisure offer of the Borough is key objective and notes the existing network of parks and open spaces is under utilised in this respect.

### Newham

Newham has one of the youngest and most diverse populations in Britain. The borough has several large public parks and access to the Royal Docks and the River Thames. Local connectivity between residential neighbourhoods and the open space resources need to be addressed in parallel to existing and improved transport connections such as Crossrail. Newham's Core Strategy makes a commitment to improved existing public spaces and create high quality new spaces. Zoning of areas such as Beckton Riverside and Thameside East as strategic industrial locations are considered alongside the managed transfer of other industrial lands to other uses. The focus of development is identified in the Arc of Opportunity which extends from Stratford in the North to Canning Town and through the Royal Docks and Beckton. The remaining areas is known as Urban Newham where the majority of existing residents live, ensuring the Arc of Opportunity benefits these communities is a key objective of the strategy. Policies relating to flood risk, improved biodiversity, access to open space and the provision of a diverse range of open space typologies are identified as having the highest priority.

The Newham Future needs report identifies a number physical, social and green infrastructure projects for delivery in the next 5-10 years with an emphasis on improved health and greater participation in sports. Significant investment is proposed across the borough with multifunctional improvements already identified, notably in Beckton District Park, New Beckton Park, Central Park and Plaistow Park as target locations for implementing play and sports and activity hubs initiatives in the next 3-5 years.

Plashet Park, The Greenway, Brampton Park and Gooseley's Playing fields are identified as priorities for a masterplanning exercise to improve play, sports and activity and to diversify use for example through improved event infrastructure.

The AAP for the Royal Docks identifies three key factors that influence the potential for regeneration in this area: its strategic location in East London and the Thames Gateway; the availability of vacant or underutilised industrial land: transport infrastructure improvements such as the DLR and Crossrail. The AAP sets out policies for the provision of improved leisure an open space within a diverse mix of business, high technology, green enterprise, education, mixed use and residential zones. At a local scale improved access to the docks, riverside and open spaces through high quality design is essential.

It should be recognised that Goodmayes Hospital and its surrounding land was allocated as a housing and/or education opportunity in the Crossrail Corridor Area Action Plan (adopted by the Council in September 2011) and is therefore a 'Strategic Housing Land Availability'.

It should be noted however that the Council is currently reviewing its LDF Core Strategy to cover the 2013-28 period, and whilst this will still be consistent with, and indeed informed by, the London Green Grid there may be a requirement for some factual updates. The Core Strategy Review Preferred Options Report proposes five 'Investment Areas' in and around Ilford, the Crossrail Corridor, Gants Hill, Barkingside and South Woodford. The Green Grid will be of particular relevance to the Barkingside and Crossrail Corridor Investment Areas as they include land around Fairlop tube station and Goodmayes/King George Hospitals which is deemed to no longer meet its Green Belt purpose and is therefore proposed for release. This presents an opportunity for the delivery of sustainable Garden Suburbs, infrastructure provision, open space enhancement and potential re-designation as 'Local Green Space' in accordance with the Government's National Planning Policy Framework. The Investment Areas will seek to maximise the potential benefits from enhancements to Fairlop Plain and improve linkages between town centres and established open spaces.

- LB Redbridge

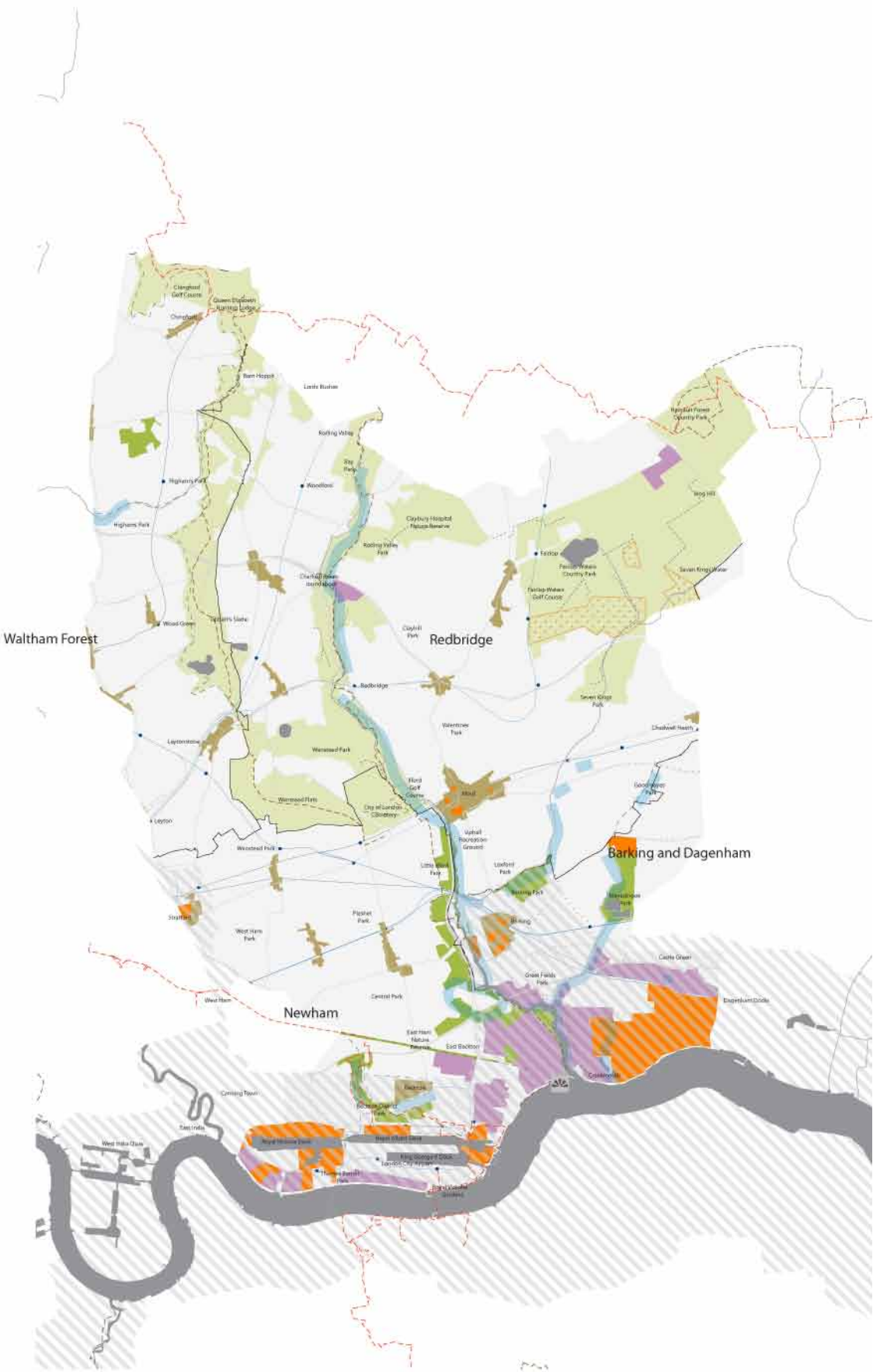


# Area Strategy – Strategic Context

## Strategic Context

This map illustrates development context for the ALGG Area 2. Information has been collated from the UDPs, core strategies and development frameworks of Newham, Barking and Dagenham, Redbridge, the Environment Agencies recommendations for river restoration. It also identifies a mutually beneficial relationship with the Green Arc to the north.

- Metropolitan Open Land
- Green Belt
- London Thames Gateway
- Town Centres
- Strategic Housing Land Availability
- Strategic Industrial Land
- Locally Significant Industrial Sites
- Gravel extraction sites
- Environment Agency River Restoration
- Borough walking, cycling, bridleway
- Borough green space connections
- Borough tree lined streets
- Landmarks, prospects, views



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# Area Strategy – Vision

## Vision

The landscapes of the Epping Forest and River Roding are varied and complex. This is a landscape where corridors of green belt reach south to large areas of inner city regeneration. Much of the landscape could be considered peripheral, fragmented networks of open space either on the edge of structures, or disconnected marginal places severed by railways, highways or energy infrastructure.

Many of these spaces or environments have been left over in a response to our need for ever grander and faster transportation corridors, where the pedestrian and the local resident have not been a priority. In these situations the term ‘landscape’ seems inappropriate in a classical sense and ‘open space infrastructure’ more representative. The projects in this framework seek to redress this situation responding directly to the sense of acceleration and fragmentation to define ‘slow-scapes’; coherent and dynamic open spaces providing access and connectivity where at present there is none.

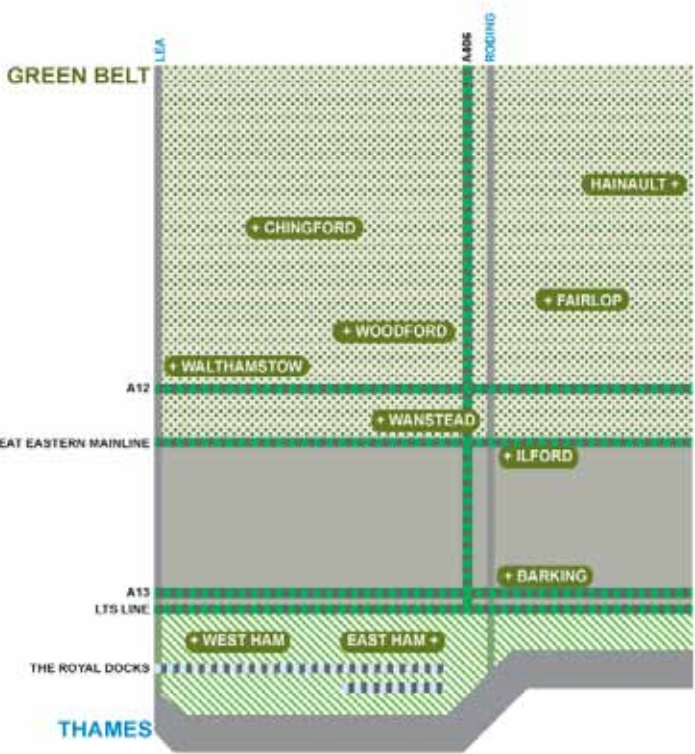
The Green Grid provides the opportunity alongside many other local initiatives to harness the process of change and to address the pedestrian and cyclist rather than the motorist. The opportunity exists to recognise and interpret the consequences of human and natural systems, to reveal ecologies and enhance them; putting meanders back in the river, creating bigger urban sponges to respond to climate change and the requirement for greater and more effective flood attenuation, including ambitious large scale landscapes associated with new areas of housing such as Barking Riverside . The Green Grid landscapes must be multifunctional and at all scales the land needs to be worked harder. The projects need to qualify as ‘green infrastructure’, flood alleviation, ecological corridors, microclimate modifiers, social and economic regenerators, improve the wider public realm or be considered in connection with community initiatives to raise the status and aspirations of the Green Grid projects to that of a virtual exemplary green framework for East London.

The Green Grid should create projects that read the land, work with the archaeology of the site or region, its soils, geology, climate, ecology, local and regional culture. At the same time they also need to respond

## Area Strategy – Vision for the future

- Ancient Forests
- Improved access form Town Centres to open space
- Extend east west cycle and pedestrian corridors
- Improve connections to nature and diversify habitats
- Enhance existing habitats
- Complete strategic north south routes
- Expanded network of green skills and training
- Sport and Olympic Games legacy

- |                         |                        |
|-------------------------|------------------------|
| Occupying the edge      | Tree planting          |
| River restoration       | Celebrate heritage     |
| Improved existing parks |                        |
| Reclaimed Land          | Accessible waterscapes |
| Green Enterprise        | Leisure and recreation |
| Biodiversity            | New communities        |



directly to the social, cultural and healthy agendas set out in the respective core strategies.

The key assets of the Roding Valley and Epping Forest area that have been considered in the definition and refinement of the Green Grid projects are:

- the watercourse of the River Roding
- the proximity of metropolitan centres and major urban centres to the green belt
- the continuous network of open spaces and links within Epping Forest connecting the urban with the green belt
- the scale of Fairlop Plain and the potential to redefine a productive landscape for the wider benefit of London
- the historic remnants of designed landscapes
- the industrial heritage of the Lower Roding
- the proximity of east-west and north-south strategic footpaths
- the potential to create a metropolitan visitor offer in Fairlop Plain recreating the spirit of the Fairlop Fair
- the connection of the visitor offer in Epping Forest east towards Havering through Redbridge
- major projects: The River Roding Metropolitan Park Barking Riverside and Beckton Loop Masterplan

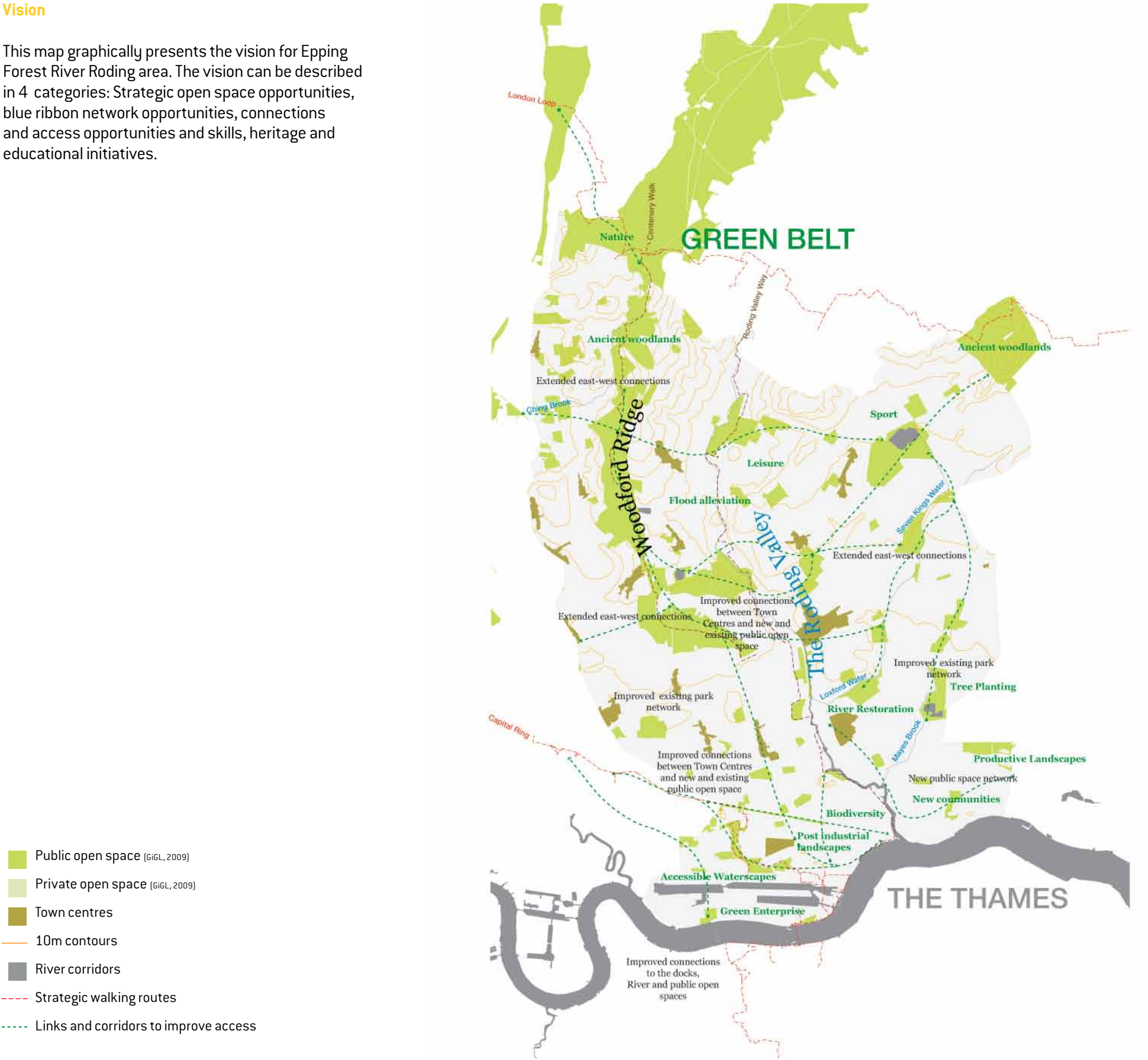
enhance the cultural identity, amenity and open space quality provision.  
- The Royal Docks as a Green Enterprise Zone and leisure and activity zone



# Area Strategy – Vision

## Vision

This map graphically presents the vision for Epping Forest River Roding area. The vision can be described in 4 categories: Strategic open space opportunities, blue ribbon network opportunities, connections and access opportunities and skills, heritage and educational initiatives.



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# Area Strategy – Objectives



## Increase access to open space, the Green Belt and the urban fringe

To improve the quantity and quality of accessible open space and to enable people to access it more easily, especially in areas of deficiency, through;

- Overcoming physical barriers (i.e. rivers and streams, railways, roads) to existing and new open spaces
- Negotiating and enabling access to open space where access to the land is currently restricted by the landowner (e.g. utility companies such as Thames Water)
- Completing the north south recreational route down the Roding Valley, connecting Epping Forest to the Thames
- Developing interconnected and linear parks along other existing watercourses such as the Roding, Chingbrook and Loxford Water
- Ensuring all opportunities offered through redevelopment of the urban fabric, particularly existing industrial areas (e.g. London Riverside) optimise the access to and the interface with the open space network
- Developing a network of routes that offers users a range of recreational opportunities and experiences
- Improving access to and through current parks and open spaces such as Fairlop Waters Country Park, Beckton District Park, Wanstead Park and Epping Forest to give benefit to neighbouring urban areas
- Improving routes within existing parks to the north to enhance access to surrounding countryside



## Conserve landscape and the natural environment and increase access to nature

To improve visual and physical access to nature, especially in areas of deficiency, through;

- Encouraging connectivity of habitats along the Roding Valley and its tributaries to encourage biodiversity
- Strategic improvements to river courses including naturalisation, de-canalisation, habitat creation, species re-introduction, and improved management regimes of the water network and surrounding landscapes (eg. Ching Brook and Loxford Water)
- Identification and protection of natural resources and the habitats of protected species, and, where non-disruptive, enabling access to currently inaccessible sites
- Optimising the ecological value of sites of nature conservation importance, such as Roding Valley Meadows and Hainault Forest Country Park
- Developing public facilities and activities which encourage public understanding and engagement with their local natural landscapes
- Enhancing physical access in and around Roding Valley Meadows to improve access to nature for residential and business communities in the south
- Creation of community gardens out of derelict garages in Barking and Dagenham



## Adapting to climate change

To utilise the open space network to help minimise flood risk and reduce the impact of the ‘heat island effect’, through;

- Increasing flood storage capacity through increased open space provision within the flood zone, and where appropriate the de-canalisation of watercourses such as the Mayes Brook within Mayesbrook and Goodmayes Park
- Reducing rates of water run-off by promoting the installation of green roofs and sustainable urban drainage through development policies.
- Changing management regimes of amenity open space to cope with increased areas of street tree cover and natural planting to provide shade and counteract the ‘urban heat island’ effect
- Utilising the potential of flood defence structures to create paths and improve access to currently inaccessible open space, such as the Barking Barrage
- Coordinating project investment with the emerging Drain London strategy to optimise opportunities for flood mitigation



## Making sustainable travel connections

To improve connections to and between open spaces, to create an integrated network of green space. This can be implemented through;

- Completing the strategic north south cycle and pedestrian routes down the Roding Valley and throughout Epping Forest
- Extending and enhancing cycle routes (e.g. Sustrans Greenways) through the open space network particularly in an East West direction and throughout the Royal Docks
- Developing pedestrian and cycle routes through the Green Belt as a major sustainable transport route
- Improving routes from urban centres and transport hubs to the open space network
- Capitalising on the routes of watercourses to create characterful pedestrian and cycle routes
- Delivering new pedestrian and cycle routes across existing infrastructural barriers
- Developing routes linking the Roding Valley and Epping Forest and beyond for neighbouring communities
- Negotiating access to strategic routes that are currently inaccessible
- Building upon existing walking and cycling routes such as the Capital Ring, the London Loop, the Thames Path, and Sustrans national routes





Enhancing distinctive visitor destinations and boosting the visitor economy

To improve the quality and range of visitor destinations to attract visitors from near and far through;

- Improving and publicising existing visitor attractions, facilities, and amenities including nature reserves, golf courses, equestrian centre, football and athletics pitches, scenic walking routes, heritage features
- Promoting the inherent characteristics of the Roding Valley and Epping Forest, with its varied natural and man-made landscapes as a visitor destination
- Encouraging local organisations to maximise the potential of current facilities and introduce new activities within the existing open space network
- Encouraging the coordination of diverse and complementary programmes and facilities by various authorities, landowners, and organisations
- Encouraging and facilitating the organisation of events by local communities and offering open days to encourage a sense of place, ownership and shared local identity
- Developing and supporting new visitor destinations such as the Royal Docks, Fairlop Waters Country Park, Roding Valley Meadows, Valentines Park, Queens Lodge, Ray Park and Abbey Green



Promote healthy living

To ensure that the green space network within the area supports the development of healthy communities through;

- Improving existing and creating new play-spaces and sports facilities within the open space network
- Improving the access to the open spaces of the area for healthy recreational opportunities, including walking, gardening, cycling and horse riding
- Maximising the opportunity for the Roding Valley and Epping Forest areas to become a focal point for sustainable urban neighbourhoods
- Encouraging the use of sustainable travel connections
- Identifying areas of health inequality and obesity in relation to the open space network, and improving access to open space for those in most need
- Providing suitable facilities and activities for the local demographic such as sports facilities for young people and easily negotiable routes for the elderly in places like Beckton District Park and Mayesbrook Park



Promote sustainable food production

To build upon the presence of existing productive landscapes within the Epping Forest and River Roding area through;

