



Royal Docks & Beckton Riverside Local Connections Strategy

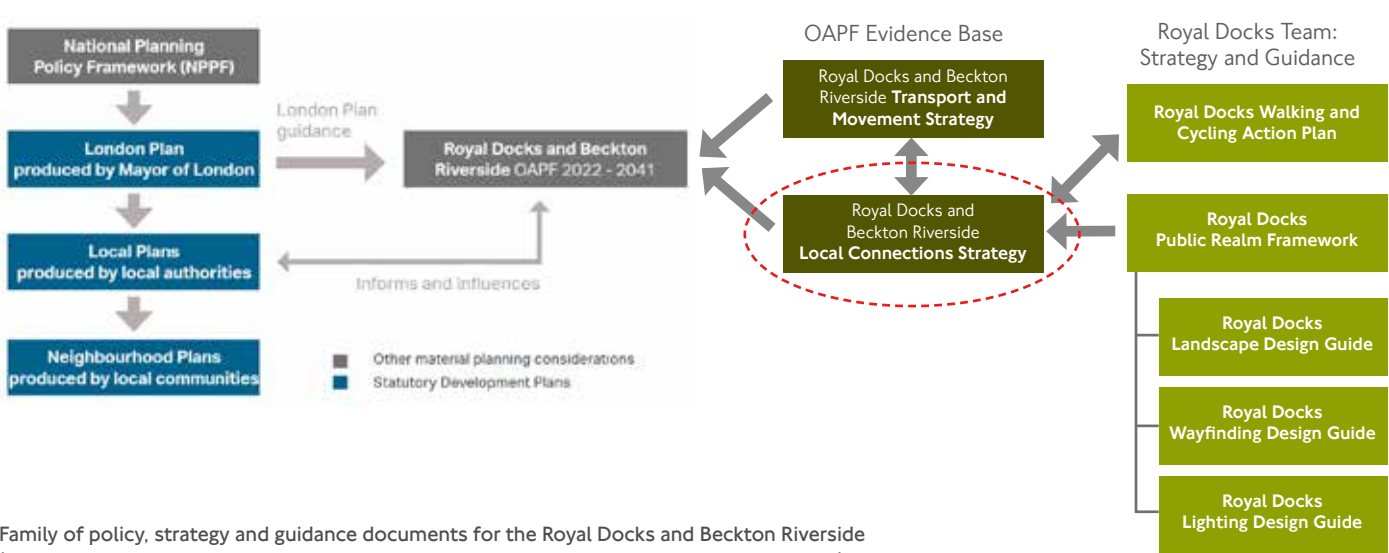
TfL Urban Design

Prepared in support of the Royal Docks & Beckton
Riverside Opportunity Area Planning Framework

I. INTRODUCTION

This document is the output from a local connections study for the Royal Docks and Beckton Riverside and forms part of the evidence base for the Opportunity Area Planning Framework (OAPF). Prepared alongside the OAPF Transport and Movement Strategy, it sits within a hierarchy of documents that set the strategic planning framework for the future of the Opportunity Area.

It is also informed by the Public Realm Framework for the Royal Docks Enterprise Zone, and by the Royal Docks Cycling and Walking Action Plan, which was prepared at the same time as this strategy. The scope of the local connections study and the contents of this document therefore reflect the existence of the wider family of strategy and guidance documents, and do need seek to replicate them.



Family of policy, strategy and guidance documents for the Royal Docks and Beckton Riverside (Based on fig 1.23 in the main OAPF and showing documents relevant to local connections)

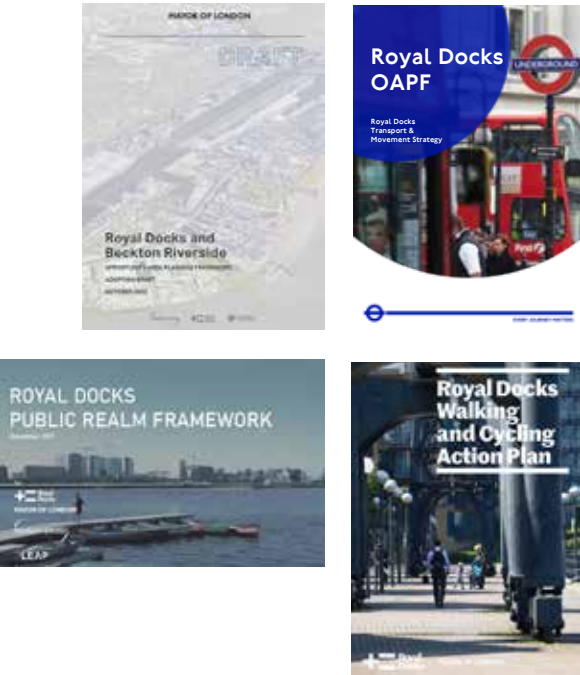
The strategic context for this study, briefly summarised in section 2 below, is to be found in the main OAPF document. The wider transport context is contained in the Transport and Movement Strategy. This covers proposed investment in public transport, including the DLR extension to Thamesmead, new stations at Beckton Riverside and Thames Wharf, enhancement of existing DLR stations and improved bus services.

Detailed design guidance on areas such as public realm materials palette, cycling infrastructure and wayfinding are provided in the guidance commissioned by the Royal Docks Team, as set out below.

What is a Local Connections Strategy?

This Local Connections Strategy (LCS) is concerned with assessing and overcoming the barriers to active and sustainable travel across the area and to support a shift towards an environment that encourages people to walk, cycle and use public transport over the car. It translates London Plan, Mayor’s Transport Strategy and Newham Local Plan objectives on Healthy Streets, Good Growth and local connectivity into deliverable proposals for the Opportunity Area.

It is aimed at guiding development and other investment in ways that ensure both existing and new communities will benefit from change in the local area.



2. OPPORTUNITY AREA POLICY AND STRATEGY

Enhancing local connections in the Royal Docks and Beckton Riverside is an objective that supports many of the key principles and strategies in the OAPF document. In particular, it is central to two of the four ‘Vision and Principles’ themes:

A Lively, Healthy Place

new affordable homes and community spaces that promote cohesion between existing and new communities... connected by new and improved safe and secure local streets that prioritise walking and cycling

Improve local and strategic connections and access to opportunities in and around the OA: “This will deliver community wealth building, and make the OA a more attractive and inclusive place.”

A healthier OA: “Investment in sustainable transport, including public transport and more local connections, creates better places that connect with Local Centres without the need to use a car. This makes it easier for people to live more active, healthier lives.”

Support the establishment of 15-Minute Neighbourhoods in the OA: “New and improved local and town centres will support communities to access social infrastructure, healthcare facilities, employment spaces, as well as various shops, including affordable and healthy fresh food, within a 15 min. walk or cycle from their doorstep.”

A Connected, Resilient Place

where good local connections and placemaking can unlock development opportunities and transform the built and natural environment

Promote safe, accessible routes for sustainable travel: “Healthy places are well connected and accessible, with streets and public spaces that feel safe and welcoming”

Enhance access to green and open spaces: “As well as being places for people to enjoy, an extensive, joined-up open space network is also essential for flora and fauna and can help manage the flood risk that affects much of the OA”

New bridges across the Lea: “New bridges will connect the OA to the neighbouring boroughs, and improve connections over the River Lea, maximising access to destinations and vital natural assets”

New local connections that unlock sites, bridge infrastructure, promote walking and cycling, and create Healthy Streets: Safe and inclusive walking and cycling links would be prioritised to connect local destinations, and contribute to fewer journey cars, thus alleviating air pollution in the OA



The key recommendations and plans from the Local Connections workstream are included in the **Supporting Good Growth with Transport** chapter of the OAPF. This describes six headline objectives:

- 1 .Extend the public transport network through the DLR extension
2. Improve connectivity and increase the capacity of the public transport network through new services
3. Improve public transport journey times
4. Maintain performance of the highway network
5. Improve local connectivity and overcome physical obstacles
6. Enable travel by sustainable modes

Local Connections proposals are also embedded in the **Places** chapter of the OAPF. Each sub-area is introduced with an overview of the place, the existing context and character, and the opportunities that exist through development in the OA. This draws on mapping of the existing network of walking and cycling routes, public spaces, town centres and local destinations undertaken in the local connections study.

Key actions for each sub-area contain the more strategic connectivity proposals, including new bridges and infrastructure to overcome severance. A further map shows proposed local connections in detail for the sub-area.

3. METHODOLOGY



This document sets out the process for the LCS, describing the mapping and analysis undertaken and the outputs.

The scope of the LCS extends beyond the Opportunity Area boundaries to include Beckton. This reflects the need to consider connections and green and blue infrastructure at the wider scale, and the importance of integrating new and existing communities south of the A13.

Outputs from the LCS have been included in the Connected, Resilient and Places chapters of the OAPF document, and have informed the separate Transport Strategy document.

As part of the OAPF process, and in recognition of the severance and accessibility issues affecting the OA, an LCS workstream was established, led by TfL, with input from GLA, Newham Council, Tower Hamlets Council and the Royal Docks Team. Those stakeholders were represented on a local connections working group.

The methodology developed for the Royal Docks and Beckton Riverside LCS recognises that a number of studies and strategies for this area already exist, or were in preparation at the time the work commenced.



stage 1 Mapping existing places and patterns of movement

The data gathering stage involved collecting information about the area, particularly exploring existing paths through green spaces, accessible waterside routes and the network of local streets.

This was overlaid with information about destinations: local and neighbourhood centres, places of education, places of worship, health and community facilities, places of employment, leisure facilities.

Information about the status of sites allocated in the Local Plan was sourced from GLA and Newham Council, including whether a proposed movement framework already existed for the site. In other cases, work prepared by GLA to calculate site capacity was used as a starting-point for a notional street network through development sites.