- Improving the quality and facilities of existing allotment sites
- Creating new food growing opportunities, allotment sites and community gardens within the open space network, such as the creation of community gardens out of derelict garages in Barking and Dagenham and productive landscapes for a further sixty sites
- Encouraging and enabling social enterprise schemes
- Looking for opportunities to extend the provision by exploring possibilities for creating other productive landscapes including coppicing, fish ponds, grazing meadows
- Develop the walled garden at Ray Park and productive landscape and education resource



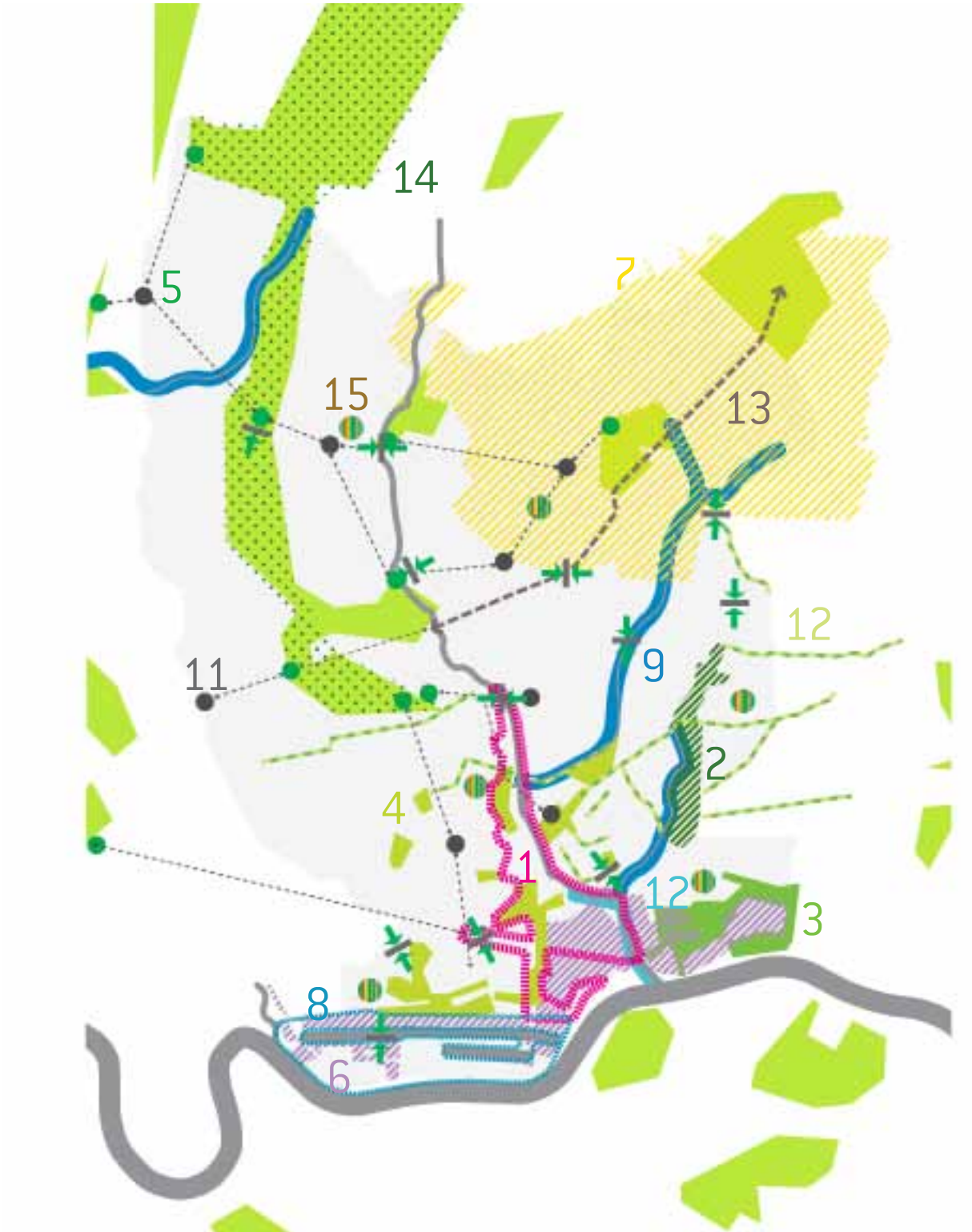
Promote green skills and sustainable design, management and maintenance

To develop green space and green infrastructure sector skills in order to maintain a high quality green space network and support London's transition to the low carbon economy through;

- Engaging the public with open days, short courses, and opportunities for voluntary work
- Integrating climate change mitigation and adaptation into all areas of green skills education and training
- Providing coordination, access to expert advice, training and knowledge transfer across various green space organisations
- Providing instructional signage and interpretation throughout the green space network
- Projects in this area include, Branching Out and the Royal Docks enterprise zone

## Area Strategy – Opportunities

The following pages identify and locate the strategic opportunities within the Epping Forest and Roding Valley Green Grid area. These opportunities enhance existing initiatives and identify further opportunities to delivery of All London Green Grid Objectives, to satisfy Local Authority Core Strategy policies and to implement projects on the ground



# 1

### Lower Roding Metropolitan Park

To create a Metropolitan Park linking the River Roding from Ilford to Barking Creek and the Beckton Park Link and consolidating a series of fragmented open spaces, improving access to maximise pedestrian and cycle connectivity and restoring the River Roding and its tributaries, incorporating flood storage and alleviating urban run-off, improving awareness and enhancing biodiversity.





2

**Mayesbrook and Goodmayes links**

Improve the ecological and human linkages between Mayesbrook Park and Goodmayes Park & Recreation Ground in order to address the Metropolitan Park deficiency. Improve the quality of the park and with the Gorsebrook as a focus remove culverted sections, improving water quality and restore naturalised river banks and floodplains. Provide access along the Goresbrook Link from Parsloes Park through Goresbrook Park.



3

**Barking Riverside Open Spaces**

Create a linked network of high quality accessible open spaces with a strong wetland character, along the London Riverside Link between The Thames and Dagenham Dock.



4

**Barking Town Centre and East Ham open spaces**

Improve access, diversify use and improve the quality of the existing open space networks of Barking Town Centre and Urban Newham. Promote Abbey Green as the catalyst to create links south through the Gascoigne Estate to Barking Riverside and Beckton District Park to link north to Green Street, Plashet Park and Wanstead Flats. Create new open spaces and deliver the Beckton Park Link.



5

**Urban to Green Links**

Improve links between the urban communities of Waltham Forest, Newham, Redbridge and Barking and Dagenham through Epping Forest to the Green Belt, Lea Valley and beyond to Essex. Create coherent legible routes from Wanstead Flats following the route of the Centenary Walk through Walthamstow and Highams Park. The Essex Plateau, Northern Outfall Sewer, London Olympic, Fairlop and Highams Park Links would be part delivered by this opportunity.



6

**Post-industrial and vertical landscapes**

Maintain and enhance the ‘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. Brownfield habitats, vertical landscapes and roofscapes should be designed into new developments and managed alongside accessible public space.



7

**Fairlop Plain**

The creation of a strategic network of green infrastructure in Fairlop Plain that focuses on improving the quality of the existing open spaces and developing much improved physical links between them. The Essex Plateau and Fairlop Links would be part delivered by this opportunity.



8

**Royal Docks green routes and blue ribbons**

Improve public space connections to the Royal Docks through the Arc of Opportunity between Canning Town, Thameside West and Beckton East and north towards Urban Newham connecting to the Greenway . Enhance access to the River Thames and the docks through high quality public spaces and mixed use of the waterscapes.



9

**Lost Rivers**

Improve and link Waltham Forests, Redbridge and Barking & Dagenham’s ‘lost rivers’ north to the Essex countryside and south to the Thames, i.e. the Ching corridor, Seven Kings corridor, Mayes corridor, Gores corridor, Loxford corridor, enhancing public access, the promotion and preservation of inter-tidal habitat creation and promoting flood protection. The Highams Park Link would be part delivered by this opportunity.





10

**Barking Creek**

Preserve and enhance natural habitats around Barking Creek to establish wetland habitats such as grazing marsh, reed beds, ponds and wet woodland, increasing accessibility with potential for productive uses within Newham, to maintain the navigability of the lower Roding for commercial and leisure use.



11

**Green crossing grey Infrastructure**

Enhance access and connectivity across major east-west infrastructure corridors, including the A13, River Roding, the Royal Docks and railway lines. The Northern Outfall Sewer Link would be part delivered by this opportunity.



12

**Tree lined streets**

Improve east-west connectivity via tree-lined streets and cycle routes linking the Boroughs of Waltham Forest, Newham, Redbridge, Barking and Dagenham and Havering via the large network of parks, driving the transformational improvement of these parks . Improved access via new and existing bridges over river corridors linking to key destinations and development sites and create a east west connection in the south of the area through the provision of new sections of the National Cycling Network Route 13.



13

**Greenway for Redbridge**

Create a link between the Roding Valley, Claybury, Fairlop, Hainault Forest Country Park and Havering along the Redbridge Link improving the quality of open space and restore the culverted rivers.



14

**Branching out**

Promoting the initiative to bring the past of Epping Forest to life and the preserve the forest for future generations including; Heritage, access, veteran tree management, green skills and grazing.



15

**Productive Landscapes patchwork**

Create and promote community led food growing sites across the area creating exemplar sites for the use of underutilised land such as the 60 Community Garden initiative and the the derelict garages of Barking and Dagenham, Central Park nursery, or the walled garden of Ray Park and enhancing existing sites such as Newham City Farm, to improve physical and intellectual access to productive landscapes.







Millennium Mills across Royal Victoria Dock

# Project Identification

This section details all Epping Forest and River Roding project suggestions: public authority projects, interventions delivered through development, and site acquisitions. Each project is mapped, described within a rolling project list and assessed against this area's strategic opportunities. There is also an update on progress of key projects within the previous Area Framework.

## Project Identification – Project Update

The following pages illustrate some of the projects that have been subject to feasibility studies, are completed or are on site with support from the Green Grid programme.

These projects have received funding to help local delivery partners to enhance capital works, to enable feasibility studies to be commissioned or in the case of Abbey Green to support a design competition. Several other projects are also on site or have been completed but are not featured including:

- 2.1.04 Barking Park
- 2.1.07 Mayesbrook Park
- 2.2.02 Roding through Ilford
- 2.4.11 Roding Valley Audience Development plan
- 2.11 The Beckton Loop Masterplan
- 2.5 Fairlop Plains Connections Study
- 2.5.04 A Greenway for Redbridge
- 2.10.05 The Olympic Greenway
- 2.11 The Beckton Loop Masterplan



### 2.12.02 Barking Town Square and Arboretum

The public spaces, designed by muf architecture/art, include a new town square conceived as two contrasting and interlocked spaces. The first phase comprises a hard landscaped, formal civic 'foreground' to Barking Town Hall and the new library by Allford Hall Monaghan Morris architects. An urban arboretum of carefully selected trees that sits between the library and the new commercial development. Completed 2010



### 2.5.15 Fairlop Waters Country Park

This scheme is the first of the Mayor's Help a London Park projects to be ready for public use. Fairlop Plains Country Park has a huge potential for recreation as well as being a wildlife habitat. GLA funding has been used to improve the offer and mix of sports and leisure facilities, create artist-designed gateways, improve footpaths and cycleways and protect its amazing wildlife interest. Associated projects including Fairlop Plain Connections Study and the delivery of the Greenway for Redbridge are at various stages of implementation. Completed 2011 - Land Use Consultants, J & L Gibbons, Kinnear Landscape Architects respectively.





**2.4.04 Ray Park**

Rehabilitation and refurbishment of the park has been progressing over the last few years. The site was formerly the estate of Ray Lodge mansion. The octagonal 18th century walled garden remains as a key feature of the parks earlier history. A third sector operator has been identified and funding bids to HLF have been submitted. A new visitor centre was completed 2010 - Sarah Wigglesworth



**2.11.11 Gallions to the Thames**

To support the delivery of a wider masterplan framework, the LDA's Land & Development team and Design for London worked closely with the London Borough of Newham and the London Thames Gateway Development Corporation to define and deliver a network of public spaces across the Royal Albert Basin. Gallions Square (above) completed 2010 - Adams and Sutherland



**2.11.23 Armada Green**

Armada Green marks the easternmost point of the Capital Ring footpath: a new public space in which to enjoy the magnificent space, silence and wildlife of the river. The space allows long views to the river and creates a setting for existing and new elements: the Port of London Authority communications mast, a storm water culvert, and an electricity sub station. Completed 2010 - Adams and Sutherland



**2.11.12 Gallions Greens**

With reference to 2.11.11 a number of these projects have already been completed including the new square at Gallions Reach Docklands Light Railway station, the children's play park and Armada Green. Riverfront proposals include continuous access for pedestrians and cyclists. Gallions Green (above) completed 2009 - J & L Gibbons



**2.7 River Roding Enhancements**

Proposal to expand this habitat comprise the excavation of backwaters/ ponds of varying lengths, widths and profiles. Expand and increase diversity of aquatic and marginal habitat whilst preserving geomorphological processes. Relocation of River Roding flood defence bund to reinstate approximately 15ha of functional floodplain. Complete 2009 - EA



**2.14.03 Barking Creekmouth**

Improved public access and habitat creation provided in addition to increased flood storage capacity . Phase 2 would further improve the park and create a new area of terracing on the downstream side of the barrier. The 'Floodscape' project considers strategic integration of spatial planning and flood risk management. Complete 2007 - EA

# Project Identification – Clusters

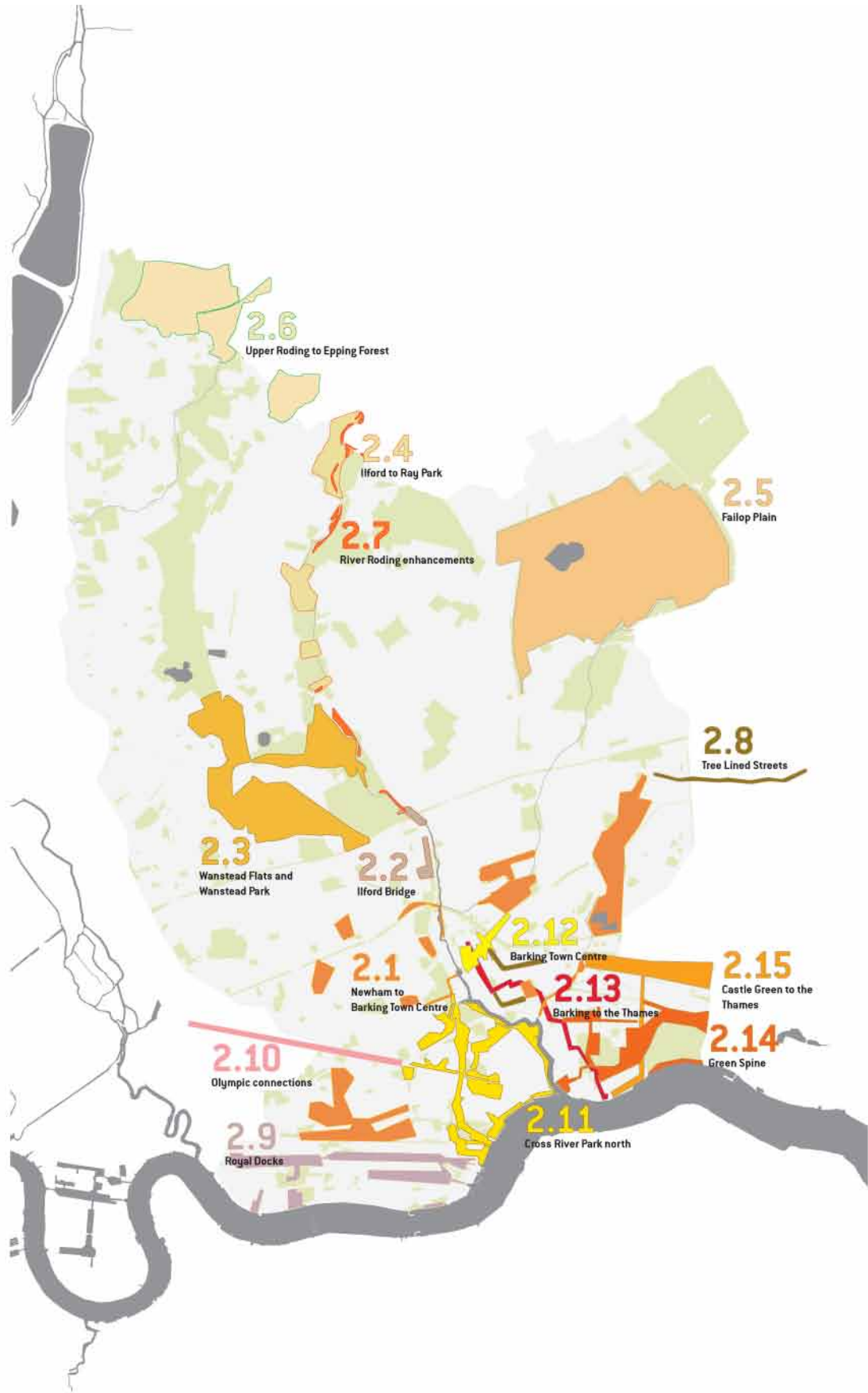
## Clusters

The projects identified in the Epping Forest and Roding Valley framework can be grouped into clusters of projects that are either related in terms of geographic proximity, landscape character or where one cluster becomes the parent project of a number of smaller projects. Projects within clusters can be implemented independently but have an overarching strategy that will deliver an interconnected vision. The clusters are described opposite.

With the removal of area 4 London Riverside, clusters that were formally included in that area now appear in area 2 and as a result have been renamed.

The project clusters outlined are:

- 2.01 Newham to Barking Town Centre
- 2.02 Ilford Bridge
- 2.03 Wanstead Flats and Wanstead Park
- 2.04 Ilford to Ray Park
- 2.05 Fairlop Plain and Hainault
- 2.06 Upping Roding to Epping Forest
- 2.07 River Roding enhancements
- 2.08 Tree lined streets
- 2.09 Royal Docks
- 2.10 Olympic connections
- 2.11 Cross River Park North
- 2.12 Barking Town Centre
- 2.13 Barking to the Thames
- 2.14 Green Spine
- 2.15 Castle Green to the Thames





## Project Identification – Clusters



### 2.1 Newham to Barking Town Centre

At the lower reaches of the River Roding before Barking Creek there are a number of projects. These projects are primarily about improving the qualities of existing open spaces, improving access to these spaces and enhancing the environmental qualities of Mayes Brook and Loxford Water.



### 2.2 Ilford Bridge

This cluster is located around the intersection of the A406 and the Romford Road adjacent to Ilford Rail Station. Improved pedestrian and cycle routes are required to navigate over, around or across the transport infrastructure to connect the heart of Redbridge with Wanstead Park, Epping Forest and the Green Belt beyond.



### 2.3 Wanstead Flats and Wanstead Park

This cluster contains the southern reaches of Epping Forest. Through improved pedestrian connections further south large urban areas could directly access Epping Forest. Wanstead Flats and the remnants of Palladian landscape of Wanstead Park along with the City of London Cemetery, managed by the Epping Forest Conservators. The projects in this cluster are complementary to the ongoing conservation and management initiatives in this area.



### 2.4 Ilford to Ray Park

This cluster contains projects that respond to the environmental conditions created by the A406 at grade and the viaduct structures. Sections of the Roding were also altered to accommodate the road, with canalisation, straightening and diversions. The projects will reinstate parts of the River Roding introduce naturalised conditions to increase flood attenuation by slowing storm water movement and creating greater absorption capacity. Other projects address east west connectivity and seek to improve pedestrian and cycling provision.



### 2.5 Fairlop Plain and Hainault

This cluster contains projects that relate to the landscape of Fairlop Plain. Located in the north of Redbridge and on the boundary with Barking and Dagenham this large network of public and private open spaces contains a number of productive landscape typologies including; farming, gravel extraction, country parks, sailing lakes, sports fields and cemeteries. Projects seek to address issues of connectivity between these landscapes and urban communities for pedestrians and cyclists. Improved visitor offer is also key with excellent underground connections to central London.



### 2.6 Upping Roding to Epping Forest

The most northern cluster is on the boundary of Greater London. The projects identified are within Epping Forest and components of existing conservation and management initiatives. Within this cluster there are significant ecological resources that require careful consideration when providing improved access to nature; such as the veteran trees of the ancient woodland and the riverine habitats of the Ching Brook.



## Project Identification – Clusters



### 2.7 River Roding enhancements

The projects within this cluster are located along the banks of River Roding. The projects are focussed on naturalising riverbanks, reinstating meanders and improving flood alleviation. The opportunity exists to relocate bunds along the length of the river to create wider flood plains that can incorporate wet meadows and improved public access to the Roding Valley Way and absorbent landscapes.



### 2.8 Tree lined streets

The tree lined streets or opportunistic street tree planting will create verdant boulevards throughout the area, specifically in the borough of Barking and Dagenham. These streets reinforce the green infrastructure that links key projects and will also help to provide essential wayfinding and greenways between the adjacent boroughs of Redbridge, Newham and Havering.



### 2.9 Royal Docks

The projects in this cluster have emerged from the vision for the Royal Docks 2010. Projects include improvements to existing open spaces but focus on improving access to public space, the docks and the Thames for pedestrian and cyclists. Some of the projects also propose new public realm and green spaces as part of wider redevelopment opportunities.



### 2.10 Olympic connections

This cluster include projects that extend the Olympic Greenway initiative east along the Northern Outfall Sewer to provide improved connections throughout Newham to the site of the 2012 Olympics.



### 2.11 Cross River Park North

This cluster includes a suite of projects that formed the northern components of the earlier named Cross River Park. These projects have subsequently been developed as part of the Beckton Loop masterplan.



### 2.12 Barking Town Centre

A coordinated initiative bringing together the major civic spaces of the town centre with enhancements to existing public parks and gardens and linkages to the River Roding.



### 2.13 Barking to the Thames

New pedestrian, cycle and public realm linkages from Barking Town Centre via the Gascoigne Estate to Creekmouth and the Thames.



### 2.14 Green Spine

A range of projects forming the core of Barking Riverside between the A1306 and the north bank of the Thames. This includes new public parks, enhanced river corridors and east west pedestrian and cycle linkages.



### 2.15 Castle Green to the Thames

Improvements to the existing public open space at Castle Green and a new north south route linking Castle Green to the Thames frontage at Barking Riverside, including junction improvements to the A13 at Renwick Road.







Project Identification – Rolling Projects List

Complete

Phase two

Project number	Project name	Strategic project	Borough / Locality	Project description, status and next steps	Next steps	Project size (ha / m)	Project owner	Total cost	Funding in place	Funding required	stage
2.1 Urban Newham to Barking Town Centre											
2.1.01	Barking Road Recreation Ground		Newham	Upgrade publicly owned open space to increase usage. To include improvements to accessibility, provision of toilets, planting and sports facilities. LB Newham to produce a management plan and masterplan.		3.7 ha	London Borough of Newham	£50,000	£0	£50,000	0
2.1.02	Lady Trower Trust open space		Newham	Provide public access to this closed site for the communities of Newham to better access the River Roding. The land is a green field site comprising mature trees, over grown shrubs and unimproved pasture.		6 ha	tbc	£200,000	£0	£200,000	2
2.1.03	Barrington Arches		Newham	Overcoming barriers to local movement. Environmental improvements on the Roding Valley Way in order to make the area more accessible.		2.6 ha	London Borough of Newham	£50,000	£0	£50,000	0
2.1.04	Barking Park		Barking & Dagenham	Rationalise and upgrade built structures play area, combining facilities in heart of the park. Determine future use of redundant paddling pool. Abolish vehicular access to the park and remove car parks. Improve Park Avenue entrance address safety behind boathouse. Enhance the appearance and ecological value of the boating lake through de-silting, removing detracting barriers and signage, establishing marginal vegetation, reed beds and wildlife cover. Refurbish redundant lido.		48.1 ha	London Borough of Barking and Dagenham	£7,000,000	£2,485,000	£4,515,000	5
2.1.05	Essex Road Footbridges link to Greatfields park		Barking & Dagenham	Improvements to these footbridges would result in improved connectivity across significant barriers. Requires a feasibility study and masterplan. Highlighted by GWL as a project that could involve partnership working and potentially lever in support from BIG Lottery, LWGS, Comic Relief and private charitable trusts. Aspirational: No current plans to take forward this project. No funding in place. No longer a priority.		0.6 ha	London Borough of Barking and Dagenham	£30,000	£0	£30,000	0
2.1.06	Greatfields Park		Barking & Dagenham	Park improvements. In 2007-2008 a friends group will commence. In 2008-2009 preparation of the park to reach Green Flag status will commence. Aspirational: Some minor improvements have been delivered through 'Art in the Park' and Ranger presence, however further funding required to deliver Green Flag improvements.		6 ha	London Borough of Barking and Dagenham	£638,000	£0	£638,000	2
2.1.07	Mayesbrook Park and Goodmayes Park link		Barking & Dagenham	Highest priority. In Progress: 'Masterplan in place to create the UK's first climate change adaptation park, London's largest river restoration and a park of Metropolitan importance. Partnership project with EA, TRRT, NE and other green/blue space bodies. Internal park bridge improvements. Wildlife corridor between parks. The connection to Goodmayes Park will be addressed both through this masterplan but also through UEL s106 development brief. Olympic training facilities and legacy site. 2.1.07 a Mayesbrook Park 2.1.07 b Goodmayes Park link. Goodmayes Brook 2.1.07 c - Deculvert the brook through the park and address water quality issues to restore the brook and reconnect it to a functional floodplain, creating amenity value and increasing the resilience of the river to climate change. The river restoration scheme is part of a larger regeneration project of Mayesbrook Park. Restoration of 800 metres of the Mayes Brook through the park, including water quality improvements, the creation of a floodplain wetland to provide more biodiversity and flood storage capacity; helping to increase the resilience of the river to climate change	Resolve planning conditions tender bids, earth works for phase 1 commence Spring 2011. Phase 2, lake enhancement and rest of park landscaping 2012 onwards. River naturalisation and decanalisation of the Mayes Brook through the park. Improvements to park facilities, and connection to Goodmayes Park to raise status to Metropolitan Park level.	48ha park	London Borough of Barking and Dagenham	£3,267,000	£450,000	£2,817,000	4
2.1.08	Loxford Water link		Barking & Dagenham	De-canalise and re-interpret the Loxford Water to strengthen links between Barking Park and the Roding. Proposals include an aspiration to bridge across Loxford Water in Barking Park.	Design feasibility report required.	8.1 ha	London Borough of Barking and Dagenham	£20,000	£0	£20,000	0
2.1.09	Beckton District Park			Issue: Severe issue regarding sense of personal security over parts of park. Back gardens exposed to park edge, may be vulnerable to burglary. Very limited active natural surveillance at edges. Project: Improvement of intervisibility between adjacent buildings and across park to improve perception of personal safety. Address corridors (e.g. old Beckton railway line) that are hemmed in by fences, back gardens and walls: improve lighting and add attractions that will encourage greater footfall. Removal of areas of dense shrubbery, e.g. by opening up intervisibility 'corridors'. Provide more legible footpath routes. Consider some frontage development to provide streets and animation to park edges (single row of homes). Benefits: More intensive use of park, reduced perception of crime, new walking and cycling routes, connectivity and permeability, additional homes.	Next steps: indicative identification of linkages in Core Strategy; consider deliverability and cost		London Borough of Newham	TBC	TBC	TBC	0
2.1.10	Beckton Park Connectors,	Next steps: urban design study to identify opportunities for improving natural surveillance and increasing use of park.		Issue: Routes exist but there is a severe issue regarding perceived personal safety. Project: Improve connectivity between residential areas adjacent to parkland, this can be streets or routes for pedestrians and cycles only. Ensure that existing connections have good visibility along them to improve perception of personal safety. Improve lighting and surfacing (areas are subject to subsidence). Some works already completed to worst paths. Benefits: Levelled and resurfaced paths, new lighting, safer environment, improved connectivity and permeability, improved legibility; more intensive use of routes.	Next steps: urban design study to identify opportunities for improving natural surveillance and increasing use of park.	TBC	London Borough of Newham	TBC	TBC	TBC	0
2.1.11	Beckton Park to Prince Regent Connector			Issue: Routes exist but there is a severe issue regarding perceived personal safety. Project: Improve connectivity between residential areas adjacent to parks and parkland, this can be streets or routes for pedestrians and cycles only. Ensure that existing connections have good visibility along them to improve perception of personal safety. Improve lighting and surfacing (areas are subject to subsidence). Some works already completed to worst paths. Benefits: Levelled and resurfaced paths, new lighting, safer environment, improved connectivity and permeability, improved legibility; more intensive use of routes.	Next steps: urban design study to identify opportunities for improving natural surveillance and increasing use of park.		London Borough of Newham	TBC	TBC	TBC	0
2.1.12	Canning Town Recreation Ground Link			Issue: Potential connections revealed by Canning Town masterplan implementation. Project: North south connection between Royal Victoria Dock (ExCeL) and Terence McMillan Stadium and Newham Hospital. Mostly implemented, signage only. Connection between Canning Town and former Limmo site. Limmo site is identified as a strategic site in LBN Core Strategy. Benefits: Consolidation of Masterplan intentions to create a more connected and active community. Reinforcement of connection between Custom House, Excel Waterfront and Britania Wharf.	Next steps: urban design study to identify opportunities for improving natural surveillance and increasing use of park.		London Borough of Newham	TBC	TBC	TBC	0
2.1.13	Shakespeare Crescent to Southend Road Link			Issue: Existing footbridge over C2C and District Line between Shakespeare Crescent and Southend Road has these problems: (a) it is not DDA compliant; (b) it has tight corners and narrow sections making it intimidating and potentially unsafe (entrapment); (c) it could provide improved connectivity between the communities either side of the railway line. Project: Replace bridge with DDA compliant structure, with straight ramps if possible at shallow gradient. Should be suitable for walking and cycling. Benefits Improved linkages between communities either side; extends safe cycling and walking networks and provides a more direct route towards Barking compared with N2.	Next steps: Commitment in Core Strategy to defining existence of a route. Supporting policy INF2 applies.		London Borough of Newham	TBC	TBC	TBC	0
2.1.14	Northern Link to Beckton Park from Wanstead Flats			Issue: Lack of connection across A13 for pedestrians and cycles, an important potential connection with regard to creating a longer north-south connection. Poor quality, neglected infrastructure on north side of road. Potential for direct connection between Royal Docks and Green Street. Project: Provide pedestrian and cycle access across A13 on straight bridge crossing between Beckton Park and Boundary Lane. Improvements along footpath section of Boundary Lane; removal of shrubs, landscaping, tree planting, lighting. Identify and provide feeder connections as indicated on sketch plan. Continuation of route towards Wanstead Flats; mainly minor improvements. Benefits: Provision of important north-south connection; addressing severance by A13; joining of communities either side of major barrier; promotion of sustainable travel (walking and cycling becoming more convenient); improving access to major employers (Newham hospital and LBN).	A13 is defined in the Core Strategy as a 'gateway street', indicating that public realm and urban design improvements will be supported to reduce the barrier and environmental impact of this road, and its conversion to a street.		London Borough of Newham / Transport for London	TBC	TBC	TBC	0
2.1.15	Community Gardens out of derelict garages			A number of derelict garage sites exist within the borough. Turning them into community gardens will require feasibility, consultation, design and delivery, plus community development. Pilot scheme: Fieldway Garages.	Feasibility, consultation, design. Community development.	Various	London Borough of Barking and Dagenham	£350,000	Portion of £48k Green Gym grant for	£300,000	3
2.1.16	Westwood Recreation Ground river improvements			Removal of brick banks of the Seven Kings Water to create an renaturalisation of the river. Possible deculverting at the downstream end of the park.	Removal of brick reinforcement & naturalisation of banks on the Seven Kings Water. Improved access to river and safe	1500m2 plus 1000m2 deculverting	Environment Agency	£50,000	no		0
2.1.17	Barking Park - Eastbrook Country Park Greenway			East west greenways walking and cycling connection in LB B&D., connecting a large number of green spaces; Barking Park, Mayesbrook Park, Parsloes Park, Central Park.	Different section of route at varying stages, many parks routes complete, signing and on-road sections require further work.	Various	London Borough of Barking and Dagenham / Sustrans	TBC	TBC	TBC	3
2.1.18	Productive Landscapes (see 2.1.16)			LBBD have signed up to the Mayor of London's Capital Growth commitment to create 60 new community food growing spaces within the borough by 2012. We have already identified a large number and have plans in place to create some of these following successful funding bids. Further funding is required to create the rest.	Identify full 60 sites. Feasibility, designs and costings for each site. Fundraising bids to deliver a number of pilot schemes to help attract further funding.	Various	London Borough of Barking and Dagenham	£245,000	£65,000	£180,000	3
2.1.19	Mayesbrook			River quality project, considering habitat. There may be potential for a public access path, although the space is very tight and there is no way to cross the Railway.	Feasibility study			TBC	TBC	TBC	1
2.2 Ilford Bridge											
2.2.01	Little Ilford Park/ Websters Land		Newham	Upgrade publicly-owned open space to increase use. To include sports facilities, accessibility improvements and nature conservation areas which could develop a stronger sense of place, through improved landscaping, a habitat mosaic with mown paths through meadows, and by creating a pond and wetland, and trees / native shrubs to provide sheltered spots. LB Newham to produce a management plan and masterplan.		14.1 ha	London Borough of Newham	£50,000	£0	£50,000	1
2.2.02	River Roding through Ilford stage 2		Redbridge	Vital link between Ilford Town Centre and Wanstead Park, connecting the Roding Valley Way. To include signage, lighting of pathways and the bridge, enhance habitat and biodiversity. Secure access from Ilford Town centre linked to Crossrail project.		6.2 ha	London Borough of Redbridge	£10,000,000	£0	£10,000,000	0
2.2.03	Aldersbrook Subway		Newham	Upgrade Section of the Roding Valley Way to attract increased use by pedestrians and cyclists.		638 m	London Borough of Newham	£50,000	£0	£50,000	0
2.3 Wanstead Park and Wanstead Flats											
2.3.01	Wanstead Flats		Redbridge	Green roofing for a new sporting and recreational pavilion. The roofing will provide ecological value; enhance biodiversity and the existing green space in general. Completed to briefing stage. The overall site management plan is also completed.		164.1 ha	Corporation of London	£1,000,000	£0	£1,000,000	2
2.3.02	Wanstead Park		Redbridge	Wanstead Park is on the Register of Parks and Gardens of Special Historic Interest in England. It is a nationally important late 17th – early 19th century designed historic landscape with international associations. It also has regionally important ecological and archaeological significance, and is much valued by the local community. The condition of the heritage asset is deteriorating, and it is now on English Heritage's 'Heritage at Risk' Register. A Conservation Statement has therefore been prepared. This aims to guide decision making for the site to help manage and enable change to the heritage asset in a way that enhances its significance over the long term with a view to informing a future major bid to the Heritage Lottery Fund Parks for People, the estimates budget is between £3 and 5 million.	Prepare HLF round 1 application. The project has the ability to support nearly all the multi functional uses of open space and would deliver a number of ALG3 strategic objectives. It is a strategic green infrastructure opportunity. Associated projects. Boat house Grotto, Golf club house, relining heronry pond, biodiversity enhancements to River Roding, Epping Forest transport Strategy Proposals. The City of London is currently assessing next steps in detail due to the major financial commitments involved.	57 ha	Corporation of London	£3-5 million	£0	£3-5 million	2
2.3.03	Abbots Park			Significant improvements to open space provision.	Feasibility work ongoing.		London Borough of Waltham Forest	TBC	TBC	TBC	1
2.3.04	Roding Valley Way - Missing Link			Missing link on the Roding Valley Way, to the east of Wanstead Park - Redbridge Roundabout to Newham Borough Boundary. New cycle and pedestrian path required, current alignment follows residential roads and path next to Heronry Pond. Reserve Connect2 scheme.	Complete detailed designs. Submission of planning permission (joint with EA).		London Borough of Redbridge / Sustrans	£600k			3

Project Identification – Rolling Projects List

Project number	Project name	Strategic project	Borough / Locality	Project description, status and next steps	Next steps	Project size (ha / m)	Project owner	Total cost	Funding in place	Funding required	stage
2.4 Ilford to Ray Park											
2.4.01	Roding Lane south underpass		Redbridge	Define a new pathway scale within the massive engineering structure of the A406 to create a more acceptable pedestrian environment, lighting, surfacing and habitat creation. Consider the underbelly of the A406 as an art and lighting opportunity.		5.2 ha	London Borough of Redbridge	£50,000	£0	£50,000	0
2.4.02	South Eaton Rise link		Redbridge	Create an east - west community link, replacement of bridge to link grasslands. CPO strip of land adjacent to allotments to link grasslands between Byway and Eaton Rise. Reinroduce original oxbow lakes and the decanalised alignment of the River Roding.		8.2 ha	London Borough of Redbridge	£50,000	£0	£50,000	0
2.4.03	Charlie Brown Round-a-bout		Redbridge	Redefine the pedestrian environment beneath the intersection. Ensure that legible connections onto the Roding Valley Way to the north and south. Define a lighting strategy to highlight the road engineering and pylon architecture and to improve pedestrian space.		24.9 ha	London Borough of Redbridge	£50,000	£0	£50,000	0
2.4.04	Ray Park		Redbridge	Development of enhanced visitor attraction around a programme of reinstating the natural character of the River Roding and improving flood storage capacity. "Development of the facilities and exhibition areas in and around the James Leal Centre to improve visitor enjoyment, including the restoration of the walled garden as horticultural centre"		50.8 ha	London Borough of Redbridge		£15,000		0
2.4.05	Valentines Park, restoration of the Cran Brook		Redbridge	This linear section of the Cran Brook comprises an artificial channel with stepped terraced banks similar to those of Harrow Lodge Park. Restore & renaturalise the channel, helping to increase the resilience of the river to climate change and provide wetland habitat. The enhancement project could be extended enhance the lake, improving the angling potential substantial areas of marginal habitat by removing hard engineered edges and reprofiling	Initial meeting with partners 2011	0.5ha	Environment Agency	£50	EA funding £20k 2011		0
2.4.06	Roding Valley Meadows			Roding Valley Meadows Nature Park, which extends for 158 acres, is heavily used by many members of the surrounding community for informal recreation as a major green lung for the area, there being for example 30,000 people living in Loughton on the northern boundary and 12,500 in Chigwell. The site is popular for people to walk the dog and the local children use it as a play area. On a more formal basis the local riding for the disabled use the site for riding and the local athletics club hold regular events on the reserve. All of those people have had and continue to have a strong link in the management of the nature park. Steps have been taken to manage the nature park and improve the SSSI meadowland, this project aims to improve the community access to these SSSI meadows and improve the infrastructure for successful management of the nature park.	Undertake a disability audit to ensure that the access work is done in the correct manner. Fencing and gates - Roding Valley Meadows is the largest surviving area of traditionally managed river valley habitat in Essex. Fencing works included in this project will improve capabilities for grazing to better replicate past management of meadows and gain important flora back. The project will provide 2,500m of fencing and 12 gates.	64ha	Essex Wildlife Trust	£100k	£0	£100k	2
2.4.07	Chigwell Road dump M11 underpasses			As with the Roding Lane South underpass, to create a more acceptable pedestrian and cyclist environment as well as entrance to the park through signage, lighting, art and re-landscaping. A strategically important link for access between South Woodford and Barkingside as well.	Design feasibility report required.	1ha	London Borough of Redbridge	£50,000	£0	£50,000	0
2.4.08	Highways signage for the Roding Valley Way			Improvements to signage on our highways to help highlight the Roding Valley Way and Roding Valley Park to residents and visitors. In particular the James Leal Centre in Ray Park, for brown Highways signs, as a hub for the corridor.	Design feasibility report required.		London Borough of Redbridge	£10,000	0		0
2.4.09	RVP local Connections: entrances off Onslow gardens, elm croft avenue, Chigwell road, Fontayne gardens, Lechnere avenue, Roding lane south, uplands road, ray park, Wanstead park road/Wanstead rec and Southend road.			To create a welcome and informative entrance to the River Roding corridor or Roding Valley Park. Capital investment as well as internal re-direction for short term improvements. Access and interpretation strategy to guide on a uniform information boards for the entrances and projects to improve on physical and visual access, either through art or landscape design.	Design and interpretation report required.	1ha	London Borough of Redbridge	£100,000	£0	£100,000	0
2.4.11	Roding Valley audience development plan implementation			Already designed and with minor alterations needed, the leaflet can go on the Redbridge website within the 2010/2011 year. A printed version would greatly assist with visitor enjoyment and exploration of the park and its facilities, the James Leal Centre being a key visitor attraction requiring greater exposure.			London Borough of Redbridge	£8,000	£3,000	£5,000	3
2.5 Fairlop Plain											
2.5.01	See 2.4		Redbridge								
2.5.02	See 2.4		Redbridge								
2.5.03	Claybury Park		Redbridge	Brief to confirmation of existing permissive routes for cyclists and equestrians and to establish a wider network Identify historic significance of the landscape and the history of the built forms to create educational resource Wayfinding and information within the park to be improved in line with wider proposals			London Borough of Redbridge	TBC	TBC	TBC	0
				Ongoing projects: Establishment of wetland and pond habitat Green Crisp, Cycling on Greenway (COGW) supported by TfL 2010/11 and 11/12							
2.5.04	A Greenway for Redbridge (Redbridge Highways)			Improved pedestrian and cycle links between Redbridge Cycle Centre and the Roding Valley Way. Construction to an appropriate standard of what is effectively a 10 km linear park. Improvement along the route have been funded by TfL Greenways funding, further upgrades required to several sections; Oaks Park, Valentines Park, Fairlop Link, Forest Road parallel link.	Detailed study of feasibility/ suitability of crossing points to be carried out Funding required for in-house or external consultant to complete work detailed design/ engineering development and route alignment		Sustrans, London Borough of Redbridge	£1,000,000	£40,000	£960,000	2
2.5.05	Fairlop Station Wayfinding			Wayfinding from Fairlop Station to Fairlop Waters Country park to use the structure of the railway bridge to integrate signage.	Consultation with London Underground Consultation with adjacent private landowners Brief for signage design and installation Identification of other sites for supertext installations		London Borough of Redbridge	TBC	no	TBC	0
2.5.06	Fairlop Waters Pedestrian Crossing			Brief for engineering study to be written in consultation with LBR Highways to provide a pedestrian crossing from the north side of Forest Road to the south. Engineering study to establish feasibility of pedestrian/ cycling crossing over Forest Road to Fairlop Waters, pedestrian flow count and anticipated trip generated by Fairlop Waters improvements, confirmation required for ownership of footpaths, establish ownership of adjacent land through land registry searches, confirmation whether footpaths are adopted	Complete		London Borough of Redbridge				6
2.5.07	Fairlop Waters Main Entrance			As part of the Fairlop Waters masterplan improved the western entrance to Fairlop Waters Country Park. Brief for engineering study to be written in consultation with LBR Highways, engineering study to establish feasibility of change to western vehicular entrance to Fairlop Waters, establish ownership of adjacent land through land registry searches	Entrance remodelled entrance sign to be commissioned.		London Borough of Redbridge				5
2.5.08	Inverness Drive Connection			Create improved pedestrian access from Inverness Drive to Fairlop Waters Country Park.	Brief for urban design study to reroute footpath entrance via recreation grounds and away from residential access road, stopping up of existing route Consultation with landowners, conversion under the Cycle Traffic Acts to moved as maintained as a public highway, design for new footway at end of Inverness Drive, design for new cycleway along playing field edge with necessary consultation and approvals		London Borough of Redbridge	TBC	no	TBC	0
2.5.09	Footpath No. 34			Redesign of footpath no. 34 to improve pedestrian access to Fairlop Waters CP from the northern wards of Hainault.	Brief for urban design review of footpath No. 34, Consultation with landowners Review of access to Fairlop Waters from footpath NO.34 and possible crossing at Forest Road, access audit of Fairlop Waters frontage onto Forest Road, review of footpath materials relative to wider material palette for Fairlop Plain Funding strategy to partner projects not in Redbridge land		London Borough of Redbridge	TBC	no	TBC	0
2.5.10	Fairlop Plain restoration of the Seven Kings Water			This links to 2.5.13 Deculvert the Seven Kings after that runs buried through Fairlop Plain to make it a feature of this open space	River enhancement or restoration of Seven Kings Water within LB Redbridge owned land to create a functioning river and floodplain. Hydrological and civil engineering study to improve flood alleviation and capacity of Fairlop Waters. Upstream and downstream impact study on outfall improvements. Design for outfall boom and strategy for replacement and enhancement	up to 3ha	London Borough of Redbridge Environment Agency	TBC	no	TBC	1
2.5.11	Fairlop Waters Eastern Entrance			As part of the Fairlop Waters masterplan improved the eastern entrance to Fairlop Waters Country Park. Brief for engineering study to be written in consultation with LBR Highways, engineering study to establish feasibility of change to western vehicular entrance to Fairlop Waters, establish ownership of adjacent land through land registry searches	Entrance and car park remodelled.		London Borough of Redbridge				6
2.5.12	A Greenway for Redbridge (FW Country Park)			Improved pedestrian and cycle links between Redbridge Cycle Centre and the Roding Valley Way. Construction to an appropriate standard of what is effectively a 10 km linear park. Improvement along the route have been funded by TfL Greenways funding, further upgrades required to several sections; Oaks Park, Valentines Park, Fairlop Link, Forest Road parallel link.	Details study of feasibility/ suitability of crossing points to be carried out Review of route alignment between Barkingside and Hainault Road with phased implementation of Fairlop Waters masterplan Review of route alignment with proposed haulage route Funding required for in-house or external consultant to complete work Develop volunteer skills development and construction programme (Sustrans)		Sustrans, London Borough of Redbridge	£1,000,000	£40,000	£960,000	2
2.5.13	Seven Kings Access Study			Design of improved section of Seven Kings Water to allow pedestrian access and to improve riverine habitat - see 2.5.10	Feasibility study for the extension of the Happy Valley/ Seven Kings cycle routes north of the A12 , hydrological review of decanalisation of Seven Kings Water, designs for Habitat creation along watercourse		London Borough of Redbridge / EA	TBC	no	TBC	0
2.5.14	A12 Crossing at Seven Kings Park			Establish improved pedestrian and vehicular access across the A12 to link Seven Kings Park with Fairlop Plain.	Feasibility study for at grade crossing for pedestrians and cyclists at the A12 Engineering brief to be approved by LBR Highways		London Borough of Redbridge	TBC	no	TBC	0
2.5.15	Fairlop Waters Country Park			The Master plan aims to build on the positive assets of the site including its scale, impressive water bodies, areas of well established vegetation, wildlife, some hidden opportunities of ground forms, the big sky and visibilities beyond the site. The Master plan also aims to realise the potential for improving links to the local community and public transport nodes through better connectivity with footpaths and cycleways.  The Master plan also aims to promote the heritage memories of the former World War 2 airfield and the wider relationships with other recreation and open spaces in the area of Fairlop Plain with potential links along the axis from Wanstead Park and Valentines Park, out to Hog Hill and Hainault Country Park.	Phase 1 and 2 complete further works to be completed. Stage 2 addresses aspirational projects, which will be subject to funding, planning and market constraints and opportunities. These projects are provisionally grouped under three separate phases as follows: • Phase 3: lake shoreline restoration • Phase 4: third party investor and leisure projects • Phase 5: lagoon and shoreline restoration		London Borough of Redbridge	TBC	Help a London Park funded	TBC	6
2.5.16	Hainault Recreation Ground			Prepare enhancement plan for Hainault Recreation Ground to enhance biodiversity and to review potential for surface water attenuation.	Biodiversity enhancement study of recreation ground to introduce low maintenance habitat areas at site fringes Ecological survey of recreation grounds		Sustrans, London Borough of Redbridge	TBC	no	TBC	0