Focusing on transport, and mobility around the OA, data was sourced from TfL's Strategic Streets Framework to explore priorities for intervention for bus, cycling and walking might need to be, and locations where there are demonstrable road safety issues. This is set out in more detail below.

stage 2 Review of existing strategies and studies

The methodology developed for the Royal Docks and Beckton Riverside LCS recognised that several studies and strategies for this area already exist, or were in preparation at the time the work commenced. Wherever possible, data, analysis and key recommendations from these studies were included in the preparation of the LCS. These are summarised below.

stage 3 Analysis

Using the data and key themes arising from other studies and strategies, more detailed analysis of the following themes was undertaken:

- severance and other barriers to walking and cycling – including where more substantial infrastructure improvements, such as new bridges, might best be located
- condition and connectivity of the network of local streets – specifically, streets that could be suitable as part of walking and cycling network with minimal further intervention
- access to public transport
- access to local services
- public realm improvement opportunities
- integration of future development sites

stage 4 Proposals

Proposals were drawn up and categorised according to type of intervention. Draft mapping was shared, discussed and refined with the local connections working group.

The potential location of new bridges and the possibilities for connecting better through certain key junctions, for example, were presented to and discussed with the group – those involving bridges over the River Lea were discussed with Tower Hamlets Council.

The group was also used to develop a more in-depth understanding of emerging development proposals, particularly Beckton Riverside, and to align with emerging work undertaken as part of the Royal Docks Cycling and Walking Action Plan.

stage 5 Finalising proposals maps and project lists

The refined proposals maps were included in the consultation version of the OAPF, published in February 2022. Feedback from consultation was used to make further alterations to the maps and proposed project lists.

4. STRATEGIC PRIORITIES: MOBILITY AND SAFETY

Data from TfL's Strategic Streets Framework (SSF) was used to inform a strategic understanding of bus services, cycle demand, walking demand and road safety across the OA.

Key conclusions to draw from these sources are described below.

Bus network

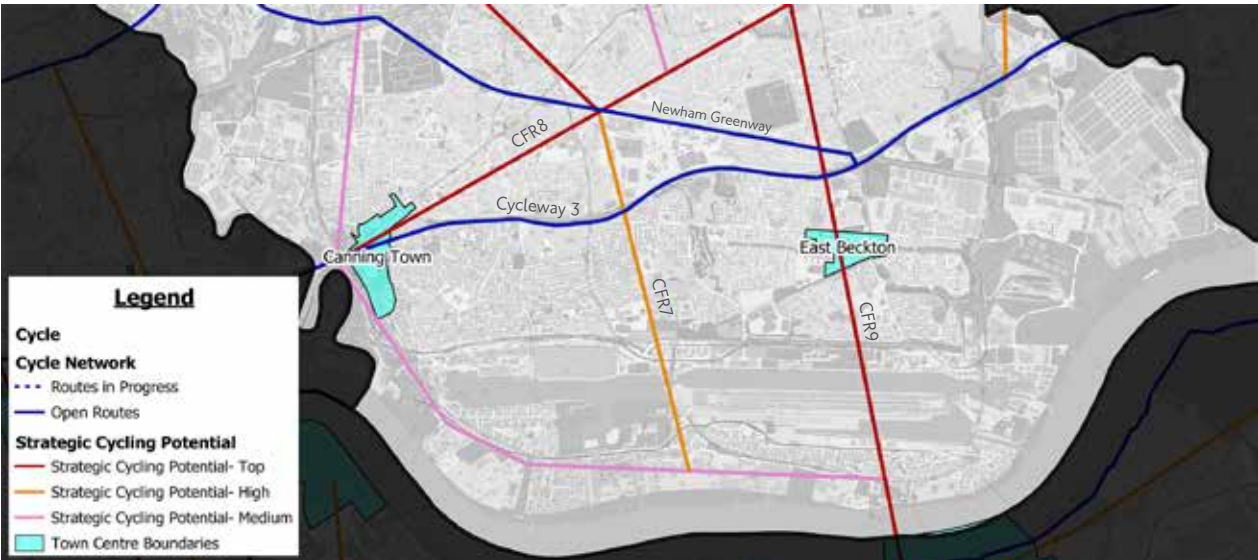
- The bus network is dependent on the main roads through the area, with few through-routes on local streets in most of the OA. This leads to limited accessibility to bus services across much of the Custom House and Beckton area
- The location most in need of bus priority interventions is at the junction of Prince Regent Lane and Newham Way

Cycle network

- Existing strategic routes run east-west only, to the north of the OA
- High potential for strategic cycle movement is recognised for three key corridors, captured in TfL's planning of cycle future routes (CFRs):
 - East Ham to North Woolwich via Beckton (CFR9)
 - Barking Road (CFR8)
 - A north-south route aligned to the Connaught Bridge (CFR7)
- Silvertown Way and North Woolwich Road have 'medium potential' - planned improvements for cycling there may generate further demand for cycle movement north of Canning Town (the alignment indicated towards West Ham)



OA Bus Network (TfL Strategic Streets Framework output)



OA Cycle Network (TfL Strategic Streets Framework output)

Walking network

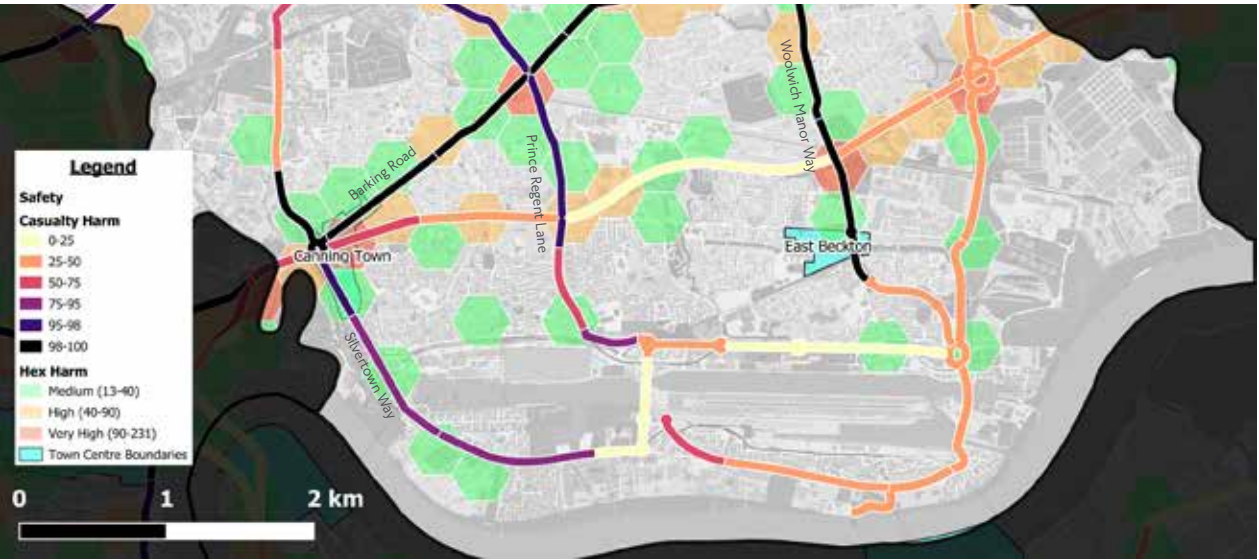
- High levels of pedestrian severance are caused by major roads, railways and the docks, especially along Newham Way
- Beckton is especially poorly connected to the remainder of the area, with significant severance to the north, east and south



OA Walking Network (TfL Strategic Streets Framework output)

Road safety

- Within the OA, Silvertown Way, Woolwich Manor Way and Prince Regent Lane perform poorly on road safety
- Many of the major road junctions in the area have road safety issues, particularly in the Canning Town area and the Newham Way junctions



OA Existing Casualty Harm rates (TfL Strategic Streets Framework output)

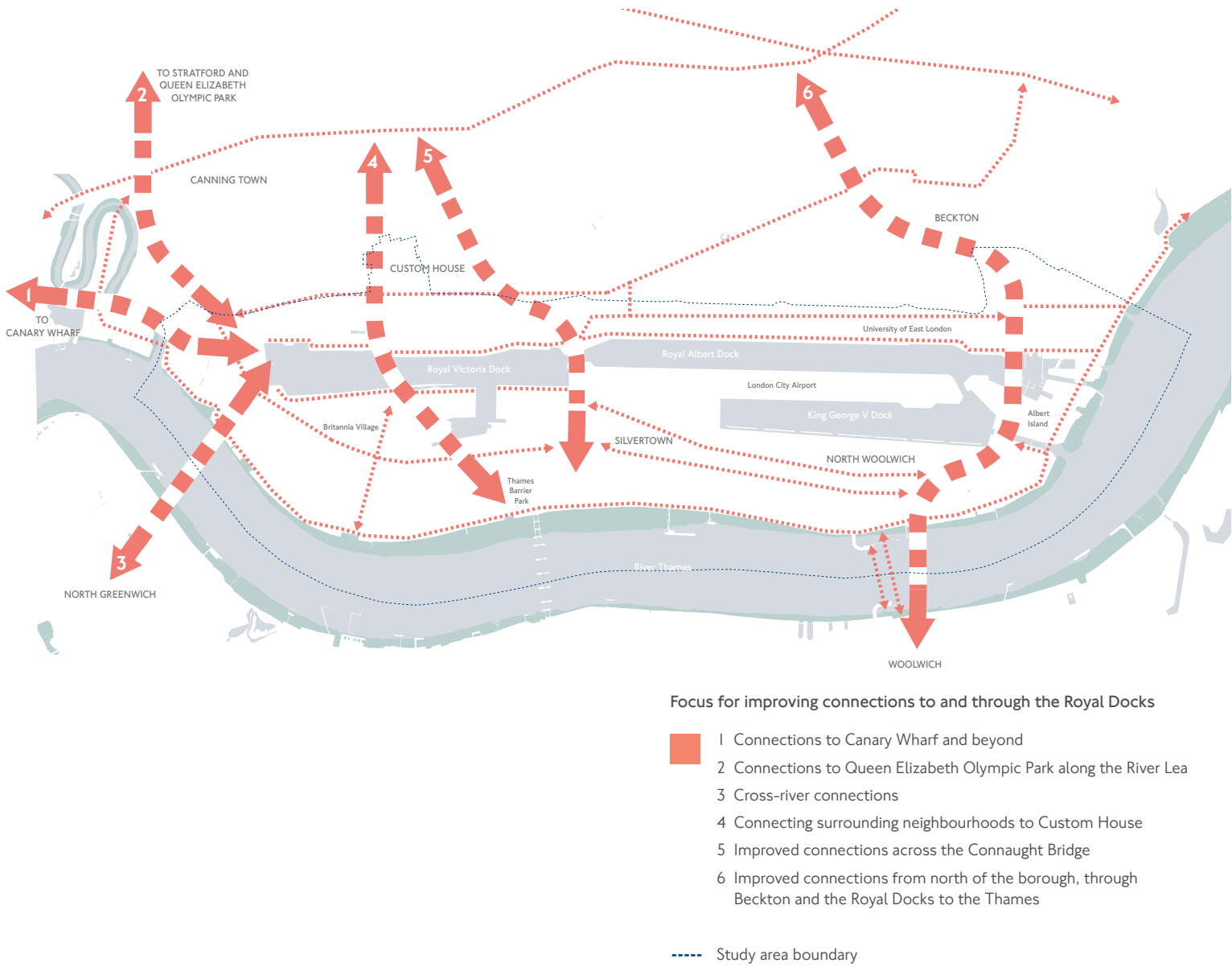
5. REVIEW OF OTHER STRATEGIES AND STUDIES

Royal Docks Local Transport Design Guidance (2015)

Prepared by TfL Urban Design with input from Newham Council. GLA and the Royal Docks Team, this strategy explored how streets in the OA could be upgraded to perform better for all users, provide a better balance between movement and place, and become the foreground for daily life and focus for social and economic activity.

Using Roads Task Force street types, it involved analysing and proposing how the movement network might change in the future, and how place function could be enhanced in key locations. It contains detailed cross-sections for each proposed street type.

The growth and development context has changed since this study was prepared and the policy focus has shifted away from street types and towards Healthy Streets and Good Growth. The study did not, at the time, cover Beckton Riverside as part of the OA.



Newham Cycling Strategy (2016)

In this strategy, detailed assessment of Cycling Level of Service (CLoS) for streets across the borough fed into the planning of a future cycle network, based on several different route types.

The CLoS assessment demonstrated that the main through-routes in the OA have a poor level of service while most of the connecting local streets were preferable but still not demonstrating a good level of service. ‘Good’ is only achieved for off-carriageway routes.

In the OA, the proposed cycle network emerging from this analysis focuses on creating a grid of north-south and east-west routes through the area.

This makes use of existing, good quality, off-carriageway cycling connections, but joins them up using existing networks of local streets. It proposes that several of the main through-routes that scored poorly on CLoS – such as Silvertown Way, Albert Road, Freemasons Road and Prince Regent Lane – can be upgraded to provide a good level of service in the network. It also assumes delivery of a route on Woolwich Manor Way, Albert Road and Pier Road identified as having high cycling potential in TfL’s Strategic Cycling Analysis



Analysis of Cycling Level of Service (CLoS) - Newham Cycling Strategy, 2016



Proposed Cycling Network based on CLoS ratings - Newham Cycling Strategy, 2016

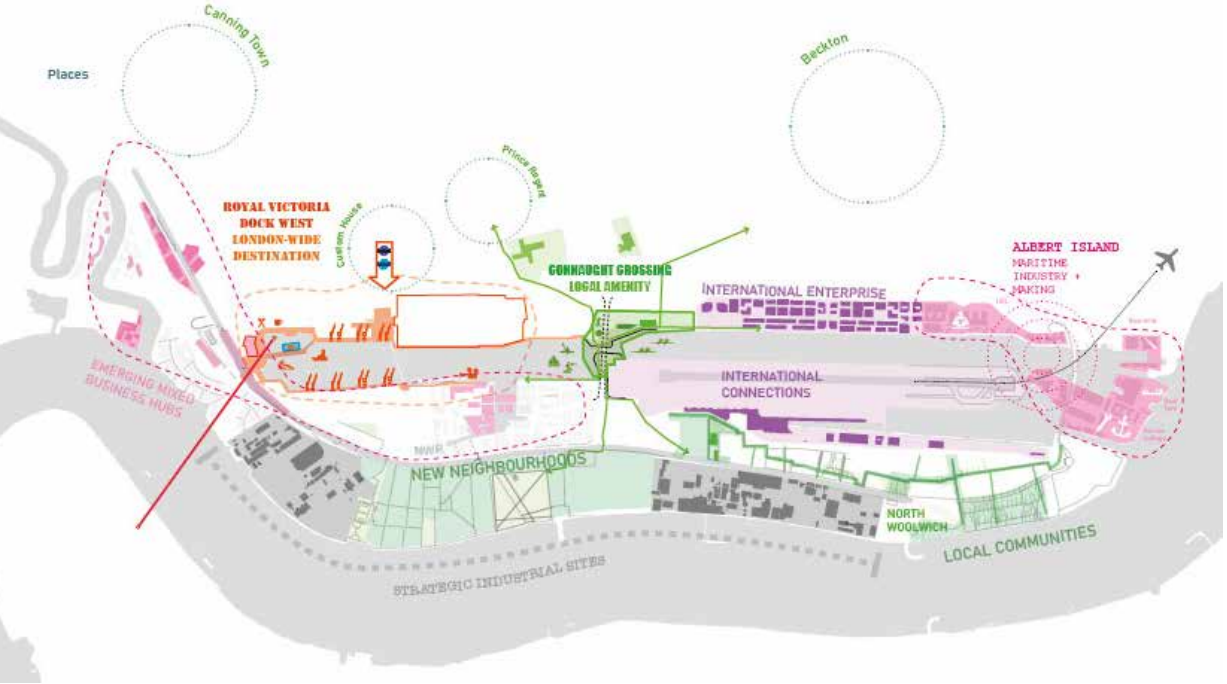
Newham Local Plan (2018)

The Newham Local Plan seeks inter-connectivity between strategic sites in the Royal Docks (policy S3), local connectivity as part of neighbourly development (SP8) and a connected network of walking and cycling routes – links every 200m for pedestrians and every 400m for cyclists, particularly between North Woolwich Road and the Thames (INF2).

Royal Docks Public Realm Framework (2019)

This work, prepared by 5th Studio for the Royal Docks Team, sets out a vision, framework and strategy for public realm through the Royal Docks. Consistent with the OAPF scope, this study does not include Beckton.

It ‘aims to re-imagine the role of the water, to help plan for new public realm improvements, and to create a structure for longer-term asset and water stewardship’. It is based on detailed analysis of the place and landscape context, recognising some of the particular qualities of different residential, industrial and landscape character areas in the OA.



Summary of Places – Royal Docks Public Realm Framework

In exploring how to respond to these place characteristics and the opportunities presented by growth, the key issues and challenges it recognises are:

- under-use of the dock water
- poor connectivity and local severances
- deficiencies in open space
- inconsistent approaches to wayfinding and lighting

In response, it proposes that improvements might be focused on six ‘stitches’, aimed at creating a joined-up, attractive movement and public realm framework through the area:

1. Leaway to the Docks
2. Freemasons Road to the Thames
3. Connaught Crossings
4. Beckton to North Woolwich
5. Dock Loops (Royal Victoria Dock)
6. Leamouth to Gallions Reach

Strategic Walking Routes:

Lea Valley Walk

Thames Path

Capital Ring

Cycling Routes:

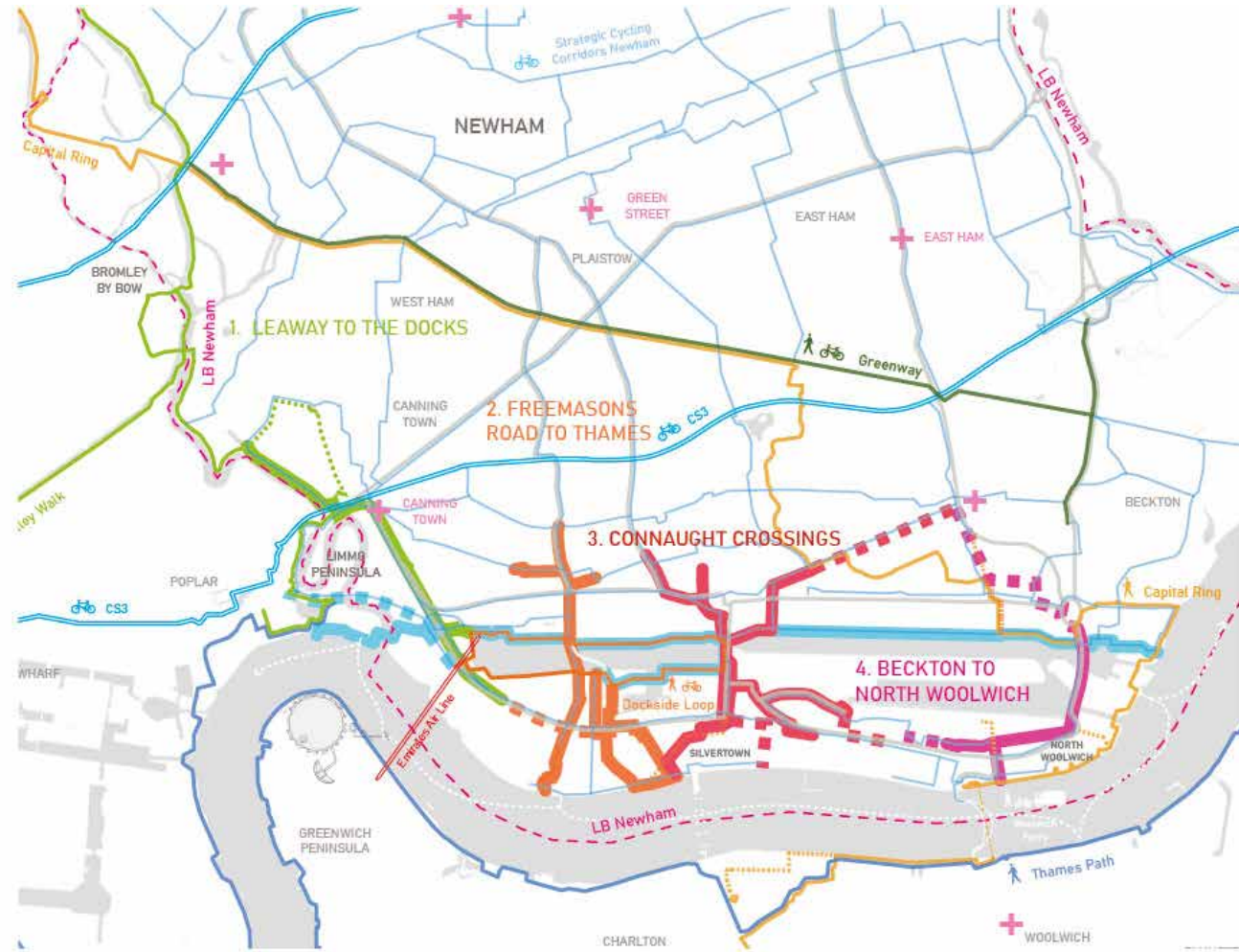
Strategic Cycling Routes (CS2, CS3)