Project Identification – Rolling Projects List

Complete

Phase two

Project number	Project name	Strategic project	Borough / Locality	Project description, status and next steps	Next steps	Project size (ha / m)	Project owner	Total cost	Funding in place	Funding required	stage
2.5.17	Hainault Road Greenway crossing			Design study to establish pedestrian connection from eastern footpath of Hainault Road to Redbridge Cycling Centre.	Details study of feasibility/ suitability of crossing points to be carried out Area committee approval to be sought Determination of crossing type to confirmed 18 months lead in to consult with TfL and DTO to assist with implementation and defining brief		Sustrans, London Borough of Redbridge	TBC	TBC	TBC	0
2.5.18	A Greenway for Redbridge (Crown Estate Land)			Improved pedestrian and cycle links between Redbridge Cycle Centre and the Roding Valley Way. Construction to an appropriate standard of what is effectively a 10 km linear park. Improvement along the route have been funded by TfL Greenways funding, further upgrades required to several sections; Oaks Park, Valentines Park, Fairlop Link, Forest Road parallel link.	Details study of feasibility/ suitability of crossing points to be carried out Review of route alignment between Barkingside and Hainault Road with phased implementation of Fairlop Waters masterplan Review of route alignment with proposed haulage route Funding required for in-house or external consultant to complete work Develop volunteer skills development and construction programme (Sustrans)		Sustrans, London Borough of Redbridge	£1,000,000	£40,000	£960,000	2
2.5.19	Forest Road Pedestrian Access Study			Design study to establish improved public realm particularly for pedestrians travelling along Forest Road from Fairlop Station to Redbridge Cycling Centre. Refer to previous Atkins study for pedestrian and cycle access along Forest Road A Greenway for Redbridge report November 2007 - KLA Lobby to extend bus route 247 serve Forest Road, possible stops to service Fairlop Waters to be considered	Details study of feasibility/ suitability of crossing points to be carried out Area committee approval to be sought Determination of crossing type to confirmed 18 months lead in to consult with TfL and DTO to assist with implementation and defining brief. Frontage study of Fairlop Waters to review access and egress Area committee approval to be sought Brief for Engineering study to be written in consultation with LBR Highways		London Borough of Redbridge	TBC	no	TBC	0
2.5.20	Phased extension of Fairlop Waters			Prepare an extend masterplan for the potential expansion of Fairlop Waters Country Park into land currently designated for gravel extraction and landfill.	Extended masterplan brief to be developed for future sites post extraction and landfill Greenway alignment to be coordinated with ongoing extraction to avoid temporary barriers to connectivity		London Borough of Redbridge	TBC	no	TBC	0
2.5.21	Forest Road Pedestrian Crossing			Design study to establish pedestrian connection from northern footpath of Forest Road to Redbridge Cycling Centre.	Details study of feasibility/ suitability of crossing points from north side of Forest Road to Redbridge Cycling Centre Area committee approval to be sought Determination of crossing type to confirmed 18 months lead in to consult with TfL and DTO to assist with implementation and defining brief		London Borough of Redbridge	TBC	no	TBC	0
2.5.22	Hainault Lodge Nature Reserve			Management and conservation plan to preserve and enhance the Hainault Lodge Nature Reserve.	Coordination of adjacent open space biodiversity enhancement with respect to the existing status of Hainault Lodge Review access to reserve including pedestrians and cycles Definition of biodiversity corridors between Fairlop Water and Hainault utilising Greenway alignment and the recreation grounds to the north of Forest Road		London Borough of Redbridge	TBC	no	TBC	0
2.5.23	Romford Road Greenway Crossing			Design study to establish pedestrian connection from northern footpath of Romford Road to Redbridge Cycling Centre.	Details study of feasibility/ suitability of crossing points Area committee approval to be sought Determination of crossing type to confirmed 18 months lead in to consult with TfL and DTO to assist with implementation and defining brief Review route extension along Five Oaks Lane with possible spur into Hainault Forest Country Park		London Borough of Redbridge	TBC	no	TBC	0
2.5.24	Hainault Forest Country Park			Business plan to develop existing facilities on site and increase the visitor offer integrating with existing facilities such as Fairlop waters, Havering country park, Epping forest and woodland trust land. Proposal to transform buildings and involve local businesses to strengthen local trade and accessibilities of facilities.	Fairlop Waters Country Park business plan and Epping Forest management plan to feed into this work. Links to Area 3 programme. Development of coordinated visitor offer with other Fairlop Plain projects Architectural brief for refreshment facilities Definition of cycle routes within Country Park to be reviewed to support access with extension of Greenway to be explored.	125Ha	LB Redbridge	>£5m	no	>£5m	0
2.5.25	London LOOP connection			Design project to create a connection between the Greenway for Redbridge and the London LOOP to support pedestrian and cycle access	Design and feasibility report.		London Borough of Redbridge	TBC	no	TBC	0
2.5.26	Havering Parks Connection			Feasibility study to identify improved pedestrian and cycle links between Fairlop Plain and Essex. Followed by designation / implementation.	Develop complimentary open space strategies with Havering Detailed access study between the Redbridge and Havering to Bedford Park and beyond to the River Thames via the London LOOP		London Borough of Redbridge	TBC	no	TBC	0
2.5.27	Barking and Dagenham Connection			Detailed access study between the Redbridge and barking and Dagenham to Tantony Green and Padnall Green	Design and feasibility report required.		London Borough of Redbridge	TBC	TBC	TBC	0
2.5.28	Green Arc Connection			Develop complementary open space strategies with Epping Forest Detailed access study between the Redbridge and Epping Forest through to Theydon Bois	Design and feasibility report required. Review status of Green Arc		London Borough of Redbridge	TBC	TBC	TBC	0
2.5.29	Marks Gate Route			Develop Greenway route through Marks Gate	Extension of Greenway to Marks gate - design and feasibility required		Sustrans, London Borough of Redbridge	TBC	no	TBC	0
2.5.30	FW Identity and Branding			Develop a brief for an image, identity and signage strategy for the LB Redbridge Country Parks Develop a palette of signage and branding that creates a coordinated approach to each open space and country park, yet maintains a uniqueness for each of the sites Identify scope of strategy, to include wayfinding, publicity material, entrance signage and potentially merchandising review strategy against existing urban park strategy	Signage - part complete - branding ongoing		London Borough of Redbridge	TBC	no	TBC	5
2.5.31	Hainault and Goodmayes Greenway			A north south link with LB Redbridge, between Hainault and Goodmayes. New 3m shared use path adjacent to Seven Kings water, including new bridge, has been completed (between Seven Kings Park and A12)	Study required on full length of route to identify work required.		London Borough of Redbridge / Sustrans	TBC	no	TBC	0
2.5.32	Redbridge Cycling Centre (Hogg Hill)			The Redbridge Cycling Centre is a state of the art cycling centre, replacing the Eastway Cycle Circuit which is being turned into the Velopark for the London 2012 Olympic Games and Paralympic Games.	Open 2008		London Borough of Redbridge / LDA	£4.5m	£4.5m		6
2.6 Upper Roding to Epping											
2.6.01	Lords Bushes		Redbridge	Implementation of environmental improvements identified in the existing management plan.		52.7 ha	Corporation of London	£50,000	£0	£50,000	2
2.6.02	Barn Hoppit		Waltham Forest	Implementation of environmental improvements identified in the existing management plan.		66.4 ha	Corporation of London	£50,000	£0	£50,000	2
2.6.03	Branching out		Redbridge	Improvement of access to the heritage resource and physical and intellectual levels.		3253.6 ha	Corporation of London	£6,500,000	£5,500,000	£1,000,000	0
2.6.04	Ching Brook Flood Alleviation Scheme			The Ching Brook FAS will provide a 2% (1:50) Standard of Protection (SoP) to 246 properties, and protect one section of the A406 North Circular, reducing the potential for flooding to cause traffic gridlock in North London (seriously affecting emergency services, etc). The Scheme provides significant an opportunity to improve the existing green corridor (including enhancement of the river, public recreation and amenities, with benefit to the local community.	Project Approval Report and then detailed designs to be reviewed against emerging CDA Drain London information.	Up to 750 meter's of river and up 13.ha of land	Environment Agency/ London Borough of Waltham Forest	£1,500,000	£0	£1,500,000	2
2.6.05	Epping to Lea E-W links		Waltham Forest	Feasibility study to identify improved pedestrian and cycle links between Epping Forest and the Lea Valley. Followed by designation and implementation.	Design and feasibility report required.		London Borough of Waltham Forest	TBC	no	TBC	0
2.6.06	Epping to Roding E-W links		Redbridge	Feasibility study to identify improved pedestrian and cycle links between Epping Forest and the Roding Valley. Followed by designation and implementation.	Design and feasibility report required.		London Borough of Waltham Forest	TBC	no	TBC	0
2.6.07	Highams Park			Highams Park in Epping Forest is the surviving portion of about 55 acres of the landscape park of Highams laid out in the 1790s by Humphrey Repton for the mansion at Highams, which is now Woodford County High School for Girls. Representatives of Waltham Forest Council and the Corporation of London have expressed an interest in working together to recreate elements of the original landscape and to improve the quality of these two adjoining areas of parkland. From the 1880s onwards portions of the estate were sold off for development. In 1890 the lower part of Highams Park encompassing the River Ching and its boating lake was purchased by the Corporation of the City of London, added to Epping Forest (managed by the Conservators of Epping Forest), and opened to the public in 1891. In 1894 the Great Eastern Railway renamed its Hale End station, which had opened in 1873, Highams Park Station in order to benefit from the new attraction. Although Repton stated in the Red Book that his treatment of the lake illustrated in the map of 1794 was only provisional, in its present state the lake retains the general outline shown in his water-colour design of 1794.	Scoping and feasibility assessment would need to be initiated, perhaps with a view to developing an HLF application. The EA may have interest in river restoration works associated with the Ching Brook Restoration project. Commission feasibility study. Project would need to be phased and would be delivered over a 3-5 year period depending on availability of funding. This is a major open space project which will need its own project manager to develop and deliver it. Link into Mad about Meadows initiative as a prototype project.	25 ha	Corporation of London	£1-2 million	£0	£1-2 million	1
2.6.08	Highams Park - National Cycle Network Route 1 (Lee Valley) Highams Park - Lower Hall Lane			Identified as part of the NE Greenways study, complete in 2008/9. The route proposes connecting a number of parks and quite residential roads in the north of the borough. One way street on the route - will need 'point no entry' - none currently approved in the borough. Cycling alignment, work likely to include; path resurfacing, junction and through parks currently not permitted by borough bylaws. Available LIP funding could limit scope of work on the route. Route connects into road measures plus route signing. LB Enfield and NCN Route 1.	A feasibility study of the route is required to confirm the exact alignment, work likely to include; path resurfacing, junction and road measures plus route signing. North of the borough, away from regeneration areas in central and southern parts of the borough - this could be seen as an opportunity to spread funding across the borough.		London Borough of Waltham Forest	TBC	TBC	TBC	1
2.6.09	Walthamstow Greyhound stadium			Opportunities to improve public realm associated with the redevelopment of the greyhound stadium through planning process and developer contributions.	Negotiation of S106 contributions.		London Borough of Waltham Forest	TBC	TBC	TBC	
2.6.10	Lloyd and Aveling Park			Lloyd and Aveling Park is as popular with Walthamstow residents today as it was over a century ago. Once home to the artist William Morris as well as newspaper publisher Frank Lloyd, Lloyd Park was opened in 1900 with Aveling Park added in 1912. The combined 12 hectares of land provides an essential recreational space for the surrounding community and includes what is thought to be a Medieval moat and island and an original set of entrance piers and gates. HLF and BIG's £3.48m grant will be used to restore the park's historic features, revitalise the landscape and enhance the wildlife habitat. New facilities include a café, gallery and community space, with an extensive programme of skills training and educational opportunities.	Due on site May 2011		London Borough of Waltham Forest	£4.5m	£3.48m grant, n/a £1m match funds		6
2.6.11	LB Enfield - Epping Forest Chingford - Epping Forest			Identified as part of the NE Greenways study, complete in 2008/9. East-west route linking into LB Redbridge. Local topography - route is potentially very hilly.	A feasibility study of the route is required to confirm the exact alignment, work likely to include; path resurfacing, junction and road measures plus route signing. North of the borough, away from regeneration areas in central and southern parts of the borough - this could be seen as an opportunity to spread funding across the borough.		London Borough of Waltham Forest	TBC	TBC	TBC	1

Project Identification – Rolling Projects List

Project number	Project name	Strategic project	Borough / Locality	Project description, status and next steps	Next steps	Project size (ha / m)	Project owner	Total cost	Funding in place	Funding required	stage
2.7 River Roding Enhancements											
2.7.01	Redbridge at Ashton Brook		Redbridge	Proposal to expand this habitat comprise the excavation of backwaters/ ponds of varying lengths, widths and profiles. This will expand and increase diversity of aquatic and marginal habitat whilst preserving geomorphological processes. Removal of River Roding flood defense bund and relocation of bund adjacent to the M11/ A406 to reinstaate approximately 15ha of functional floodplain. Further feasibility work is required to determine the potential of current and desired land uses. Enhancement to land adjacent to River Roding. 1 Hectare of Backwater Habitat and Pond being created 07/08 with £149k from Growth Area Fund Round 2.		399 m	Environment Agency	£210,000	£210,000	£0	6
2.7.02	Redbridge at Ray Park		Redbridge	Proposal to create backwater.		969 m	Environment Agency	£50,000	£0	£50,000	1
2.7.03	Redbridge at Luxborough STW		Redbridge	Proposal to create backwater approximately 30m in length.		581 m	Environment Agency	£75,000	£0	£75,000	1
2.7.04	Redbridge A406 - A12		Redbridge	Proposed excavation of backwater approx 100m in length on the Left Bank of the Roding.		824 m	Environment Agency	£75,000	£0	£75,000	1
2.7.05	Redbridge opposite Ilford Golf Course		Redbridge	Proposal to excavate backwater approx 30m in length on the Right Bank of Roding.		497 m	Environment Agency	£50,000	£0	£50,000	1
2.7.06	Land opposite Wanstead Park		Redbridge	Proposal to relocate flood bund to create wetland habitat and flood storage space. An area of approximately 12ha of recreation grounds, allotments and woodland lies landward of the bund along this 1km stretch. It is also proposed to remove this bund and reposition it adjacent to the A406 embankment thus reinstating 12ha as functional floodplain. It is also proposed to create backwaters and a series of ponds within the area which would provide valuable habitat.	Feasibility work complete - implementation required.	6 ha	Environment Agency	£250,000	£0	£250,000	2
2.8 Tree Lined Streets											
2.8.01	Gascoigne Road (Abbey Green to Greatfields Park)		Barking & Dagenham	Tree lined streets project. Study required to analyse the constraints to determined how many trees can be realistically planted. This will involve street by street consultation and analysis of utilities and car parking.		1169 m	London Borough of Barking and Dagenham	£107,600	£0	£107,600	1
2.8.02	Ripple Road (Abbey Green to Lancaster Ave)		Barking & Dagenham	Tree lined streets project. Study required to analyse the constraints to determined how many trees can be realistically planted. This will involve street by street consultation and analysis of utilities and car parking.		1049 m	London Borough of Barking and Dagenham	£93,600	£0	£93,600	1
2.8.03	Rosslin Road/ Levett Road to Upney Lane		Barking & Dagenham	Tree lined streets project. Study required to analyse the constraints to determined how many trees can be realistically planted. This will involve street by street consultation and analysis of utilities and car parking.		575 m	London Borough of Barking and Dagenham	£190,000	£0	£190,000	1
2.8.04	Upney Lane (South Park drive to Ripple Cemetery)		Barking & Dagenham	Tree lined streets project. Study required to analyse the constraints to determined how many trees can be realistically planted. This will involve street by street consultation and analysis of utilities and car parking.		1493 m	London Borough of Barking and Dagenham	£120,000	£0	£120,000	1
2.9 Royal Docks											
2.9.01	Peruvian Wharf			Public access along the river, planning application submitted.		2312 m	London Borough of Newham	TBC	TBC	TBC	0
2.9.02	North Woolwich Road			Improve pedestrian and cycle provision along North Woolwich Corridor.		720 m	London Borough of Newham	TBC	TBC	TBC	
2.9.03	Thames path extension and new Thames side open spaces			Issue: Lack of access alongside River Thames Project: Riverside path. Benefits: Continuous strategic walking and cycling access along river frontage. Alternative alignment for SUSTRANS National Cycle Network route 13.Extend Thames Path east towards the London Loop. To include extension of NCR 13. New green public pedestrian and cycle path along Thames edge. Open space provision in the form of park area adjacent to the River Thames. Parks to build on existing Lyle Park and to be located at Thames Wharf as the safe guarding of Thames Wharf is due. Expansion of Lyle Park identified in Community Infrastructure Study for Royal Docks and Thameside West Area. However it depends on whether / how residential development expands in the area.	Next steps: Commitment in Core Strategy to defining route alignment and supporting policy (INF2 sustainable transport / Area policy–Urban Newham)		London Borough of Newham	TBC	TBC	TBC	0
2.9.04	Canning Town Links			Issue: Potential connections revealed by Canning Town masterplan implementation. Project: North south connection between Royal Victoria Dock (ExCeL) and Terence McMillan Stadium and Newham Hospital. Mostly implemented, signage only. Connection between Canning Town and former Limmo site. Limmo site is identified as a strategic site in LBN Core Strategy. Benefits: Consolidation of Masterplan intentions to create a more connected and active community. Reinforcement of connection between Custom House, Excel Waterfront and Britania Wharf.	Next steps: Signage		London Borough of Newham	TBC	TBC	TBC	0
2.9.05	Royal Docks Links (north side)			Issue: Largely implemented dockside walking route, requires completion of missing sections. Project Completion of missing sections for pedestrians and cyclists: between 1000 Dockside Road and University of East London; between University of East London and Albert Dock development, with onward connection to N1.8. Connection between ExCeL West side and East India Dock via Thames foopath. Provide or improve connecting routes from Beckton Park and Connaught footbridge / Richard House Drive. Core Strategy indicates in strategic terms, potential connectivity within 1980s housing development–this could be firmed up with a study to confirm potential links. Benefits: Strengthened connections between Beckton and Royal Docks riverside. Improved accessibility to strategic employment sites and UEL; opportunity to extend area of public open space; opportunity to promote and capitalise on new development. Completion of section of National Cycle Network proposed route 13.	Next steps: indicative identification of linkages in Core Strategy; consider deliverability, cost and potential landowner / developer partnership. Mostly on private land. Liaison with SUSTRANS regarding route planning and any potential funding.		London Borough of Newham	TBC	TBC	TBC	0
2.9.06	Royal Docks Links (south side)			Issue: Improving connectivity alongside south side of Royal Victoria Dock requires development to come forward. Project: Provide pedestrian and cycle link between western end of Royal Victoria Dock and Airport Roundabout and a new bridge to complete a link between Prince Regent's Lane and North Woolwich Road / Barrier Park. Roundabout requires remodeling and improvements to pedestrian and cycle infrastructure to enable direct connection with City Airport and onward connection to North Woolwich. Provision of public spaces and landscaping along this spine route. Issue: Improving connectivity alongside south side of Royal Victoria Dock requires development to come forward. Project: Provide pedestrian and cycle link between western end of Royal Victoria Dock and Airport Roundabout and a new bridge to complete a link between Prince Regent's Lane and North Woolwich Road / Barrier Park. Roundabout requires remodeling and improvements to pedestrian and cycle infrastructure to enable direct connection with City Airport and onward connection to North Woolwich. Provision of public spaces and landscaping along this spine route.	Next steps: Core Strategy identifies strategic development site. Confirm route in Core Strategy proposals map. Negotiations with potential developer. Masterplan.		London Borough of Newham	TBC	TBC	TBC	0
2.9.07	North Woolwich Local connectors			Issue: Poor connectivity between North Woolwich estates and Thames riverfront and Victoria Gardens. Project: Provide connections and improve natural surveillance of links through development / regeneration. Benefits: More intensive use of park; the park becomes part of the movement network with a walking and cycling route alternative to Woolwich Manor Way. Increased permeability and accessibility to local services including North Woolwich local centre.	Next steps: Core Strategy indicatively identifies potential linkages. Link in with public realm strategy.		London Borough of Newham	TBC	TBC	TBC	0
2.9.08	Thames Path Northside			Issue: Lack of access alongside River Thames Project: Riverside path. Benefits: Continuous strategic walking and cycling access along river frontage. Alternative alignment for SUSTRANS National Cycle Network route 13.	Next steps: Commitment in Core Strategy to conditioning public access alongside river. Incremental project.		London Borough of Newham	TBC	TBC	TBC	0
2.9.09	Royal Victoria Gardens			Potential improvements to existing open space provision with connections north to the docks and south to the River Thames.	Feasibility study required to be linked into North Woolwich public realm works.		London Borough of Newham	TBC	no	TBC	0
2.10 Olympic Connections											
2.10.01a	Stratford Masterplan Stitch and extension to Barking			Issue: Stratford Masterplan identifies a strategic 'stitch' linking Bow with Stratford Park. The opportunity exists to extend the scope of this link to provide a strategic walking and cycling route connecting Stratford, Green Street, East Ham and Barking. Project: Define and implement a route via the Stratford Masterplan between Bow Bridge and Stratford Park. Requires bridge connection at Bow Bridge and a bridge over the DLR / Jubilee Line for shared use between pedestrians and cycles. Also requires some new street or path connections and suitable major road crossings. Route continues through Stratford Park and east towards Barrington Playing Fields, under the railway line going south, along Stevenage Road, Leigh Road, Watson Avenue. Crosses the (improved?) footbridge to Barking. Parks being improved by LBN. Benefits: Adds to range of strategic east-west recreational (and local transport) walking and cycling corridors. Improved permeability and legibility over Roding and Lea Valleys.	Next steps: Commitment in Core Strategy to defining route alignment and supporting policy (INF2 sustainable transport / Area policy–Urban Newham)		London Borough of Newham	TBC	TBC	TBC	0
2.10.01b	Green Street to Barking (alternative route alignment)			Issue: Stratford Masterplan identifies a strategic 'stitch' linking Bow with Stratford Park. The opportunity exists to extend the scope of this link to provide a strategic walking and cycling route connecting Stratford, Green Street, East Ham and Barking. Project: Define and implement an alternative route between Green Street and Watson Avenue to provide a more direct route to Barking. Benefits: Provides a more direct link between Green Street and Barking, though it includes one section of 'busier' street and a potentially difficult crossing of High street North.	Next steps: Commitment in Core Strategy to defining existence of a route. Supporting policy INF2 applies.		London Borough of Newham	TBC	TBC	TBC	0
2.10.02	Olympic Park and Stratford City Stitch			Issue: Routes are identified in Stratford Masterplan and provide proposed walking and cycling links between Bow and Leyton. These complement links already proposed in the Olympic Park masterplan, using routes that will be built. Project: Completion of any 'missing links' in this network to provide the walking and cycling links. Benefits: Consolidation of existing ODA legacy proposals.	Next steps: Approval of details of missing links.		Olympic Park Legacy Company / London Borough of Newham	TBC	TBC	TBC	0
2.10.03	The Greenway plus			Upgrade Greenway to a safe and continuous pedestrian and cycle route. ODA transport, subject to project prioritization. Concept design due for completion end July 2007.  The Greenway is a pedestrian and cycle path linking the Lea Valley eastwards to the Roding Valley where and eventually the Thames. The borough is working with Design for London, Thames Water and the ODA to enhance this key strategic link and to integrate it with its surroundings.	Upgrade Greenway to a safe and continuous pedestrian and cycle route. ODA transport, subject to project prioritization. Concept design due for completion end July 2007.	14.6 ha	Ian Murdoch (LB Newham)	£50,000		TBC	£3
2.10.04	Greenway Extension to Rainham Marshes			Issue: Link shown is proposed already (2.11.07). Project: Ensure that link is provided to a high standard equivalent to the Greenway to maximise the value of the connection shown. Note potential opportunity for direct link to Rainham Marshes. Benefits: Intensify use of Newham Greenway (sewer) at eastern end; increased range of destinations on strategic route; connection and branding of Rainham Marshes / Lea Valley connection. Major potential strategic recreational walking and cycling route, part of which is Capital Ring. Improved connectivity for pedestrians and cyclists travelling between Barking and Woolwich Ferry.	Next steps: Commitment in Core Strategy to defining route alignment and supporting policy (INF2 sustainable transport / Area policy–Urban Newham)		London Borough of Newham	TBC	TBC	TBC	0
2.10.05	Great Eastern Connector			Issue Potential east-west link with connectors forming part of grid network, connecting Olympic Park (Athletes' Village) and Ilford. Part of route passes through Manor Park Cemetery (private land) where public access may be restricted. Project: Minor works and signage to complete this link. Benefits: Extends scope of ODA legacy proposals; provides a strategic east-west alternative to Romford Road for pedestrians and cyclists and, with the exception of the link along the south side of the Col. Cemetery and links across the Roding (in LB Redbridge), can be achieved quickly without major expenditure.	Next steps: Identify potential minor works. Enter into agreement with Manor Park Cemetery to allow walking and cycling permissive access.		London Borough of Newham / London Borough of Redbridge	TBC	TBC	TBC	0
2.10.06	Beckton Alp			Restoration of failing remediation of Beckton Alp site to legitimise public access and enhance public open space with better entry points, as part of public art project.			Greater London Authority / London Borough of Newham	£3,750,000	£0	£3,750,000	2
2.11 Cross River Park (north)											
2.11.01	Thames Crossing Safeguarding			Public access and landscaping to Thames Crossing safeguarded area in advance of construction works. Public access and landscaping to improve pedestrian and cyclist experience of built crossing, for example incorporated into bridge undercroft, or humanising road link.							
2.11.02	Deliberately not used										
2.11.03	Barking Creek Bridges			New pedestrian and cycle bridges over River Roding connecting Eric Clarke Lane through Northern Lagoon site, to open site in Barking and Dagenham. This site requires safeguarding as open space to allow this link to happen. Redevelopment of Kingsbridge Road site would allow direct route through to A13 crossing		2.4 ha	Port of London Authority/ Environment Agency	£2,500,000		£2,500,000	1
2.11.04	Deliberately not used										

\* Project stage: 0 = notional, 1 = scoping /briefing, 2 = feasibility study, 3 = outline designs, 4 = detailed designs, 5 = tender, 6 = implementation, 7 = management plans

Project Identification – Rolling Projects List

Complete

Phase two

Project number	Project name	Strategic project	Borough / Locality	Project description, status and next steps	Next steps	Project size (ha / m)	Project owner	Total cost	Funding in place	Funding required	stage
2.11.05	Greenway West Ham to Beckton			Linear parkway connecting the Lea Valley and Roding Valley communities. Reinforce wildlife corridor, create an educational resource, celebrate Victorian infrastructure, improve access at A13 crossing, and links between business parks.		2.3 ha	Transport for London	£5,020,000	£20,000	£5,000,000	2
2.11.06	Goosley's Playing Fields +			Enhancement of Goosley's playing field. Creation of new foot and cycle path linking A13 footbridge with landscape north of Jenkins Lane including enhancement of existing footbridge across A13 at Beckton Triangle Retail Park, new path through allotment gardens.		17.2 ha	London Borough of Newham / Transport for London	£1,540,000	£40,000	£1,500,000	2
2.11.07	Northern Lagoon			Create new link from Eric Clarke Lane to Barking Creek path through Beckton Meadows (Northern Lagoon), with enhancements to the fragile landscape.	Bird hides. It is recognised that enclosed bird hides can present opportunities for vandalism, anti-social or dangerous behaviour. Other sites have deployed timber sleepers to create hide screens without roof or walls. Other examples of non-enclosed hides are shown here.	15.6 ha	London Borough of Newham / Design for London				2
2.11.08	Gallions Retail Park public realm			Improve clarity of foot and cycle public realm through Gallions Retail Park along with public transport corridor improvements, and continue route along Gemini Business Park to access the Thames path	Forest at Gallions Retail Park Introduction of trees to car park for increased 'greening' and shade	19.6 ha	London Borough of Newham / Design for London	£900,000	£0	£900,000	2
2.11.09	Thameside Path and Park			Safeguard new public park and foot and cycle route along the Thames as part of development. This should be accompanied by ecological enhancements exploring the opportunity for re-creating intertidal habitats with terracing or pulled back flood wall.	New path in front of sludge tanks and new security fence to complete this section	9.3 ha	London Borough of Newham / Design for London	£5,000,000	£0	£5,000,000	2
2.11.10	Barking Creek spaces			Open access to mostly existing foot and cycle path along Barking Creek and connect to wider Roding path network. Enhancing and managing the landscape east of Sewage works and A13 junction for wildlife and improved public access amenity.	Relocate boundary Thames Water boundary fence along this stretch to widen public realm. 3m high steel weldmesh boundary fence Construct new pedestrian route along new landscaped ground to raise path level New planting to open up space and improve sightlines for greater personal safety Aspiration to introduce secondary additional path along south side of the site for more direct route if the extended land can be made available until required for operational use.		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.11	Gallions to the Thames			Recently completed scheme to improve public realm and paving across Gallions Reach station square to the Armada Green by the River Thames	To support the delivery of a wider masterplan framework, the LDA's 7,300sqm Land & Development team and Design for London are working closely with the London Borough of Newham and the London Thames Gateway Development Corporation to define and deliver a network of public spaces across the Royal Albert Basin. A number of these projects have already been completed including the new square at Gallions Reach Docklands Light Railway station, the children's play park and Armada Green. Riverfront proposals include continuous access for pedestrians and cyclists. The dock edge of the Royal Albert Basin will also be re-modelled to create new waterside public spaces and a number of amenity spaces are planned alongside forthcoming development.		London Borough of Newham / Design for London	£1.2m	£1.2m		6
2.11.12	Gallions Greens			a series of public open spaces and pocket parks to be provided as part of developments in the Albert Basin, forming an informal diagonal route to the river. Furlong Green around the listed Gallions Hotel has been completed as phase one	Part complete		London Borough of Newham / Design for London				6
2.11.13	The Greenway Eastern Extension			Extension of public access to Northern Outfall Sewer and additional cycle/foot bridge over sewer in line with new path to the rear of Gallions Retail Park linking with ELT corridor.	Remove existing barrier at end of Greenway under Royal Docks Road, 1.1 Landscape works to South slope of Greenway Introducing a new pedestrian ramp at gradient of no more than 1:40 to bring pedestrians from the Greenway to Gallions Retail Park 1.3 New security fence alongside the ramp to form new line of boundary to TW land 1.4 New low level planting		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.14	STW extension Nature Reserve			Protection, enhancement and potential access to natural landscapes around Sewage Treatment Works extension.	Thames Water site to protect from public access an area of Beckton Meadows, to preserve existing ecological condition until this land is required for operational use,		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.15	Eric Clarke Lane			Public realm improvements and safeguarding of surrounding open space, to complete large loop and network.	Relocate Thames Water boundary fence along this stretch to widen public realm. Replace palisade with 3m high steel weldmesh boundary fence, New pavement and kerb condition New soft landscape including berm and swale and planting. New shared cycle and pedestrian route alongside swale. Secondary weldmesh fence a further 50m into Thames Water site to protect from public access an area of Beckton Meadows, to preserve existing ecological condition until this land is required for operational use,		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.16	Norwegian Fields			Recreational open space to be safeguarded and enhanced by improving relationship between football fields and peripheral natural spaces	as 2.11.02		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.17	Jenkins Lane fringes			Enhancement and protection of green slopes and fringes as part of Jenkins Lane development, in keeping with natural signature	Relocate boundary Thames Water boundary fence along this stretch to widen public realm. 3m high steel weldmesh boundary fence Construct new pedestrian route along new landscaped ground to raise path level New planting to open up space and improve sightlines for greater personal safety Aspiration to introduce secondary additional path along south side of the site for more direct route if the extended land can be made available until required for operational use		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.18	Gallions Family Orchard Park			Safeguard and instate a new public open space on site neighbouring Gallions Retail Park, to address deficiency for Gallions Primary School	Carry out contamination survey and implement ground remediation strategy incorporating remodelled land to reinforce acoustic boundary to road New landscaped area and planting of orchard grid introduction of play and sports areas and associated boundaries		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.19	Green Doolie (Partial)			Enhancements to a series of road verge and fringe spaces to improve safety and experience of walking route between North Woolwich, Albert Basin, and Beckton district centre	Clearance of existing vegetation to slopes, new planting including mature and semi-mature trees, new hard and soft landscape Creation of new concrete skateboard park with new boundaries Installation of nesting boxes to existing mast structures on bridge Associated works to parapets and railings New hard landscaping to bridge lookout area		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.20	Eco Park			Enhancement and protection of spaces around ramped access to EGGS bridge and space between DLR			London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.21	Gemini Park			New landscaped park area forming part of proposed Thames Path	Establish extent of contamination in ground and develop remediation strategy for new landscaping proposals. Carry out new planting including semi-mature trees suitable for riverside location. New areas of hard and soft landscaping. Works to river wall to make safe for public access Maintenance and upgrade of boundary with sewage works as necessary		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.22	Riverside Boardwalk			New Boardwalk along the river delivered as part of Albert Basin developments, connecting lock gates.	Widen and lay new surface to path along riverside. Introduce integrated cycle path and seating. Works to river wall to make safe for public use Improve boundary at inland flood wall. Add weldmesh fence to existing concrete wall		London Borough of Newham / Design for London	TBC	TBC	TBC	2
2.11.23	Armada Green			A recently completed public open space by the Thames, gently rising to give views of the river, and provide a quite contemplative space and gateway to the Lower Roding Metropolitan Park Opportunity. Phase 2 dependent on development.		5,400sqm	London Borough of Newham / Design for London	£350,000	£350,000		6
2.11.24	Albert Allotments			Safeguarded TFL land with potential for short term allotments			London Borough of Newham / Design for London	TBC	TBC	TBC	1
2.12 Barking Town Centre plus											
2.12.01	Abbey Green			Transform the site into a vibrant, prestige town centre park with church and Abbey ruins at the core, including high quality play, herbaceous gardens and seating, shrub planting, events space, clearly defined entrances and through routes. Seek to establish stronger links with the River Roding by extending the parkland to the river. Improve pedestrian, visual and functional links with the Town Centre. Improve link between East Street and Curfew Tower. Promote Abbey Green as a primary outdoor events space.	Masterplan developed Lynch Architects, next steps of design development required.	6.5 ha	London Borough of Barking and Dagenham	£6,000,000	£80,000	£5,920,000	3
2.12.02	Barking Town Square and Arboretum			The public spaces, designed by muf architecture/art, include a new town square conceived as two contrasting and interlocked spaces built in phases. The first phase comprises a hard landscaped, formal civic 'foreground' to Barking Town Hall and the new library by Alford Hall Monaghan Morris architects. This is coupled with the second phase due to open in Summer 2009; an urban arboretum of carefully selected trees that sits between the library and the new commercial development. The trees in the arboretum are selected for their literary associations, and spaces for play are integrated into the landscape.			London Borough of Barking and Dagenham/ Redrow/ Design for London	£2.2m	£2.2m		6
2.12.03	Barking Town Centre Public Realm			Public realm and art strategy for Barking Town Centre.			London Borough of Barking and Dagenham/ Redrow/	TBC	TBC	TBC	2
2.12.04	Quaker Burial Ground			A small enclosed wildlife garden with boundary wall of recycled brick to match existing. The project connects Barking Town Centre with the Roding via an alternative route, providing a wildlife corridor between roadways. The heritage and faith connections should be exploited with Religious Society of Friends, Elizabeth Fry (on the back of the £5 note), and the neighbouring Sikh Temple.			London Borough of Barking and Dagenham	TBC	TBC	TBC	0