Greenway

Proposed Strategic Cycling Corridors (LB Newham Cycling Strategy 2017-2025)

Proposed Dockside Loop

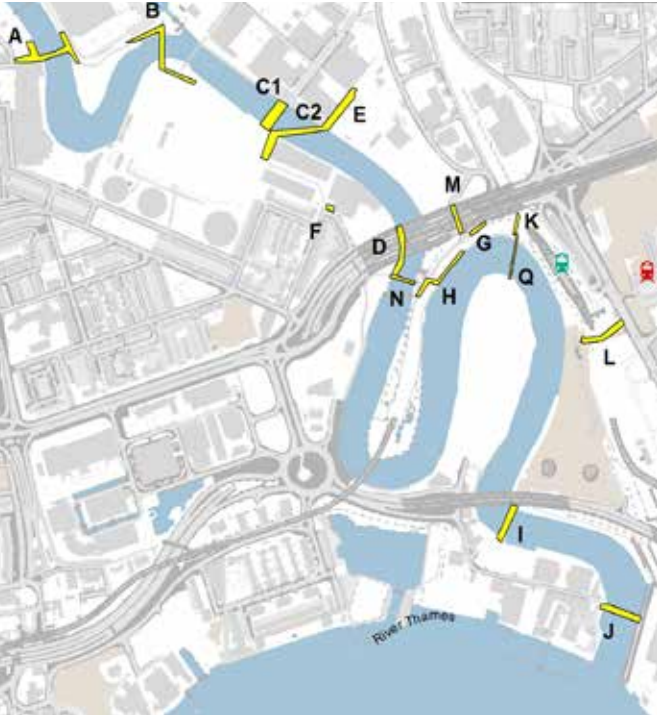
Local Centres +



Six proposed ‘stitches’ – Royal Docks Public Realm Framework

Lower Lea Valley Connection and Movement Study (2020)

This study, commissioned by Tower Hamlets Council and prepared by We Made That, Urban Movement and Transport Initiatives, was used to confirm opportunities to connect across the River Lea. It develops the framework set out in the Lower Lea Valley OAPF (2007) and takes account of the changing urban fabric of the Poplar Riverside area.



Potential river crossing locations (LB Newham)



Poplar Riverside North proposals map - LLV Connection and Movement Study

Royal Docks Cycling and Walking Action Plan (2022)

During the preparation of the Local Connections Strategy, the Royal Docks Team commissioned 5th Studio to follow up their work on the Public Realm Framework with a Cycling and Walking Action Plan (CWAP). Material prepared for the LCS was drawn into the CWAP project, and material generated by CWAP, which included community engagement on walking and cycling routes in the Royal Docks area, was brought into the LCS process.

In line with the Public Realm Framework, the CWAP uses the concept of stitches through the area, demonstrating how these key routes could connect into the wider urban fabric. The LCS proposals have been refined to align with these stitches.



Strategic cycling and walking routes - Royal Docks Cycling and Walking Action Plan



Canning Town area proposals - Royal Docks Cycling and Walking Action Plan

6. EXISTING CONDITIONS AND POTENTIAL

The plans on the following pages are the initial outputs of the information gathering and mapping stage. They show the main characteristics of the OA in terms of places, streets, footpaths, cycleways, parks and other public spaces.

Local destinations

This plan shows the places the network needs to join up to be comprehensive and to reflect the likely pattern of local demand. It includes existing local centres, neighbourhood centres (minor shopping parades), parks and open spaces, places of education, health provision and community buildings.

The OAPF proposes new local centres at Thameside West, West Silvertown, Pontoon Dock and Beckton Riverside.

Key



Local & neighbourhood centres

Local destinations



Places of education



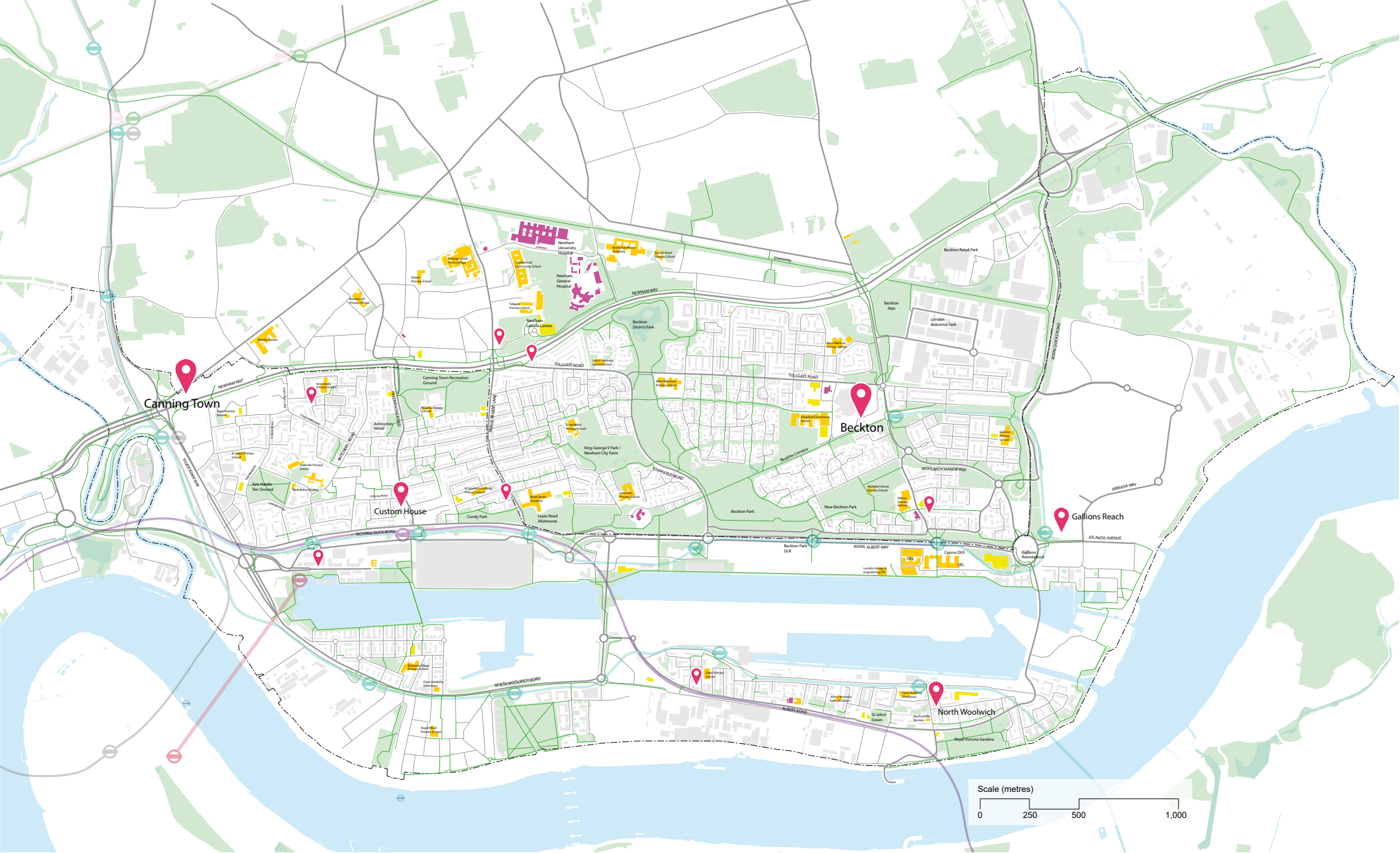
Hospitals, GPs, health centres



Other community buildings



Existing parks and green spaces



Existing local connections and allocated sites

This plan shows the existing movement network with its hierarchy of major roads, through-roads, local streets and off-carriageway walking/cycling connections. It highlights key, dedicated points of connection for walking and cycling across major roads and railways. And it shows locations where that local walking/cycling network interacts with major junctions. Finally, it demonstrates the opportunities that exist with development sites to link disparate, disconnected places.

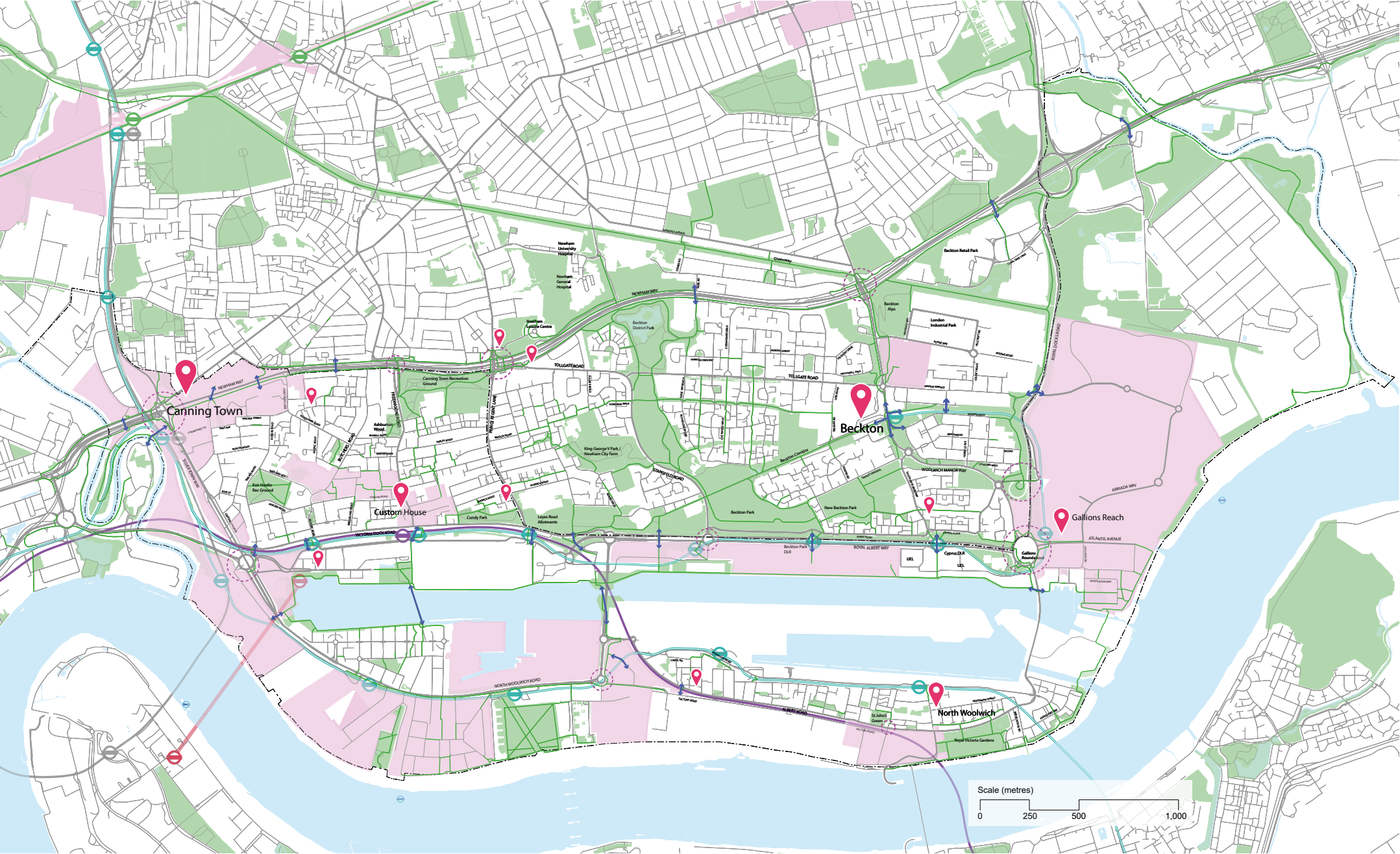


Key

- Local & neighbourhood centres
- Local Plan allocated sites
- Opportunity Area boundary

Existing connections

- Off-carriageway paths or cycle tracks
- Major road junctions with some connectivity for walking and cycling
- Dedicated pedestrian/cycle connections to overcome severance



Analysis of potential connections

This plan brings together three potential sources for building a strong, connected network for walking, cycling and public transport accessibility:

- development sites, and the notional network of safe routes for walking and cycling that they could introduce
- neighbourhoods that already have a high level of internal permeability for walking and cycling, which could be strengthened further through prioritising more of the street network for active modes (taking a low traffic neighbourhood approach)
- local streets that are already of reasonable quality for walking and cycling, and can join up the off-carriageway links and potential new links through development sites

Key

Local Plan allocated sites

Existing off-carriageway connections

Opportunities to connect

Neighbourhoods that are internally permeable for walking and cycling

Potential new or improved off-carriageway connections

Potential street connections within new developments

Green space in new developments



Tackling severance

This analysis consolidates information on where key points of severance are and proposes the junctions that most need addressing, the potential bridge connections to be made and the new links needed in the off-carriageway network of paths and cycle tracks. For example, key links are needed to join up the Thames Path.

Key

Existing off-carriageway connections

Tackling severance

Junctions that need to be addressed

Infrastructure needed, eg bridge, surface crossing, improved subway

Potential new or improved off-carriageway connections

Potential street connections within new developments

7. PROPOSED LOCAL CONNECTIONS

The Local Connections Plan is about connecting communities, maximising mobility, accessibility and inclusivity It plan brings together the information gathered on tackling severance with proposals to improve specific streets, using several different types of intervention, set out below.

A key objective is to steer how walking, cycling and access to public transport are planned in new development, clarifying the key connections that development sites are expected to make. The plan identifies where new infrastructure and new walking/cycling connections are needed for a well-integrated, well-connected place. It also shows where incremental improvements to existing streets and spaces could create attractive, high quality local walking and cycling links.

Although this plan does not cover the detail of public transport enhancements, street-level improvements to enable safer, more comfortable and more inclusive access to public transport should be accompanied by step-free access to the services themselves.

Looking more widely, the plan builds in links to the rest of Newham, and to neighbouring boroughs Tower Hamlets and Barking and Dagenham. It provides for links to wider networks and destinations including the Lea Valley Park, Isle of Dogs and Queen Elizabeth Olympic Park

High street schemes

These are proposed on the following streets, where demand for walking, cycling and public transport services coincides with a mix of ground floor uses: Freemasons Road, Prince Regent Lane, Woolwich Manor Way (to Stansfeld Road / Newham Way junction), Albert Road, Western Gateway, Royal Albert Way, Tollgate Road and Pier Road.

They reflect the need to address bus priority (most obviously on Prince Regent Lane), enhance pedestrian access to stations and bus stops and implement the planned cycle future routes.

They are opportunities to apply both the Mayor’s Healthy Streets approach and the ‘High Streets for All’ mission of the London Recovery Plan, helping in the retention and revitalisation of commercial uses. Schemes should promote good place-making, providing a high quality setting for street-level activity and complementing ground floor uses. They should enhance road safety and personal safety, and be in line with strategies to address the climate emergency. Features are likely to include multi-functional public space, improved lighting, speed reduction measures, tree planting, other greening and sustainable urban drainage.

Key

Existing local & n'hood centres

Proposed local & n'hood centres

Existing connections

Good quality streets for walking/cycling

Off-carriageway paths or cycle tracks

Proposed improvements

Comprehensive 'high street' schemes

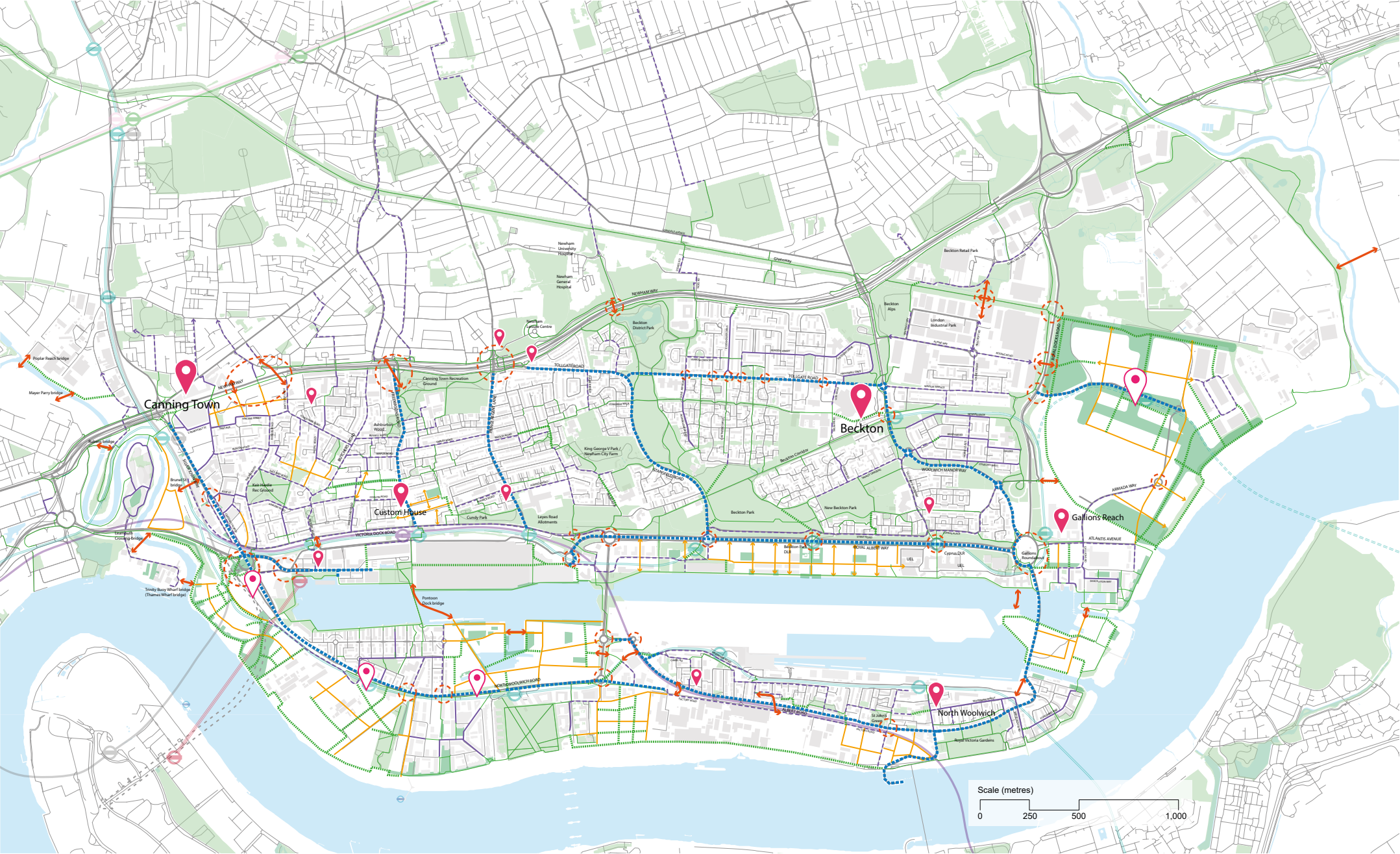
Connections through new development

New/extended off-carriageway connections

Streets identified for walking and cycling improvements

Infrastructure needed to overcome severance

Junctions and crossings needing improvement



Connecting local streets

These are streets that could be better environments for walking and cycling by tackling traffic volumes and speeds and the dominance of parking. Opportunities should be taken to introduce street trees and other greening.