Project Identification – Rolling Projects List

Project number	Project name	Strategic project	Borough / Locality	Project description, status and next steps	Next steps	Project size (ha / m)	Project owner	Total cost	Funding in place	Funding required	stage
2.12.05	Flanders Road Link			Fresh Wharf Road to Flanders Road cross Borough link. Improve Newham side of bridge crossing over A406 to match ramped Barking side to Fresh Wharf Road, with ramped access for bikes and disabled access.			London Borough of Barking and Dagenham	TBC	TBC	TBC	0
2.12.06	Roding Valley Way SE			Reinforce as a cultural centre for creative industry and youth links. Secure footpath to north and south of the Malthouse, as a continuous path from the Mill Pool to the A13, including associated streetscape works on Abbey Road. Remove blocking walls.			London Borough of Barking and Dagenham	TBC	TBC	TBC	0
2.12.07	Barking Gateway			Define after dark lighting and art strategy on a bold scale to celebrate and highlight the engineering and create a lit gateway between LB Newham and Barking. Lighting installation of the underbelly of the A406 on London Road.			London Borough of Barking and Dagenham	TBC	TBC	TBC	0
2.12.08	Stevenage Link Road			Form a missing link in the Roding Valley Way. Upgrade Roding footpath between Highbridge Road and railway bridge to enable pedestrian and cycle use and enhance wildlife assets.			London Borough of Barking and Dagenham	TBC	TBC	TBC	0
2.12.09	Burges Road Link			Enhance existing east-west link across River Roding and A406.			London Borough of Barking and Dagenham	TBC	TBC	TBC	0
2.12.10	Fresh Wharf Roding Way			New public walkway along the River Roding as part of Fresh Wharf development			London Borough of Barking and Dagenham	TBC	TBC	TBC	0
2.12.11	New bus bridge			pedestrian and cycle routes alongside new bridge for transit			London Borough of Barking and Dagenham	TBC	TBC	TBC	0
2.13 Barking to the Thames											
2.13.01	Gascoigne Space			Improvements and upgrades to a series of spaces running through the Gascoigne Estate as part of the phased redevelopment.		2212 m	London Borough of Barking and Dagenham	£20,000	£20,000		0
2.13.02	Ripple Road			Key natural movement line from Barking Town Centre following shops and activity to Greatfields Park			London Borough of Barking and Dagenham				
2.13.03	Greatfields Park			Improvements to the park to reach Green Flag status. Better way marking and legibility to allow use of park as part of a pleasant route connecting Barking Town Centre and Barking Riverside			London Borough of Barking and Dagenham				
2.13.04	King Edwards Crossing			upgrade of crossing to act as one of the main routes from Barking Town Centre to Barking Riverside, more legible routes in the approach to the crossing.			London Borough of Barking and Dagenham				
2.13.05	River Road ELT			public realm and legibility improvements as part of transit route, pilot project completed on River Road			London Borough of Barking and Dagenham				
2.14 Green Spine											
2.14.01	Barking Riverside Power Park		Barking & Dagenham	Major new park at the core of the new Barking Reach Development including habitat creation, sports and leisure uses, urban agriculture/allotments + foot and cycleways. Power Park contributes to the permeability of the new development at Barking Riverside by providing east/west pedestrian and cycle routes through the scheme, while at the same time creating a mosaic of habitats and recreational uses, linked to the existing Ripple Road Nature Reserve. These routes connect to other proposed key pedestrian and cycle linkages, providing a 'Green Bracelet' around the development. The hydrology strategy, developed for Barking Riverside, requires that this area provides the flood water attenuation and storage during peak events. This provides opportunities to enhance the public amenity and biodiversity values of the site. This same strategy provides connections and ecological continuity to the existing ditches and channels in this post industrial landscape. By utilising a careful tree and shrub planting strategy it is intended to minimise the visual impact of the existing pylons from within the park and adjacent residential areas. The statutory protected water vole is present on this site, and the project	Design development, costings	83.4 ha	London Borough of Barking and Dagenham	£10,000,000	£0	£10,000,000	2
2.14.02	Barking Riverside Foreshore Park			Major new public access riverside park including restored river edge, extensive foreshore and tidal habitats, re-created intertidal habitats in the form of terracing / pulled back sea defences. Footpaths will be set back to allow for less disturbed areas of foreshore, as the potential adverse impact of disturbance to sensitive fragmented wildlife habitats caused by increased public access is an important consideration. Measures to discourage motorbikes and encourage quiet recreation must be taken.		21.5 ha	London Borough of Barking and Dagenham	£5,000,000	£5,000,000	£0	0
2.14.03	Barking Creekmouth			Improved public access and habitat creation provided in addition to increased flood storage capacity the EA have identified potential for a phase 2 which would further improve the park and create a new area of terracing on the downstream side of the barrier. The 'Floodscape' project considers strategic integration of spatial planning and flood risk management, inputting into the borough's Local Development Framework.	Phase 1 Complete	1113 m	Environment Agency	£2,500,000	£2,500,000	£0	7
2.14.04	Barking Creekmouth future crossing			safeguard the possibility for alterations to the Roding flood barrier to include a high level pedestrian gantry which does not compromise the Feasibility study safe operation of the flood defence function. The further route along the River Thames would could be delivered incrementally.			London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.14.05	Creekmouth Link			safeguard a route to between Barking Riverside development and Creekmouth open space, which would be delivered as part of redevelopment of the site.	Feasibility study		London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.14.06	Barking Riverside Walk			Riverside hard edge public realm as part of Barking Riverside development	Feasibility study		London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.14.07	Barking Riverside City Farm			Support existing city farm to develop educational and sustainable food growing activities as part of Barking Riverside integration into the local community	Feasibility study		London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.14.08	Thamesview Passage			improve the environment and lighting of this existing passageway as a pedestrian and cyclist east-west route improving the permeability of Barking Riverside. Larger scale redevelopment of the eastern park of this passageway provides the opportunity to increase the width of the passageway.	Feasibility study		London Borough of Barking and Dagenham	TBC	TBC	TBC	
2.14.09	Barking Riverside's Creekside Connections			The Buzzards Mouth Creek, one of the water vole creeks at Barking Riverside, is fragmented from the other water vole habitats in the area, specifically the Ship & Shovel Sewer. Connecting these habitats will not only be beneficial to wildlife (the protected water vole in particular), but it will also provide additional access to nature for local residents. A feasibility study needs to look into a project to unblock culverts connecting BMC to Thames View ditch; create new ditch/wet habitat between Thames View ditch and Ship & Shovel Sewer; remove brick lining from Thames View; tackle invasive species (floating pennywort, Japanese knotweed); and industrial contamination.	Feasibility, consultation, design, costings.	Restore 1.6km of ditch, clear 100m culvert and create wet habitat 250m	London Wildlife Trust	TBC	TBC	TBC	1
2.14.10	Barking Invertebrate Park (Rebranding brownfields)			Priority habitat 'Open mosaic habitats on previously developed land', (aka brownfield or post-industrial), is often perceived as unattractive and unappealing but can be extremely beneficial for wildlife, particularly for invertebrates and herpetofauna. Create two new Invertebrate Parks; one at Barking Riverside (the other in Crayford, Bexley) through retaining, redesigning and creating specialist brownfield habitat features and improving access and interpretation of each site.	Feasibility, consultation, design, costings.	tbc	London Wildlife Trust	£25,000	TBC	£25,000	1
2.14.11	Thamesview Park			Upgrade to the local park in Thamesview Estate, and ensure coherent relationship with passage space and links to Barking Riverside, to come forward with developments in other areas of Thamesview.			London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.14.12	Green Links			safeguarding two new green links connecting the Thamesview estate to Barking Riverside. The links utilise existing entrance roads and ramps to Barking Riverside between industrial uses, and can be delivered as part of incremental change			London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.15 Castle Green to the Thames											
2.15.01	Renwick Road			A series of interventions to improve the environment of Renwick Road as the main access into the Barking Riverside development. Key to this will be the proposed A13/Renwick Road junction improvement scheme which will enhance the connectivity of the existing residential areas to the north of the A13 and the Barking Riverside development.	Feasibility study	32.4 ha	London Borough of Barking and Dagenham	£10,000,000	£200,000	£9,800,000	1
2.15.02	Castle Green Rugby Club			Improvements to Ruby Club grounds to strengthen relationship to scruffy surrounding spaces and improve local access.				TBC	TBC	TBC	1
2.15.03	Castle Green			Part of this site has been taken by JRCS School and further parts will be taken for the Renwick Rd junction. Regional quality wheel park has been delivered. The intention is to create a local community park in the remaining space. Biodiversity enhancements could include wild flower meadows around edges, and screen planting to reduce impact of traffic noise.  Subject to Renwick Road junction S106. Until then small-scale/moving regime interventions only.' Retain priority: Numerous small scale improvements have been delivered.		19.2 ha	London Borough of Barking and Dagenham	£528,000	£0	£528,000	5
2.15.04	Castle Green to Cemetery			Improve open space and access from the western side of Castle Green		213.5 ha	London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.15.05	Thamesview Railway Ditch			protect and enhance watercourse and surrounding open space, explore potential and desirability for a foot or cycle path			London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.15.06	Scrattons Eco Park			Improve relationship between eco-park site and redundant fringe spaces around housing to enhance overall biodiversity.	Environmental impact assessment.		London Borough of Barking and Dagenham	TBC	TBC	TBC	1
2.15.07	Barking Riverside Jetty Space			A new public open space on the River forming the culmination of the direct route from Castle Green along Renwick Road. This space would be delivered as part of Barking Riverside aligned with proposed jetty.							

\* Project stage: 0 = notional, 1 = scoping /briefing, 2 = feasibility study, 3 = outline designs, 4 = detailed designs, 5 = tender, 6 = implementation, 7 = management plans



The Basin, formerly part of the Wanstead House grounds



A landscape photograph showing a calm lake in the middle ground. The foreground is dominated by the dark, intricate branches of bare trees, some of which are in sharp focus. Below the branches, a low stone fence with several square pillars runs across the bottom of the frame. The background consists of a line of bare trees on the far shore under a pale, overcast sky. The overall mood is quiet and somewhat somber due to the lack of foliage.

# Phase two Projects

This section identifies a phase of projects to deliver area objectives and opportunities.



£3,267,000/ £450,000/ £2,817,000





**Associated Projects:** Capital Growth

**Partners / Supportive Organisations / Funders:** Capital Growth, Sustain

**Project owner:** London Borough of Barking and Dagenham

**Governance:** Project manager: LBBB Leisure and Arts, Delivery Agency: Leisure and Arts

**Land Ownership:** LBBB

**Planning Issues / Designations:** Varies to be clarified through feasibility study

**Borough:** Barking and Dagenham  
**Location:** Varies  
**Size:** Varies

**Next Steps:** Feasibility, consultation, design. Community development.

**Total Cost / Funding in place / Funding required:**  
Derelict Garages - £350,000 (£300,000 required)  
Community Food Growing Spaces - £245,000 (£180,000 required)

**2.1.15 Community Gardens out of derelict garages + 2.1.18 Productive Landscapes**  
The combination of two initiatives that seek to create micro projects to provide community gardens and productive landscapes across the London Borough of Barking and Dagenham.

**Community Gardens**  
A number of derelict garage sites exist within the borough. Turning them into community gardens will require feasibility, consultation, design and delivery, plus community development. Pilot scheme: Fieldway Garages.

**Productive Landscapes**  
LBBB have signed up to the Mayor of London’s Capital Growth commitment to create 60 new community food growing spaces within the borough by 2012. A large number of sites have already been identified and have plans in place to create some of these following successful funding bids. Further funding is required to create the rest. There is a target of 60 sites across the Borough. 20 Children’s centre sites have already been highlighted as delivery spaces.







**Associated Projects:** Boat house Grotto, Golf club house, relining heronry pond, biodiversity enhancements to River Roding, Epping Forest transport Strategy Proposals

**Partners / Supportive Organisations / Funders:** LB Redbridge, Wanstead Sports Ground Ltd, Parish of Wanstead, Wanstead Sorts club. Wanstead Parklands Community Project, Friends of wanstead park, Wren Conservation Group, English Heritage, Natural England, Environment Agency and Thames Water

**Project owner:** Corporation of London

**Governance:** The project is currently being led by the Corporation of London working with the various stakeholders. The conservation statement was funded by the City of London and English Heritage.

**Land Ownership:** The site is divided amongst four landowners although the majority owner is the City of London.

**Planning Issues / Designations:** Epping Forest Act of 1878, Metropolitan Green Belt land, Site of Metropolitan Importance for Nature Conservation, Grade 11\* on register of Parks and Gardens of Special Historical Interest

**Borough:** Redbridge  
**Location:** TQ48NW83  
**Size:** 57 Ha

**Next steps:** Prepare HLF round 1 application. pond

**Total Cost / Funding in place / Funding required:**  
£3-5 million / N/A/ £3-5 million

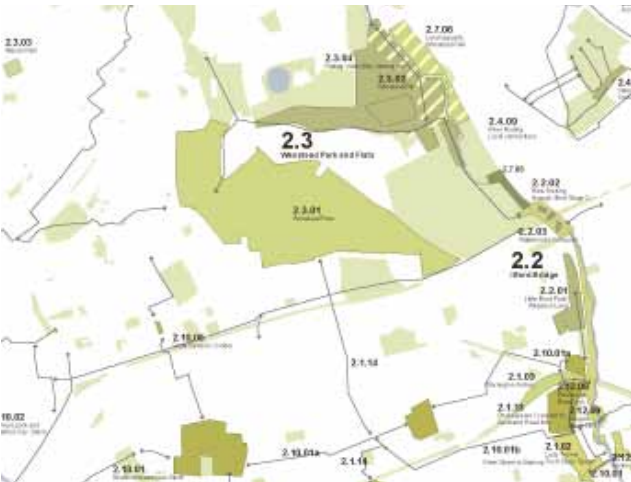
2.3.02 Wanstead Park

Wanstead Park is on the Register of Parks and Gardens of Special Historic Interest in England. It is a nationally important late 17th – early 19th century designed historic landscape with international associations. It also has regionally important ecological and archaeological significance, and is much valued by the local community. The condition of the heritage asset is deteriorating, and it is now on English Heritage’s ‘Heritage at Risk’ Register.

A Conservation Statement has therefore been prepared . This aims to guide decision making for the site to help manage and enable change to the heritage asset in a way that enhances its significance over the long term with a view to informing a future major

bid to the Heritage Lottery Fund Parks for People, the estimates budget is between £3 and 5 million.

The Conservation Statement has been informed by background research, stakeholder/community group meetings and targeted surveys. As part of this, four Expert Groups were established which focused on history/archaeology, ecology, hydrology and the Boathouse Grotto. It falls within the City’s wider landholding in Epping Forest. The site is mainly located in the London Borough of Redbridge (LBR), LBR has a regulatory role - particularly for the Conservation Area and Listed Buildings. The public park is one of the largest in the east London sub region.





## Phase Two – Project Details



### 2.3.04 Roding Valley Way - Missing Link 2.7.06 Land Opposite Wanstead Park

This following details are a combination of two projects in the London Borough of Redbridge. The first concerns the delivery of the missing link on the Roding Valley Way, to the east of Wanstead Park - Redbridge Roundabout to Newham Borough Boundary. New cycle and pedestrian path required, current alignment follows residential roads and path next to Heronry Pond. Reserve Connect2 scheme.

The second projects continues flood storage work, to relocate a flood bund and to create wetland habitat with flood storage space. An area of approximately 12ha of recreation grounds, allotments and woodland lies landward of the bund along this 1km stretch. It is

also proposed to remove this bund and reposition it adjacent to the A406 embankment thus reinstating 12ha as functional floodplain. A safeguarded allotment site also needs to be accommodated as part of the proposals. It is also proposed to create backwaters and a series of ponds within the area which would provide valuable habitat. Feasibility work complete - implementation required.

**Associated Projects:** River Roding Enhancements, Greenway for Redbridge, Drain London, SFRA, Upper Roding Development

**Partners / Supportive Organisations / Funders:** EA, LBR, City of London, Sustrans, Essex Wildlife Trust

**Project owner:** London Borough of Redbridge

**Governance:** Environment Agency, LBR Culture Sports and Community Learning and Highways

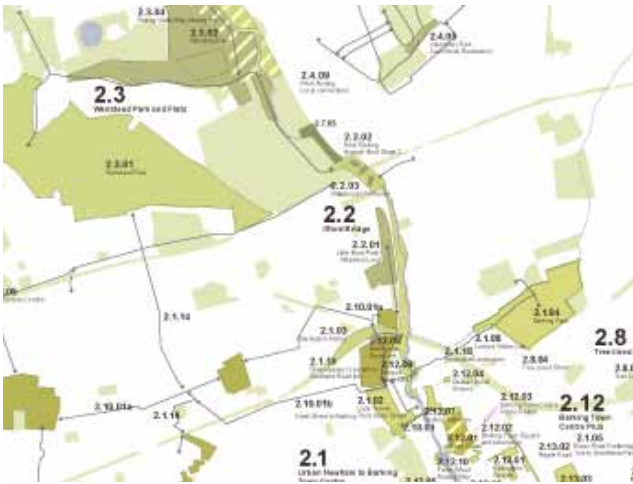
**Land Ownership:** LBR, City of London

**Planning Issues / Designations:** Land drainage consents

**Borough:** Redbridge  
**Location:** East 542060 North 192377  
**Size:** Land opposite Wanstead Park 6 Ha

**Next Steps:** Complete detailed designs. Submission of planning permission (joint with EA).

**Total Cost / Funding in place / Funding required:**  
Roding Valley Way - missing link £600,000, Land opposite Wanstead Park £250,000 (all required)





**Associated Projects:** River Roding Enhancements

**Partners / Supportive Organisations / Funders:** EA, Essex Wildlife Trust, Epping Forest District Council

**Project owner:** Essex Wildlife Trust

**Governance:** Essex Wildlife Trust

**Land Ownership:** Epping Forest District Council

**Planning Issues / Designations:** To be confirmed

**Borough:** Epping Forest District Council

**Location:** TQ 430 942

**Size:** 64 Ha

**Next steps:** Undertake a disability audit.  
Prepare landscape improvements proposals, prepare safety improvements

**Total Cost / Funding in place / Funding required:**  
£100,000/ N/A/ £100,000

2.4.06 Roding Valley Meadows

Roding Valley Meadows Nature Park, which extends for 64 Ha, is heavily used by many members of the surrounding community for informal recreation as a major green lung for the area, there being for example 30,000 people living in Loughton on the northern boundary and 12,500 in Chigwell. The site is popular for people to walk the dog and the local children use it as a play area. Formal uses include the local riding for the disabled club and the local athletics club hold regular events on the reserve. All of those people have had and continue to have a strong link in the management of the nature park. Steps have been taken to manage the nature park and improve the SSSI meadowland, this project aims to improve the community access to these

SSSI meadows and improve the infrastructure for successful management of the nature park. These aims will be achieved by improving / replacing fencing around fields, creating new hardened tracks through the woodland, resurfacing the car park, provide information boards designed for seasonal displays of management work around the nature park, purchase of machinery / tools for volunteers, improved infrastructure to allow better access across the nature park for all user groups at all times of the year, guided walks around the meadows, education days to introduce local school children to wildlife at Roding, and community events like the Football Day to be held by Leyton Orient Community Sports Programme.





## A wide landscape view of a grassy field under a blue sky with many white clouds. In the distance, there are rolling green hills and a small cluster of buildings.

>£10m/ N/A/ >£10m

The map shows the 2.5 planning area, which includes the following sub-areas and descriptions:

- 2.5.28** (top left): [Description]
- 2.5.21** (top right): [Description]
- 2.5.24** (middle right): [Description]
- 2.5.27** (middle right): [Description]
- 2.5.23** (bottom right): [Description]
- 2.5.21** (middle right): [Description]
- 2.5.18** (middle right): [Description]
- 2.5.18** (middle right): [Description]
- 2.5.17** (bottom right): [Description]
- 2.5.15** (bottom right): [Description]
- 2.5.14** (bottom right): [Description]
- 2.5.13** (bottom right): [Description]
- 2.5.12** (bottom right): [Description]
- 2.5.11** (bottom right): [Description]
- 2.5.10** (bottom right): [Description]
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- 2.5.06** (bottom right): [Description]
- 2.5.05** (bottom right): [Description]
- 2.5.04** (bottom right): [Description]
- 2.5.03** (bottom right): [Description]
- 2.5.02** (bottom right): [Description]
- 2.5.01** (bottom right): [Description]





2.5.24 Hainault Forest Country Park

Hainault Forest Country Park covers more than 125 Ha, with a fishing lake, zoo, adventure play areas, guided walks, bridleways and a nature trail. Hainault Forest Country Park also has its own Visitor Centre for further information and interpretation. Nature conservation is promoted here and a range of events and activities are offered throughout the year.

Improved access and Business plan to develop existing facilities on site and increase the visitor offer integrating with existing facilities such as Fairlop waters, Havering Country Park, Epping Forest and Woodland Trust land. Proposal to transform buildings and involve local businesses to strengthen local trade and accessibilities of facilities.

Fairlop Waters Country Park business plan and Epping Forest management plan to feed into this work. Links to Area 3 programme. Development of coordinated visitor offer with other Fairlop Plain projects

Architectural brief for refreshment facilities

Definition of cycle routes within Country Park to be reviewed to support access with extension of Greenway to be explored.

**Associated Projects:** Greenway for Redbridge

**Partners / Supportive Organisations / Funders:**  
Woodland Trust, Essex Wildlife Trust, Sustrans, LB Redbridge Culture Sports and Community Learning and Highways, LB Havering

**Project owner:** London Borough of Redbridge

**Governance:** LBR Culture Sports and Community Learning and Highways

**Land Ownership:** London Borough of Redbridge

**Planning Issues / Designations:** Green Belt

**Borough:** Redbridge  
**Location:** TQ 480929  
**Size:** 125 Ha

**Next steps:** Fairlop Waters Country Park business plan and Epping Forest management plan to feed into this work. Links to Area 3 programme. Development of coordinated visitor offer with other Fairlop Plain projects. Architectural brief for refreshment facilities  
Definition of cycle routes within Country Park to be reviewed to support access with extension of Greenway to be explored.

**Delivery / Budget / Process Status:**  
To be confirmed as part of feasibility work. >£5m





## A photograph of a small waterfall cascading over a rocky ledge into a pool of water, surrounded by dense green foliage and trees. The water is clear and reflects the surrounding greenery. The foreground is filled with the branches and leaves of trees, some of which are in focus, while others are blurred. The background shows a dense forest with more trees and foliage. The overall scene is a lush, green, and serene natural environment.

**Total Cost / Funding in place / Funding required:**  
£1.5m/ N/A/ £1.5m

[illegible]





**Associated Projects:** River restoration Ching Brook, Mad about Meadows

**Partners / Supportive Organisations / Funders:** City of London, LB Waltham Forest, Natural England, Environment Agency.

**Project owner:** London Borough of Waltham Forest

**Governance:** The project is currently being proposed by the City of London working with the LB Waltham Forest.

**Land Ownership:** LB Waltham Forest , City of London

**Planning Issues / Designations:** Epping Forest Act of 1878, Metropolitan Green Belt land, Site of Metropolitan Importance for Nature Conservation

**Borough:** London Borough of Waltham Forest **Location:** TQ392919  
**Size:** 25 Ha

**Next steps:** Scoping and feasibility assessment would need to be initiated, perhaps with a view to developing an HLF application. The EA may have interest in river restoration works associated with the Ching Brook Restoration project. Commission feasibility study. Project would need to be phased and would be delivered over a 3-5 year period depending on availability of funding. This is a major open space project which will need its own project manager to develop and deliver it. Link into Mad about Meadows initiative as a prototype project.

**Total Cost / Funding in place / Funding required:** £1-2 million/ N/A/ £1-2 million

2.6.07 Highams Park

Highams Park in Epping Forest is the surviving portion of about 55 acres of the landscape park of Highams laid out in the 1790s by Humphry Repton for the mansion at Highams, which is now Woodford County High School for Girls. Representatives of Waltham Forest Council and the Corporation of London have expressed an interest in working together to recreate elements of the original landscape and to improve the quality of these two adjoining areas of parkland. From the 1880s onwards portions of the estate were sold off for development. In 1890 the lower part of Highams Park encompassing the River Ching and its boating lake was purchased by the Corporation of the City of London, added to Epping Forest (managed by the Conservators of Epping Forest), and opened to

the public in 1891. In 1894 the Great Eastern Railway renamed its Hale End station, which had opened in 1873, Highams Park Station in order to benefit from the new attraction. Although Repton stated in the Red Book that his treatment of the lake illustrated in the map of 1794 was only provisional, in its present state the lake retains the general outline shown in his water-colour design of 1794.

Scoping and feasibility assessment would need to be initiated, perhaps with a view to developing an HLF application. The EA may have interest in river restoration works associated with the Ching Brook Restoration project. Link into Mad About Meadows initiative as a pilot project.







**Associated Projects:**  
Royal Docks, Meanwhile Spaces

**Partners / Supportive Organisations / Funders:**  
Sustrans, Port of London Authority

**Project owner:** London Borough of Newham

**Governance:** LDA, LB Newham

**Land Ownership:** LDA, LB Newham

**Planning Issues / Designations:** To be confirmed

**Borough:** London Borough of Newham  
**Location:** TQ 415805  
**Size:** varies

**Next steps:** Next steps: indicative identification of linkages in Core Strategy; consider deliverability, cost and potential landowner / developer partnership. Mostly on private land. Liaison with Sustrans regarding route planning and any potential funding.

**Delivery / Budget / Process Status:**  
To be confirmed through feasibility studies. Potential for section 106 developer contributions.