Although these are shown as individual streets, forming a network of connections, a neighbourhood-wide approach could be taken, taking advantage of the internal permeability of many of the established neighbourhoods. Low-traffic neighbourhoods restrict through-movement for most motor traffic, helping to reduce overall levels of traffic, improve air quality, promote walking and cycling, and create opportunities for multi-functional public space in the street environment. Features could include access controls to prioritise walking, cycling, buses, blue badge holders and emergency service vehicles.

Bridges and junctions

At these locations, major schemes will be needed to tackle severance and join up strategic walking and cycling links. Junction improvements should focus on safety and comfort and provide dedicated facilities for cycling. Most proposals are located within or close to development sites, and should be brought forward as part of schemes for those sites.

Streets in new developments

New development plays a vital role in delivering a dense network of connections that prioritises walking, cycling and public transport. Sites should be masterplanned to connect to existing networks. On the local connections plan, proposed networks of streets and paths from consented schemes are shown wherever possible. Elsewhere, notional links through sites are illustrated, taking account of known constraints and making direct, legible connections to the wider context.

Off-carriageway connections

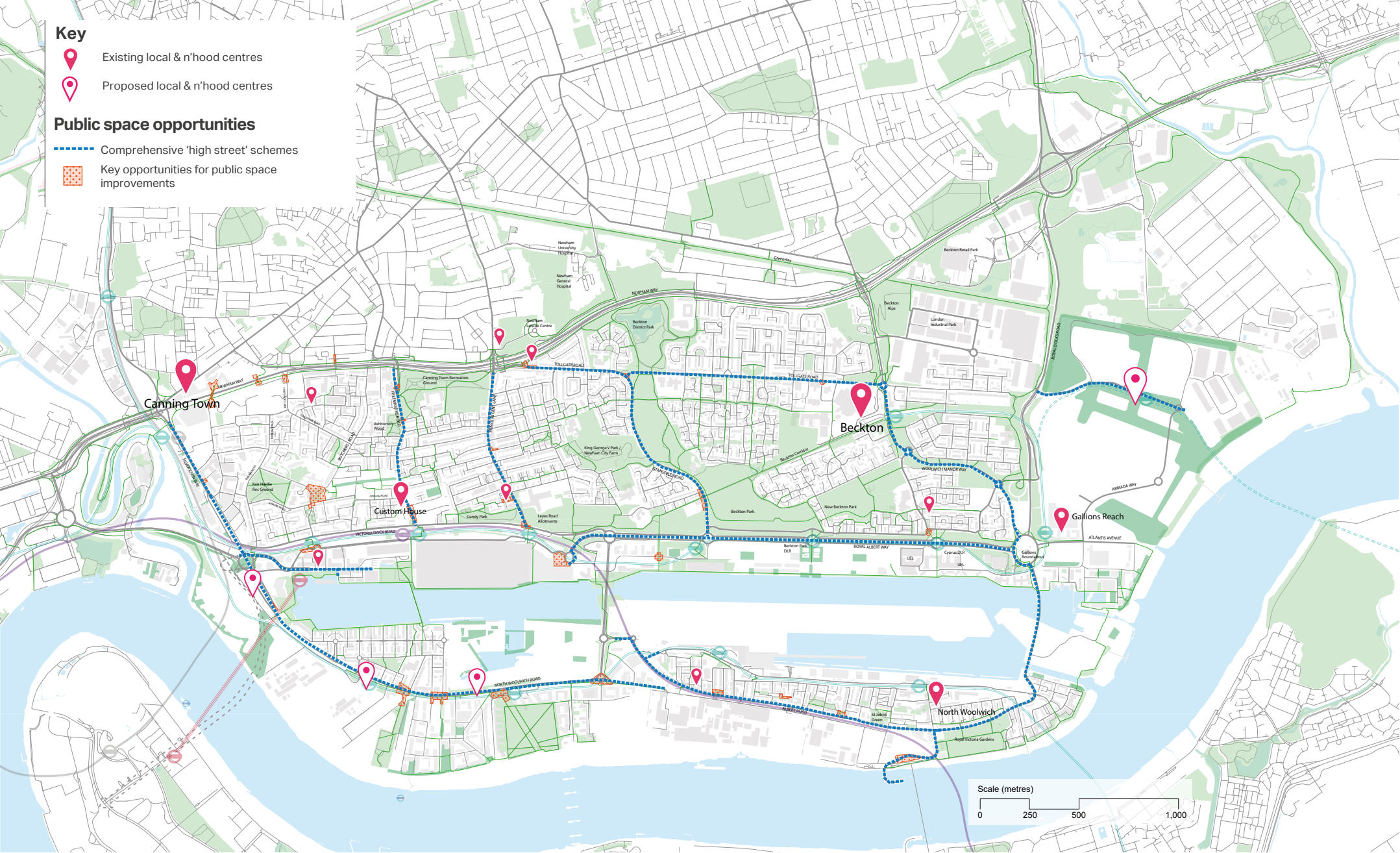
These are new or extended routes through parks, other green spaces or waterside public spaces that help to join up the wider network and create walkable and cyclable links between places. One of the most important connections is the Thames Path: wherever possible, gaps in the existing path should be tackled so that there is a joined-up, legible riverside route for walking and cycling.

The plan includes links to Beckton Park, to the north of the OA. LB Newham is working with residents to create a Beckton Parks masterplan. It will set out a landscape vision for the parks and green spaces across Beckton and Custom House, including sports, leisure, wildlife and community-led opportunities.

Public realm improvement opportunities

These are key locations where spaces exist or where proposed highway projects would make space available for placemaking opportunities. These should be linked to the needs of existing and emerging land uses in the area, should help people find their way around, and should reinforce the identity and distinctiveness of the place.

- Key
- Existing local & n'hood centres
- Proposed local & n'hood centres
- Public space opportunities
- Comprehensive 'high street' schemes
- Key opportunities for public space improvements



Proposed cycling network

This analysis consolidates information on where key points of severance are and proposes the junctions that most need addressing, the potential bridge connections to be made and the new links needed in the off-carriageway network of paths and cycle tracks. For example, key links are needed to join up the Thames Path.

Key

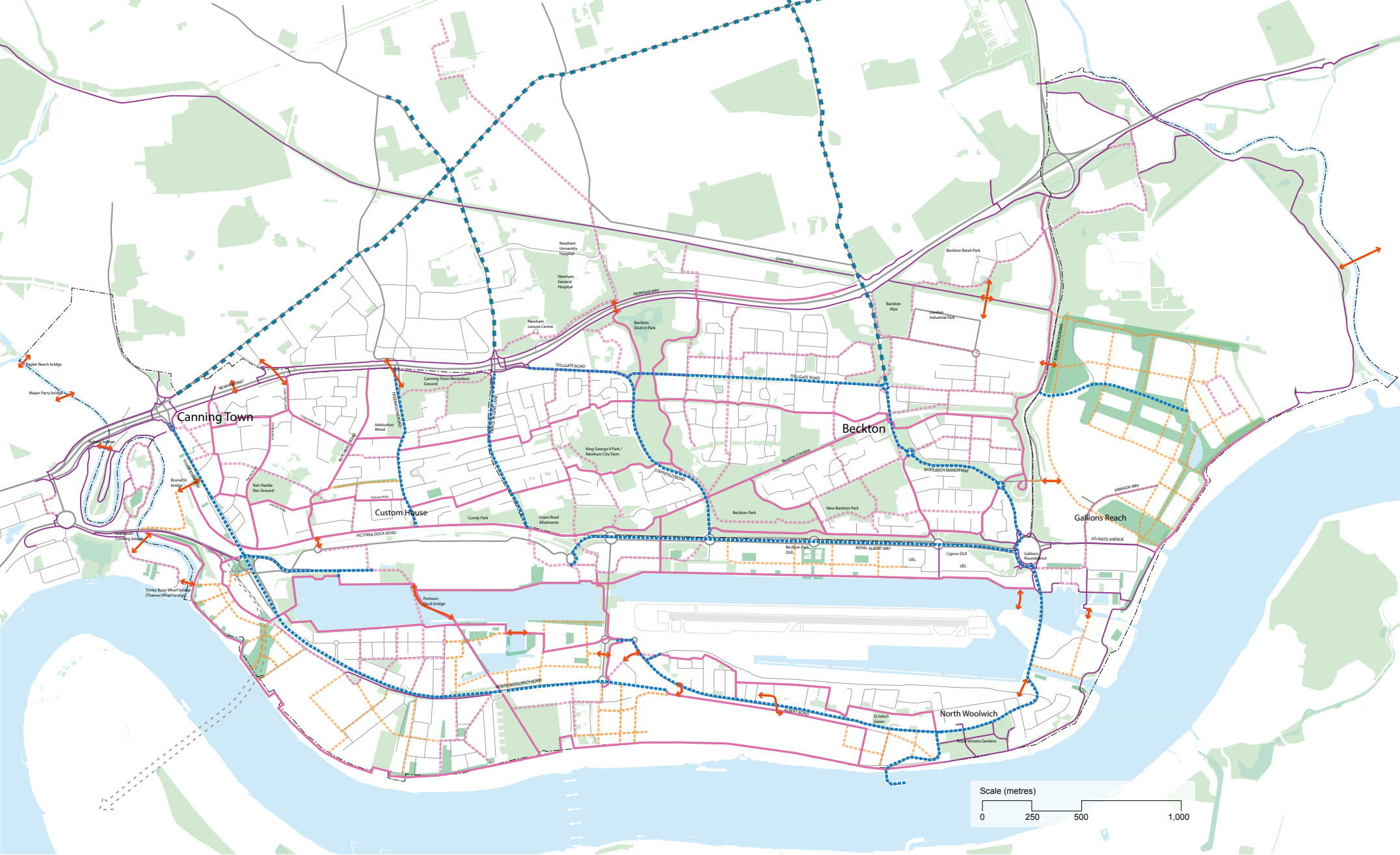
Existing cycle infrastructure

- Off-carriageway cycle tracks or shared-use paths

Proposed cycle network

Based on proposals in Newham Cycling Strategy

- Future cycleway schemes beyond the OA
- Comprehensive 'high street' schemes
- Proposed cycle routes
- Connecting local network for cycling
- Cycle-friendly connections in new developments
- Infrastructure needed to overcome severance



8. NEIGHBOURHOOD PROPOSALS

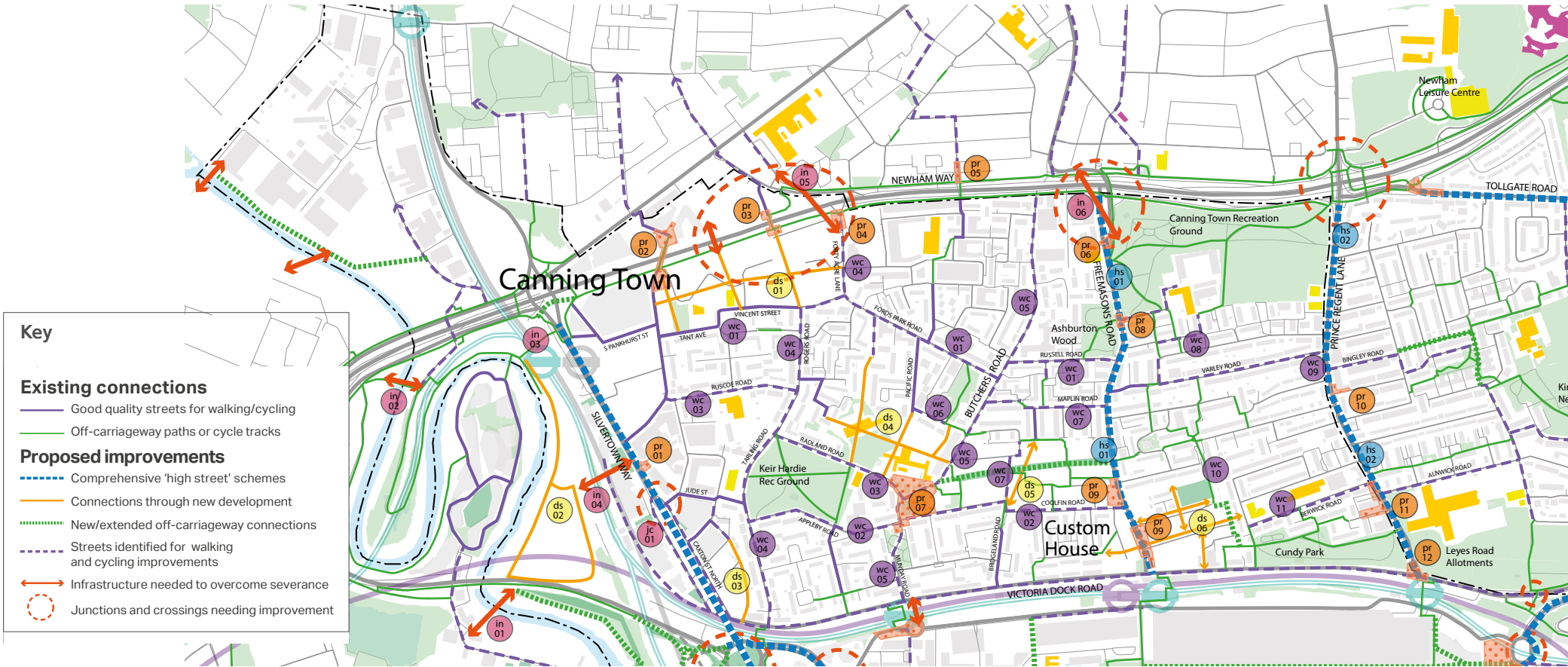
Canning Town & Custom House

This section focuses in turn on each of the neighbourhoods of the study area, listing each of the interventions shown in the proposed local connections plan.

It reflects and expands on the proposals in the Place section of the main OAPF document.

This area presents opportunities to complete a grid of streets where active travel is prioritised over through-motor traffic, and to extend and join up green infrastructure. Improvements to local connections can join

people to public transport and local services, break down the severance caused by major roads and create lively, active high streets running through the local and neighbourhood centres.



Major infrastructure: bridges, subways and junctions

Ref	Type	Project Description
in01	Major infra	Leamouth Bridge to Goodluck Hope
in02	Major infra	Link between Limmo Peninsula and E India Dock Rd
in03	Major infra	Canning Town station link
in04	Major infra	Link between Limmo and Silvertown Way (Brunel Street bridge)
in05	Major infra	New connection: Forty Acre Lane to Barking Road via Morgan Street – creating strategic walking/cycling link
in06	Major infra	Major accessibility improvements at New Barn Street underpass
jc01	Junction	Jude Street junction improvements

Links through new development

Ref	Type	Project Description
ds01	Dev site	New street connections in area bounded by Forty Acre Lane, Vincent Street, Rathbone Street and Newham Way
ds02	Dev site	New connections in Limmo Peninsula
ds03	Dev site	Extension of Huntingdon Street to connect between Victoria Dock Road and Caxton Street North
ds04	Dev site	New connections in and around Hallsville Primary School site
ds05	Dev site	New connections through estate redevelopment in area bounded by Butchers Road, Boreham Avenue, Coolfin Road and Freemasons Road
ds06	Dev site	New connections through estate redevelopment sites north of Custom House station, east and west of Freemasons Road

High street improvements

Ref	Type	Project Description
hs01	High street	Freemasons Road high street improvement
hs02	High street	Prince Regent Lane high street improvements

Public space improvements

Ref	Type	Project Description
pr01	Public space	Public realm scheme at Brunel Street / Silvertown Way
pr02	Public space	Public realm improvements in and around entrances to Fox Road / Maud Street to Rathbone Market subway
pr03	Public space	Public realm improvements in and around entrances to Bothwell Close to east of Aviary Close subway
pr04	Public space	Public realm improvements around Forty Acre Lane / Newham Way junction
pr05	Public space	Improved environment around subway entrance at Douglas Road
pr06	Public space	Public realm improvements around Freemasons Road / New Barn St crossing and junction
pr07	Public space	Public realm improvements around Munday Road / Butchers Road / Radland Road junction
pr08	Public space	Gateway to Ashburton Wood and Canning Town Rec
pr09	Public space	Public realm improvements outside local shopping parades north and south of Coolfin Road
pr10	Public space	Improvements to the Prince Regent Lane neighbourhood shopping parade north of Ripley Road
pr11	Public space	Public realm improvements to Cundy Road neighbourhood centre
pr12	Public space	Public realm improvements north of Prince Regent station – creating attractive gateway to Prince Regent Lane

Walking and cycling improvements

Ref	Type	Project Description
wc01	Walking/cycling	Vincent Street, Ford Park Road and Russell Road w/c improvements
wc02	Walking/cycling	Appleby Road and Coolfin Road w/c improvements
wc03	Walking/cycling	Ruscoe Road and Radland Road w/c improvements
wc04	Walking/cycling	Tarling Road, Rogers Road and Forty Acre Lane improvements
wc05	Walking/cycling	Butchers Road and Munday Road w/c improvements
wc06	Walking/cycling	Ivy Road and Pacific Road / Fords Park Road junction w/c improvements
wc07	Walking/cycling	Maplin Road and Mandela Road w/c improvements
wc08	Walking/cycling	Mortlake Road / Sark Walk improvements, opening up access and legibility to the recreation grond from Varley Road
wc09	Walking/cycling	Varley Road and Prince Regent Lane junction w/c improvements
wc10	Walking/cycling	Improvements to legibility, wayfinding, surfacing and lighting for mainly off-carriageway links between Varley Road and Cundy Park
wc11	Walking/cycling	Improvements to Berwick Road via Cundy Road neighbourhood centre

Royal Victoria & West Silvertown

Reflects Place proposals in the main OAPF document

Key

Existing connections

- Good quality streets for walking/cycling
- Off-carriageway paths or cycle tracks

Proposed improvements

- Comprehensive 'high street' schemes
- Connections through new development
- New/extended off-carriageway connections
- Streets identified for walking and cycling improvements
- Infrastructure needed to overcome severance
- Junctions and crossings needing improvement



Major infrastructure: bridges, subways and junctions

Ref	Type	Project Description
in07	Major infra	Thames Wharf bridge to Goodluck Hope
in08	Major infra	New walking/cycling bridge adjacent to existing Royal Victoria DLR
jc02	Junction	Western Gateway / Tidal Basin Road junction

Links through new development

Ref	Type	Project Description
ds07	Dev site	Link to Lower Lea Crossing footway and cycleway
ds08	Dev site	Walking/cycling links between Royal Victoria DLR and Thames Wharf Bridge / Integration of new Thames Wharf DLR station
ds09	Dev site	Direct, high quality walking/cycling link between future Thames Path to the dockside
ds10	Dev site	'Spine' route through the area, primarily for walking/cycling, linking Thames Wharf and Pontoon Dock DLR stations

High street improvements

Ref	Type	Project Description
hs03	High street	High street improvements to Western Gateway