2.9.05 Royal Docks Links (north side)  
2.9.06 Royal Docks Links (south side)  
2.9.07 North Woolwich Local Connectors

A suite of connectivity projects. Completion of missing sections for pedestrians and cyclists: between 1000 Dockside Road and University of East London; between University of East London and Albert Dock development. Connection between ExCeL West side and East India Dock via Thames footpath. Provide or improve connecting routes from Beckton Park and Connaught footbridge / Richard House Drive. Core Strategy indicates in strategic terms, potential connectivity within 1980s housing development. Improved accessibility to strategic employment sites and UEL; opportunity to extend area of public open space; opportunity to promote and capitalise on new

development. Completion of section of National Cycle Network proposed route 13.

Provide pedestrian and cycle link between western end of Royal Victoria Dock and Airport Roundabout and a new bridge to complete a link between Prince Regent’s Lane and North Woolwich Road / Barrier Park. Provision of public spaces and landscaping along this spine route.

Provide connections and improve natural surveillance of links through development / regeneration. Intensify use of parks; the park becomes part of the movement network with a walking and cycling route alternative to Woolwich Manor Way. Increased permeability and accessibility to local services including North Woolwich local centre.





## Phase Two – Project Details



**Associated Projects:** Barking Town Centre Regeneration, LB Barking and Dagenham Parks and Green Spaces Strategy, GLA Access to Nature, Roding Valley Regeneration

**Partners / Supportive Organisations / Funders:** LB Barking and Dagenham, GLA, Abbey Green Steering Group, LB Redbridge

**Project owner:** London Borough of Barking and Dagenham

**Governance:** Project manager: LBBB Leisure and Arts, Delivery Agency: Leisure and Arts

**Land Ownership:** LB Barking and Dagenham

**Planning Issues / Designations:** Scheduled Ancient Monument, Protected Open Space, UDC

**Borough:** Barking and Dagenham  
**Location:** Os Grid reference TQ 4484 SW  
**Size:** 6.5 Ha

**Next steps:** Masterplan developed Lynch Architects, next steps of design development required.

**Total Cost / Funding in place / Funding required:**  
£6,000,000/ £80,000/ £5,920,000

### 2.12.01 Abbey Green

Transformational improvement of this Mayoral Great Space and important historic site that links the River Roding to the European award-winning Barking Town Centre. Lynch Architects have prepared the masterplan. Phase 1 scheme for 2010/11 delivery. Transform the site into a vibrant, prestige town centre park with church and Abbey ruins at the core, including high quality play, herbaceous gardens and seating, shrub planting, events space, top quality furniture and clearly defined entrances and through routes. Enclose with high quality ornamental railings to provide spatial definition and protection from traffic. Promote screening of retail warehouses and car parks with trees and shrubs and seek to establish stronger links with the River Roding by extending

the parkland to the river. Improve pedestrian, visual and functional links with the Town Centre. Improve link between East Street and Curfew Tower. Promote Abbey Green as a primary outdoor events space Ecological Improvements could include establishing strips of wild meadow flowers around the green or along paths. Beds of perennial drought resistant herbaceous species including nectar rich species, and pot-grown wild flowers in the churchyard with climbing plants by walls. In addition to this, the project forms a key element of green space for the Town Centre and once linked to the Roding to the west and through the Town Centre to Barking Park in the, will be a significant greenspace connectivity project, therefore tree-lined street opportunities within the Town Centre should be prioritised to this effect.





**Associated Projects:**  
Barking Riverside

**Partners / Supportive Organisations / Funders:**  
LB Barking and Dagenham, Barking Riverside Ltd

**Project owner:** London Borough of Barking and Dagenham

**Governance:**  
Barking Riverside Ltd

**Land Ownership:**  
Barking Riverside Ltd

**Planning Issues / Designations:**  
Outline planning permission

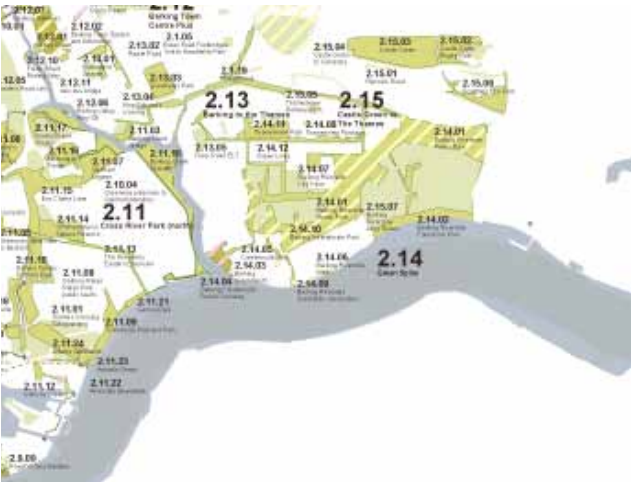
**Borough:** Barking and Dagenham  
**Location:** OS Grid Reference Tq 4682  
**Size:** 83.4 Ha

**Next steps:** Design development, costings

**Total Cost / Funding in place / Funding required:**  
>£ 10m / N/A/ >£10m

**2.14.01 Barking Riverside Power Park**  
‘Major new park at the core of the new Barking Reach Development including habitat creation, sports and leisure uses, urban agriculture/allotments and foot and cycleways. Power Park contributes to the permeability of the new development at Barking Riverside by providing east/west pedestrian and cycle routes through the scheme, while at the same time creating a mosaic of habitats and recreational uses, linked to the existing Ripple Road Nature Reserve. These routes connect to other proposed key pedestrian and cycle linkages, providing a ‘Green Bracelet’ around the development. The hydrology strategy, developed for Barking Riverside, requires that this area provides the flood water attenuation and storage during peak events. This provides

opportunities to enhance the public amenity and biodiversity values of the site. This same strategy provides connections and ecological continuity to the existing ditches and channels in this post industrial landscape. By utilising a careful tree and shrub planting strategy it is intended to minimise the visual impact of the existing pylons from within the park and adjacent residential areas. The statutorily protected water vole is present on this site, and the project will consider the impacts on the species and its habitat.







The view across Fairlop Plain towards Shooters Hill in south London



# Forward Strategy

This section concludes the Area Framework with a series of recommendations for further action, including funding and governance arrangements.

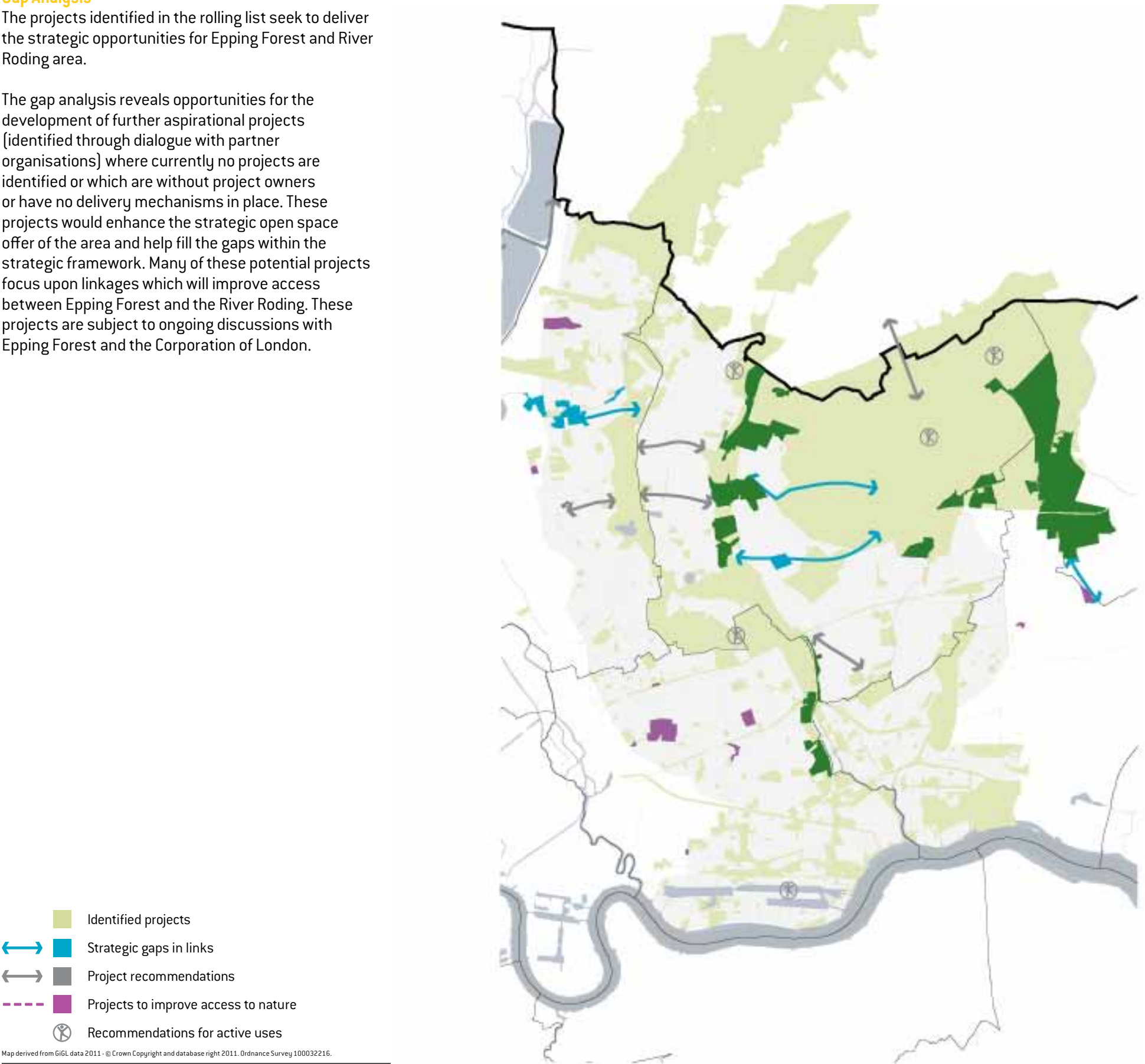


# Forward Strategy – Gap Analysis

## Gap Analysis

The projects identified in the rolling list seek to deliver the strategic opportunities for Epping Forest and River Roding area.

The gap analysis reveals opportunities for the development of further aspirational projects (identified through dialogue with partner organisations) where currently no projects are identified or which are without project owners or have no delivery mechanisms in place. These projects would enhance the strategic open space offer of the area and help fill the gaps within the strategic framework. Many of these potential projects focus upon linkages which will improve access between Epping Forest and the River Roding. These projects are subject to ongoing discussions with Epping Forest and the Corporation of London.



Map derived from GIGL data 2011. © Crown Copyright and database right 2011. Ordnance Survey 100032216.



# Forward Strategy – Recommendations

It is now some five years since the original area framework was produced. Independent evaluation of the earlier East London Green Grid programme has confirmed its role in enabling the various partners and stakeholders to work collectively, to assist in securing funds, and encourage organisations to think about how their activities contribute to the collective benefits across the wider area.

The rationale for this update was to:

- review progress, recognise successes to date and identify reasons for any projects that have progressed more slowly than intended
- refresh the existing area analysis, project programme and delivery strategy in light of current economic operating environment
- Integrate the western areas of the old Area 4 London riverside area framework into Area 2
- Increase the range of partners to deliver the programme, fund it and champion it to support future sustainability
- use the refresh process to engage with strategic private sector partners such as the utility companies and selected developers etc to steer their future investments to realise the potential of GI
- ensure close alignment with GLA key programmes, the Mayor’s Low Carbon agenda plus existing housing development and regeneration priorities
- continue to embed the GG into local planning policy to maximise sustainability support future exit strategies for the Green Grid to reflect the current Localism and Big Society agendas
- take on board additional objectives which offer the capability to support economic development, such as increasing the value of the visitor economy, developing social enterprise models to deliver green space management and maintenance, support the green skills agenda and enable strategic productive landscape projects
- support the assimilation of the ELGG programme into the All London Green Grid

## Governance

This updated Area 2 framework has been prepared by a diverse range of stakeholders including members of the earlier Area 2 and 4 groups.

The role of this group is to:

- ensure the outcomes from the area framework refresh are locally embedded and endorsed
- enable groups to be expanded/consolidated where required to take on board partners in the new areas and maximise future sustainability
- encourage the projects to be underpinned by robust local funding strategies
- maximise partnership processes to assist in delivery

It is proposed that this group continue to provide the ongoing governance requirements for this area framework supported by other local partnerships where they exist.

The current governance requirements of the framework have previously been supported by funding from the earlier East London Green Grid programme to fund the role of Area Chair. Future funding for this task is currently not available. In the short term therefore we see a reduced set of support activities continuing until further funding can be identified.

## Programme Overview

In the short term (next 1-2 years) there will be a focus on taking forward a number of earlier ELGG supported projects to fruition particularly those that work to maximise the landscape quality and complement existing strategies for area based improvements. We also intend to fast track improvements to resolve outstanding key links that affect the usability of strategic path networks. These short term ambitions continue the earlier framework priorities to improve physical access, routes and overcome barriers to allow people to get to and through the existing open space resource in particular the major river corridor of the Roding and Epping Forest. This will help to better connect the neighbouring communities to the open space network and encourages use and a sense of ownership amongst local residents

Short term ambitions are exemplified by completed or ongoing projects such as Abbey Green, the Roding Valley Way, Ray Park and Fairlop Waters Country Park. We will seek to harness the momentum of the Barking

Riverside developments to create new open spaces within the London Riverside area.

In the medium term (2-5 years) we will further develop the concept of the Roding Valley Metropolitan Park improving associated open spaces and links. There will also be a focus on improving and reuniting historic spaces such as the Repton landscape at Highams park and supporting the City of London’s plans for Wanstead Park which is on the at risk register. Many of the major developments in the area such as Barking Riverside and the Royal Docks are long term endeavours and hence benefits will be accrue more significantly as these are phased in over time.

Threading through these ambitions will be a desire to improve the local park networks across the area but with a focus on those within urban Newham and Waltham Forest to ensure they have good facilities and connections to the surrounding urban fabric, as well as links to the major open spaces of Epping Forest, the Roding valley and Hainault Country Park.

In the longer term (5-10 yrs) there are desires to link successfully with other key open spaces such as the Lea River Park and the Lea Valley Regional Park through better strategic east to west connections. This will maximise the value of these investments for communities in east london. The Green Grid has always sought to maximise the capacity for spaces to become better connected and this will continue to be an overarching ambition. There will also be further development of longer term aspirations to manage the open space network, particularly in respect of the assets within the Roding Valley and Epping Forest as more of a co-ordinated visitor destination.

## Funding

The current economic operating environment presents a number of challenges to deliver the framework’s vision. We will need to look carefully at external funding sources and package projects successfully to maximise the capacity to lever in funding support and attract green grid investors.

This aspect has already been a significant feature of the delivery of the earlier framework but we anticipate we will have to work even harder to secure this funding in an increasingly competitive environment. Some of the key sources of potential capital funding are summarised below:

## Forward Strategy – Recommendations

- Private sector including Planning Obligations and its successor Community Infrastructure Levy as well as innovative approaches to land management such as use of dowries
- Specific private sector organisations where they are the landowner
- Landfill Operators and the Landfill Communities Fund.
- National bodies such as Natural England, Environment Agency, English Heritage
- The Mayor of London/Transport for London
- Local councils through forward capital programmes and reuse of capital receipts
- The Heritage Lottery Fund (Heritage Grants and Parks for People);
- The BIG Lottery
- European Structural Funds (ERDF, Intereg and LIFE+)
- Regional Growth Funds through the Local Enterprise Partnerships

Many of the projects in the Phase 1 programme were compiled largely on the basis of deliverability: projects where the funds were substantially in place or where a credible bidding strategy had already been developed, and where there was a project sponsor willing and able to see the project through to completion. As a result of the reduction in available external funding, phase 2 projects contain a greater number of proposals at an early stage which will require further investment to fully develop the scope, viability and funding requirements..

### Project Delivery

The existing established partnerships throughout the area are key to delivering the future programme and in many cases comprise organisations who are leading on the delivery of individual projects. We hope to be able to maximise the value of these partnerships by enabling better co-ordination of the smaller projects, building them where relevant into more cohesive packages that deliver better synergy and ultimately a bigger end product.

Earlier integration with schemes which address flood alleviation in the framework presents a number of opportunities to align them with wider green infrastructure improvements complementing future proposals evolving out of the Drain London assessments. In this respect the Environment Agency will be a key delivery partner. The broadening of membership to include the private

sector will produce a number of opportunities to increase the level of private sector contribution to deliver green grid projects.

### Stakeholder and community engagement

Organisational stakeholders have been actively engaged in the preparation of the updated Framework through direct involvement in a working group that has met on a number of occasions to oversee progress and input to the development of the vision and provided specific project details. This has been complemented by a series of one to one engagements with specific key stakeholders where required. The wider group has also been involved in the selection of projects which will act as a focus for delivery of phase 2.

The strategic nature of the green grid process does not always lend itself to meaningful community engagement however it is priority that engagement forms an underpinning element of the development and delivery of all projects within the rolling project list. The current agendas around Big Society and Localism are clearly evident within open spaces and we will seek to use these priorities to underpin our approach and future delivery. Specific projects have had detailed community engagement throughout their development. The completion of a number of key projects within the earlier framework means that their future value will rely on meeting ongoing community needs.

### Programme management

The Rolling project list represents a large and complex programme of diverse projects spanning at least a decade. Management of this programme as a whole is a task beyond the capacity of the local stakeholder groups at present. Additional support, in terms of staff and systems is required to perform this task competently.

The Green Grid programme to date has therefore involved an overarching programme management function provided by Design for London. This has enabled the co-ordination of seed funding packages to increase momentum within projects and central collection of outputs and impacts from the programme to demonstrate its value. Whilst the current economic environment has in the short term reduced the resources to carry out these tasks. It is felt that in order to ensure a coherent future programme external funding should be obtained to

continue this function.

### Long term management and maintenance

The green grid programme in the past three years has had to consider explicitly the issues of long term management and maintenance. There are a number of innovative examples such as the use of dowries that have met these requirements on projects.

Major projects within Area 2 will hopefully be well provided for in the aspect, however the challenge will be to ensure the smaller adjoining spaces and connections are addressed too as there will clearly be a reduced value and knock on impacts if these issues are not resolved. The area framework will continue to address this on a project by project basis.





Standing deadwood in Lords Bushes





View of the City of London from the Woodford Ridge



A large, leafless tree in the foreground, its intricate branches silhouetted against a bright, cloudy sky. In the background, a city skyline is visible through the haze. The word "Appendices" is overlaid in white text on the tree's branches.

# Appendices



# Appendices – Baseline Description

## Accessible Open Space

This map illustrates the distribution of public open space within Epping Forest and the Roding Valley area. The open space typologies are set out in accordance with the London Plan. These are determined by the type of park, approximate size and indicative catchment areas. The areas of private open space are generally areas of farmland and gravel extraction within the Green Belt or school or recreation grounds. This area is characterised by swathes of open space in north south direction that follow the Roding Valley and the Woodford Ridge. In the north of the area there is also a higher percentage of private open space.

- Regional Parks
- Metropolitan Parks
- District Parks
- Local Parks And Open Spaces
- Small Open Spaces
- Pocket Parks
- Other / Private Open Spaces

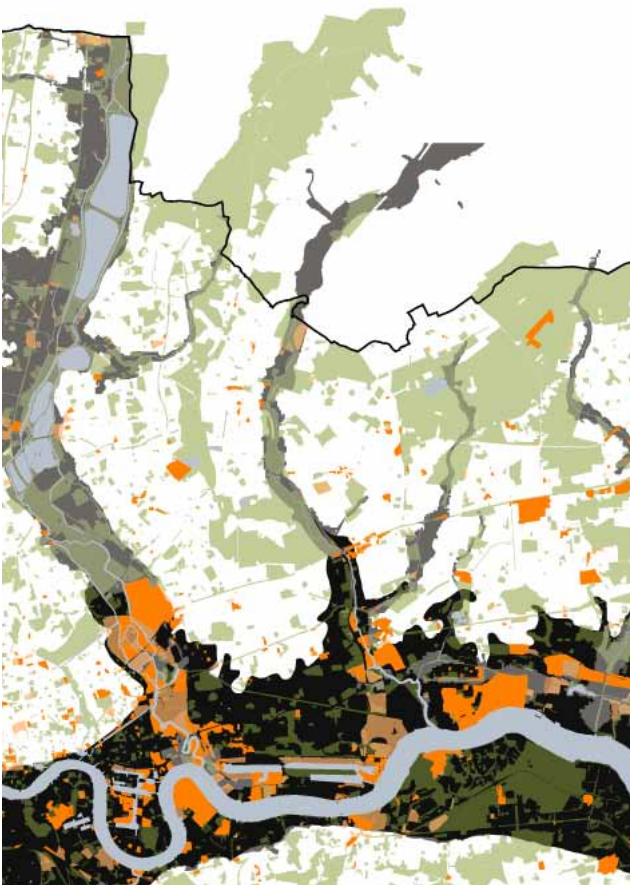


Map derived from GiGL data 2011. © Crown Copyright and database right 2011. Ordnance Survey 100032216.

## Managing Climate Change

This map illustrates the indicative tidal flooding with the Epping Forest and Roding Valley area. In the north of the study area the risk is predominantly influenced by Seven Kings Water and the River Roding. The flooding potential of the river extends to areas immediately adjacent to the watercourse. In many cases localised flood alleviation can be implemented as part of the Green Grid projects for instance decanalising the river courses and reintroducing naturalised river banks, meanders and vegetation. In the south of the area the influence of the River Thames and the potential for tidal flooding is more extensive with large areas adjacent to the River Thames at risk compounded as the River Roding discharges into the Thames.

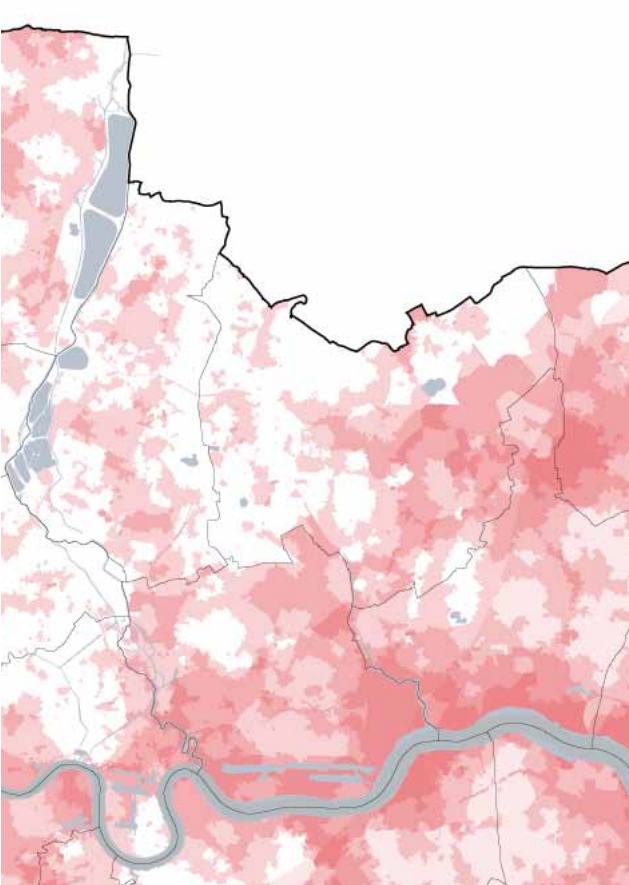
- Strategic Housing Land Availability
- Brownfield Land Database
- Indicative Fluvial Flooding
- Indicative Tidal Flooding
- Open space



## Regional, Metropolitan, District and local composite open space deficiency plan

This map illustrates the deficiency in access to open space. The proposed creation of the two new Metropolitan Parks; Goodmayes and Mayesbrook and the Lower Roding will help to resolve this deficiency.

- + Overlaid Deficiency in Access to Public Open Space
- 



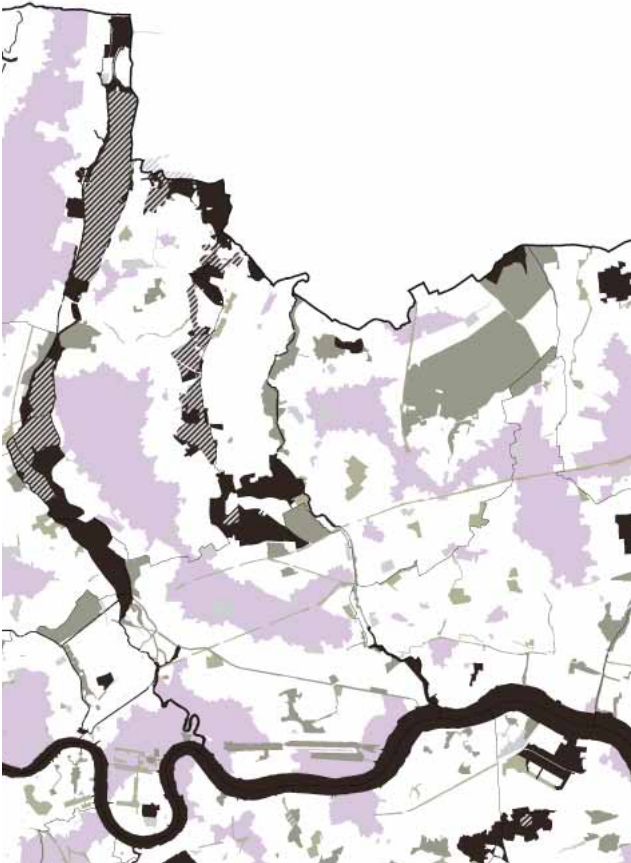


# Appendices – Baseline Description

## Access to Nature

This map illustrates the deficiency in access to nature within this part of East London. The north of the area has a number of sites Open Space (GiGL, 2009)Indicative Tidal Flooding (GLA, 2009)Flood Zone 2 (GLA, 2009)Brownfield Land Database (LDA, 2009)Strategic Housing Land Availability (GLA, 2009) that are of metropolitan and borough importance and several sites of special scientific interest. GiGL is Greenspace Information for Greater London, the capital’s environmental records centre.

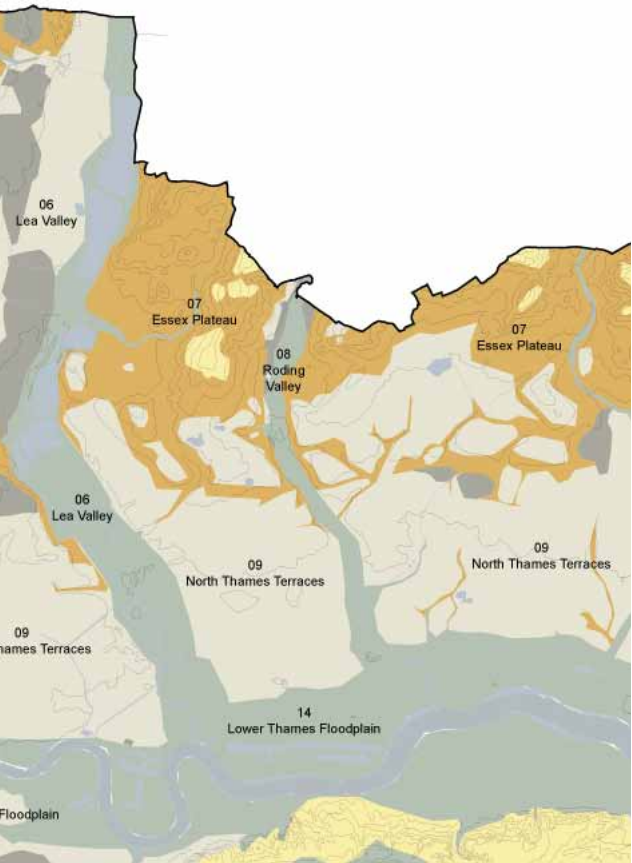
- SSSI SE England
- SINC Metropolitan
- SINC Borough 1
- SINC Borough 2
- SINC Local
- Deficiency in Access to Nature
- Sites to Reduce Areas of Deficiency



## Ecological and Landscape zones

This map illustrates the underlying geological conditions of this part of London. Annotations - Natural Signatures - Natural England. 7. Essex Plateau mosaics of ancient woodland, wood pasture and acid grassland within the former royal hunting ‘forests’ at Epping Forest and Havering. 8. Roding River Valley the narrow, sinuous course of the upper Roding where the riverbanks are lined with willows. 9. North Thames Terraces flat, open grassland, stepping up from the Thames, with narrow sinuous strips of woodland marking the alignment of tributary creeks. 14. Lower Thames Floodplain a vast, flat riverside zone of grazed saltmarshes grading to reedswamp, mudflats and the wide tidal Thames – the most striking and immediately visible natural element in London.

- Chalk Solid
- Gravel and Sandy hiltops
- Clays
- Loams
- Low level Gravel
- Flood PLain soils



## Making Connections

This map illustrates the strategic networks of cycling and walking routes that connect the open space network. Green Grid projects seek to complete routes and provide attractive, well signed, sheltered, safe and well maintained connections. The London LOOP is found in the north of the area linking Epping Forest with Hainault Forest and the Centenary Walk. The Capital Ring in the south links the Olympic Park with the Royal Docks via the Greenway finally connecting to the north south Roding Valley Way.

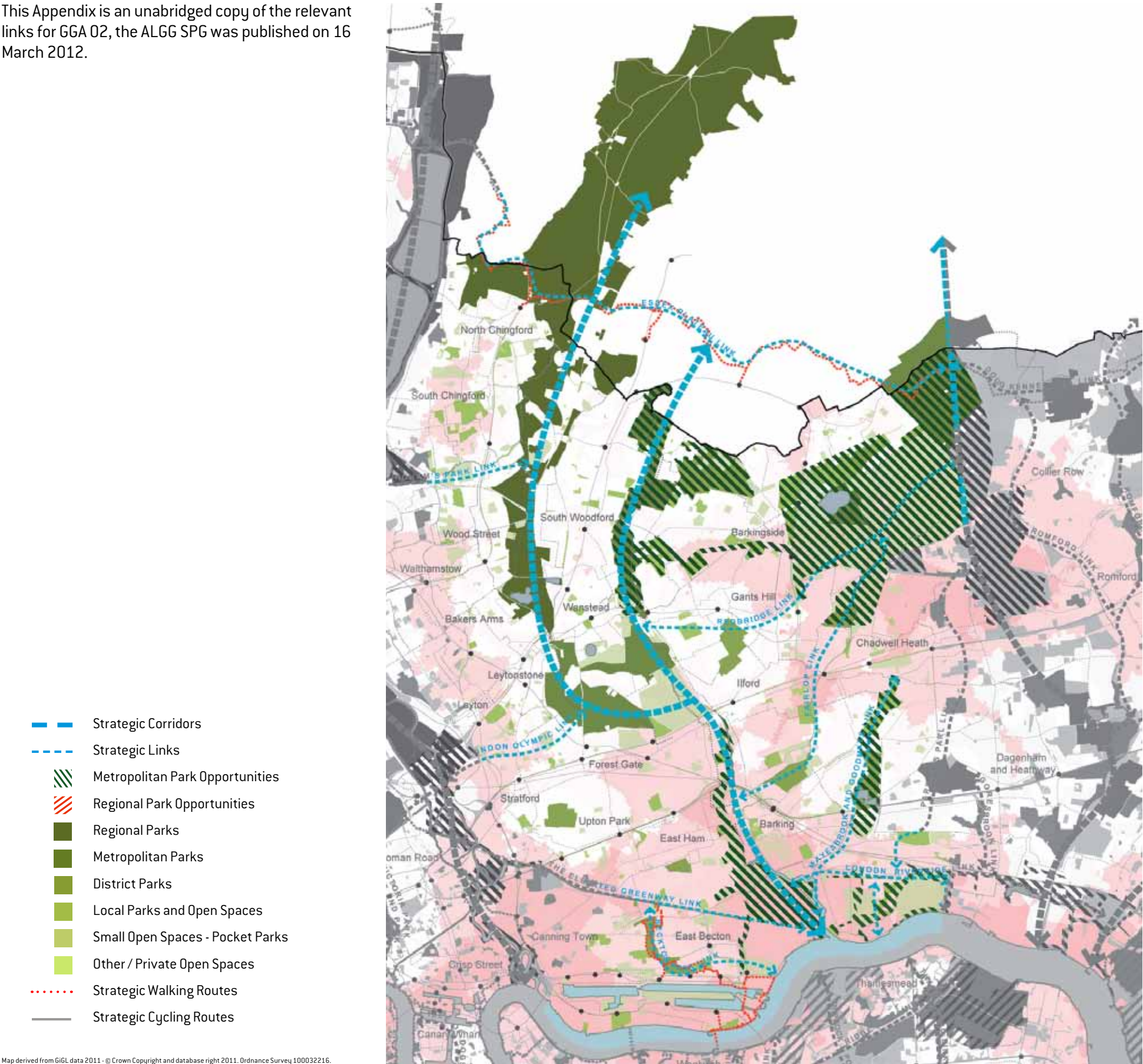
- Transport Nodes
- Rail Network
- Underground Network
- National Cycle Route
- Sustrans greenways
- Strategic Walking Routes
- Other Walking Routes
- Thematic Local Walks





# Appendices – All London Green Grid SPG Chapter 5 GGA02 Links

This Appendix is an unabridged copy of the relevant links for GGA 02, the ALGG SPG was published on 16 March 2012.



Map derived from GIGL data 2011 - © Crown Copyright and database right 2011. Ordnance Survey 100032216.



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## Appendices – All London Green Grid SPG Chapter 5 GGA02 Links

### The Essex Plateau Link

follows the London LOOP through the open landscape of the Green Belt, linking the Lee Valley Regional Park in the west to Epping Forest and across the Roding Valley to Hainault Forest Country Park in the east.

### The Highams Park Link

comprises a small tributary passing through residential areas of Highams Park. There is no formalised right of way along its length.

### The Redbridge Link

comprises of Valentine Park, Claybury Park, Fairlop Waters and Hainault Forest Country Park through to LB Havering. Between these open spaces the route would pass along quiet roads, which should have opportunities to become ‘Green Routes’ with avenues and cycle lanes.

### The London Olympic Link

will join the new parkland and local green infrastructure created as part of the Olympic Legacy, through the built area to the open landscape of Epping Forest at Wanstead. The route is mainly urban in character, with West Ham Cemetery providing a green space in between.

### The Fairlop Link

runs through residential areas and links Barking town centre in the Roding Valley to the open landscape at Fairlop Plain. Along the route the link runs through Barking Park and South Park to the complex of green spaces around Seven Kings Park. From here the link follows the route of the Seven Kings Water into Fairlop Plain.

### The Elevated Greenway Link

functions as a Greenway (a segregated shared access route with pedestrian priority) built on top of the Northern Outfall Sewer. It is currently the only east-west link north of the river in East London. The route is suitable both as a destination route linking with two major employment areas, and as a leisure route. At present beyond the recently refurbished section within the Olympic Park boundary the remaining sections of the Greenway to the River Roding where it meets the River Thames are in need of refurbishment.

### The Mayesbrook and Goodmayes Link

runs through the network of Goodmayes and Mayesbrook Parks and associated playing fields and cemetery to improve the green network in this area. The link then runs south following the Mayes Brook, which is inaccessible as it goes through the urban area, until its confluence with the River Roding. There is an opportunity to extend the significant improvements in ecological quality and usability as part of a range of flood storage and park enhancements.

### The Parsloes Park Link

connects the London Riverside Link in the south through the urban area to Castle Green and then Parsloes Park. It then continues northwards through suburban areas, connecting with Valence Park and St. Chad’s Park in Chadwell Heath, where it then joins with the Green Belt.

### The Beckton Park Link

comprises Beckton District Park, Newham City Farm and New Beckton Park. Currently there is no clear connection between Beckton District Park and the Greenway on the Northern Outfall Sewer, and no clear link between New Beckton Park and the Thames riverside. The existing character of this area is predominantly naturalistic parkland with native tree and scrub planting.

## Appendices – Group Membership

### Sub-area chair

Matthew Carrington      MatthewCarrington@london.gov.uk

Matthew is an employee at Groundwork London with responsibility for developing regeneration projects across a number of east London boroughs. Groundwork London is part of a major national environmental charity which specialises in working in disadvantaged neighbourhoods, using physical projects as a catalyst for change. His background involves more than twelve years experience of developing and managing the delivery of major urban regeneration projects and programmes across East London. He has an excellent understanding of working with local authorities, coupled with complementary experience from positions in private, public and third sectors. He has often driven the establishment of multi sectorial partnerships to deliver major project ambitions in east London. He has a particular interest in establishing positive linkages between environmental and social/economic regeneration.

### Design for London design advisor

Neil Davidson      neil@jlg-london.com

Neil is a partner at J & L Gibbons, an award winning landscape architecture and urban design practice, established in 1986 and registered with the Landscape Institute. The practice’s work ranges from strategic urban regeneration frameworks and public park design through to the meticulous restoration of listed gardens in conservation areas. Current projects include Pitzhanger Manor and Walpole Park in Ealing; a grass roots strategic plan for microprojects in Dalston winner of the 2011 Landscape Institutes President’s Award.

### Glossary of terms

ALGG	All London Green Grid
EA	Environment Agency
EH	English Heritage
ELGG	East London Green Grid
EU	European Union
EWT	Essex Wildlife Trust
GAF	Growth Area Funding
GI	Green Infrastructure
GiGL	Greenspace Information for Greater London
GLA	Greater London Authority
HLF	Heritage Lottery Fund
LDA	London Development Agency
LDF	Local Development Framework
LWT	London Wildlife Trust
NE	Natural England
NT	National Trust
SAUL	sustainable and accessible urban landscapes
S106	Section 106 Agreement for planning gain
SPG	Supplementary Planning Guidance
TfL	Transport for London

### Members

Jeremy Dagley	City of London
Chris Neilan	City of London
Paul Thomson	City of London
Jamie Dean	Design for London
Marc Deeley	Environment Agency
Rebecca O’Shea	Environment Agency
Jenny Scholfield	Environment Agency
Lucinda Butcher	Essex Wildlife Trust
John Hall	Essex Wildlife Trust
Andy May	Essex Wildlife Trust
Alan Shearing	Essex Wildlife Trust
Tristram Hilbron	Forestry Commission
Francesca Cliff	London Borough of Barking and Dagenham
David Theakston	London Borough of Barking and Dagenham
Deirdra Armsby	London Borough of Newham
Richard Lewis	London Borough of Newham
Kristian Turner	London Borough of Newham
Claire Victory	London Borough of Newham
David Whittaker	London Borough of Newham
Stefania Horne	London Borough of Redbridge
Jack Redman	London Borough of Redbridge
Nick Burton	London Borough of Waltham Forest
Rose Jaijee	London Borough of Waltham Forest
Chris Moran	London Borough of Waltham Forest
Mike Punchard	London Borough of Waltham Forest
Leon Welford	London Borough of Waltham Forest
Francesca Barker	London Wildlife Trust
Matthew Frith	London Wildlife Trust
Mark Bradbury	London Thames Gateway Development Corporation
Dominic Coath	Natural England
John Ball	Port of London Authority
Paola Guzman	Sustain
Ben Reynolds	Sustain
Tom Sharland	Sustrans
Matt Winfield	Sustrans
Jonathan Ducker	The Land Restoration Trust
Julie Dye	Transport for London



**Credits:**

Authors: Design for London, Matthew Carrington, J & L Gibbons,

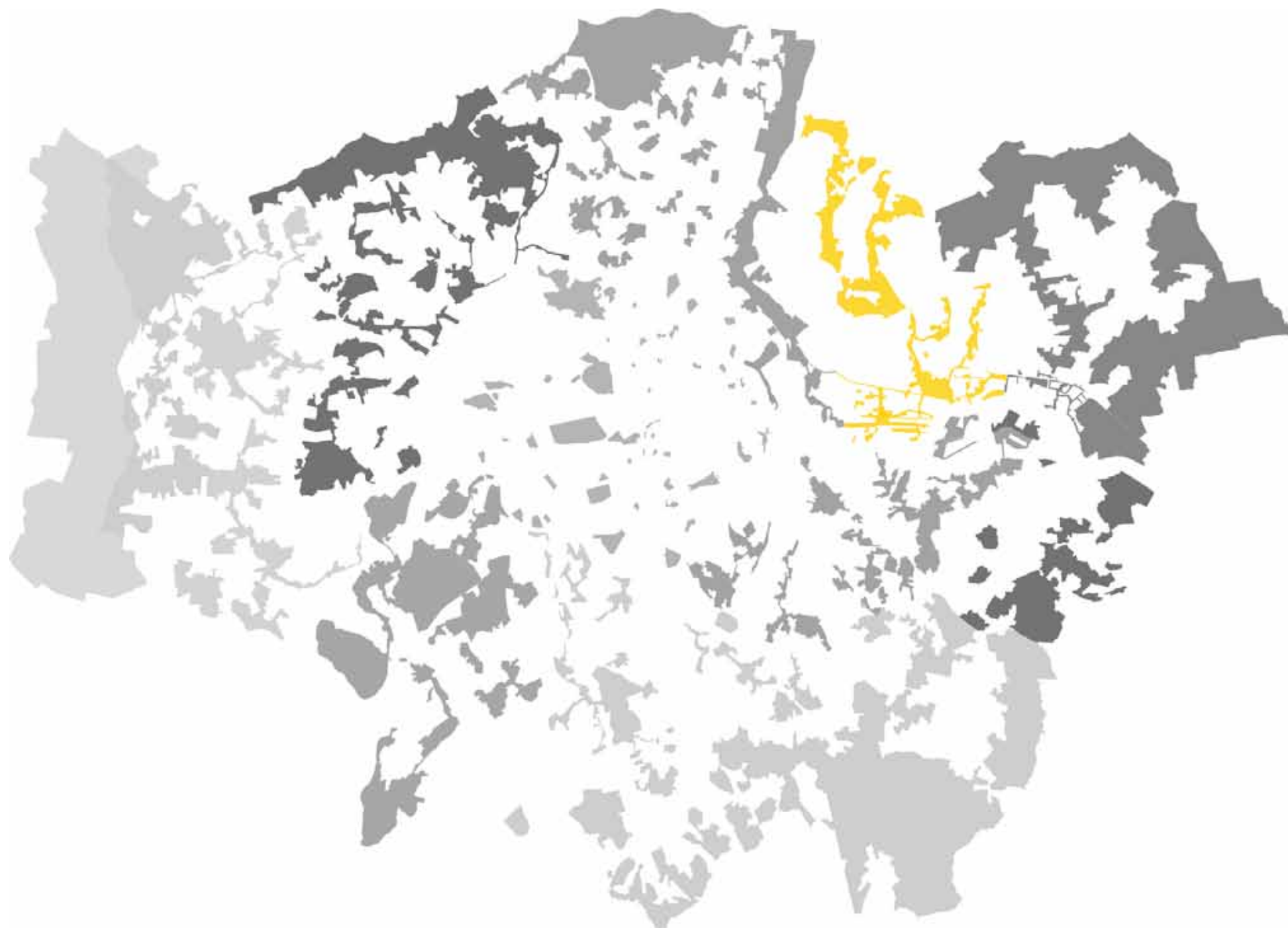
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- Lynch Architects: P 62
- Essex Wildlife Trust: P 46
- Environment Agency: P 27 {2.7}

**Notes:**

This production of this area framework has been supported by C-Change, a project funded by the ERDF (European Regional Development Fund) INTERREG IVB Programme for North West Europe.

All projects identified are considered to be projects of significant benefit to the All London Green Grid. All phase two projects were identified by project owners and the authors of this report between October 2010 and October 2011. Comments were received on the draft framework between April and August 2011. A directory of participants is provided in Appendix 2 of this document.



MAYOR OF LONDON