Public space improvements

Ref	Type	Project Description
pr13	Public space	Public realm improvements around Royal Victoria DLR station
pr14	Public space	Silvertown Way viaduct viewing platform
pr15	Public space	Rediscovered Lyle Park entrance public realm scheme at Boxley Street / Bradfield Road junction

Walking and cycling improvements

Ref	Type	Project Description
wc12	Walking/cycling	Delivery of Silvertown West section of Thames Path
wc13	Walking/cycling	Improvement of link beneath Silvertown Way flyer and completion of the link from Dock Road to the Thames Path
wc14	Walking/cycling	Improvement of Dock Road as a key local link to/from West Silvertown station
wc15	Walking/cycling	Upgrade or replacement of Tarling Road footbridge
wc16	Walking/cycling	Improvement of Seagull Lane roundabout
wc17	Walking/cycling	North-south link around Excel on western side
wc18	Walking/cycling	Walking/cycling improvements to Victoria Dock Road

Silvertown

Reflects Place proposals in the main OAPF document

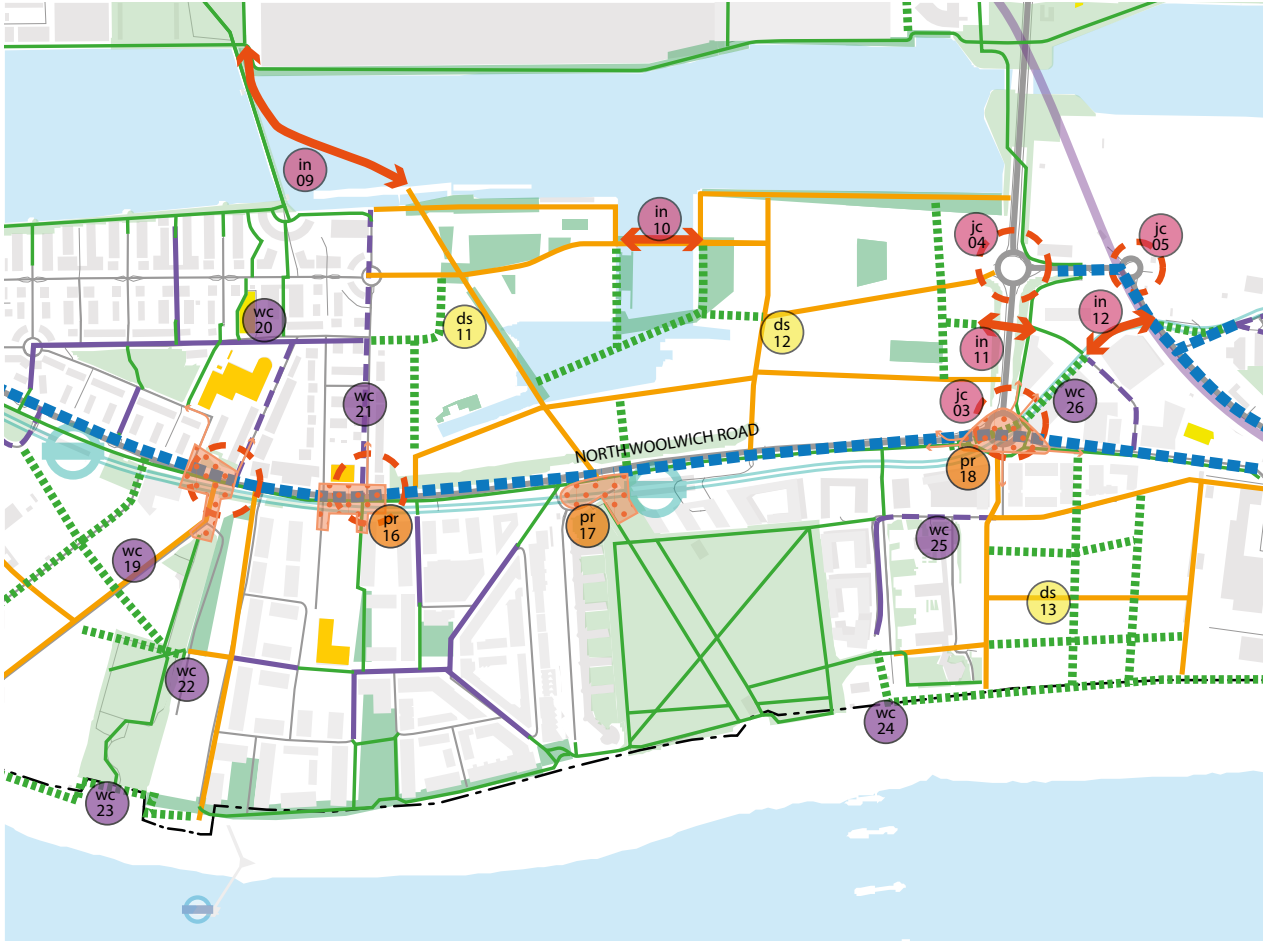
Key

Existing connections

- Good quality streets for walking/cycling
- Off-carriageway paths or cycle tracks

Proposed improvements

- Comprehensive 'high street' schemes
- Connections through new development
- New/extended off-carriageway connections
- Streets identified for walking and cycling improvements
- Infrastructure needed to overcome severance
- Junctions and crossings needing improvement



Major infrastructure: bridges, subways and junctions

Ref	Type	Project Description
in09	Major infra	Silvertown Bridge connection over Royal Victoria Dock
in 10	Major infra	New, accessible dockside route and bridge in Silvertown Quays area [Graving Dock Bridge]
in 11	Major infra	Pedestrian/cycle subway under Connaught Bridge Road, connecting to Silvertown Quays site
in 12	Major infra	Cycle/pedestrian bridge over Crossrail line, linking Hartmann Road with Oriental Road
jc03	Junction	Connaught southern roundabout / Peninsula (linking into improvements made in North Woolwich Road project)
jc04	Junction	Connaught northern roundabout improvements
jc05	Junction	Travelodge roundabout removal

Links through new development

Ref	Type	Project Description
ds11	Dev site	Links between Pontoon Dock bridge and North Woolwich Road
ds12	Dev site	East-west links through Silvertown Quays, connecting to Connaught Bridge
ds13	Dev site	Links through Thames Road Industrial Estate

Public space improvements

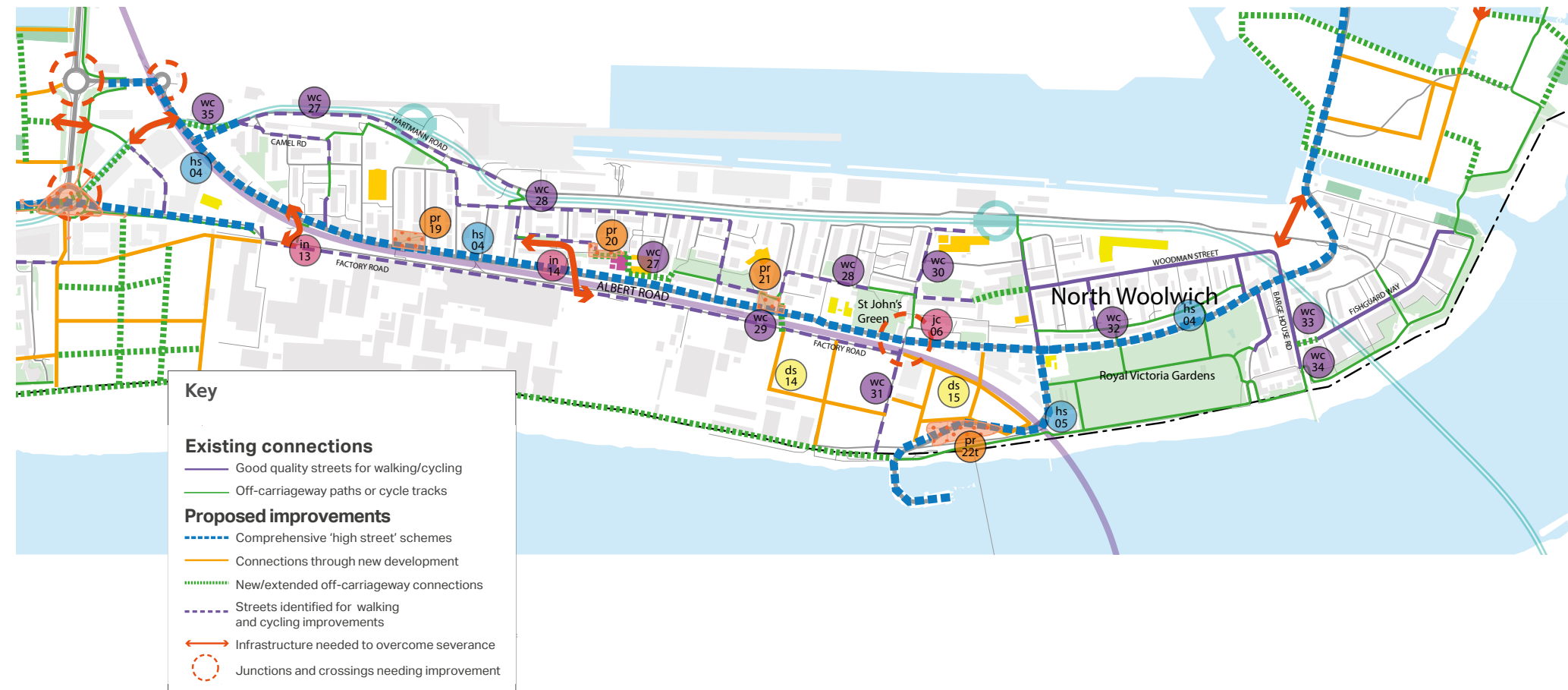
Ref	Type	Project Description
pr16	Public space	School forecourt public realm scheme at Mill Road junction
pr17	Public space	Pontoon Dock DLR station public realm improvements
pr18	Public space	Connaught southern roundabout public realm improvements

Walking and cycling improvements

Ref	Type	Project Description
wc19	Walking/cycling	Improvement of Bradfield Road as a key local link
wc20	Walking/cycling	Legibility and public realm improvements to key routes through Britannia Village
wc21	Walking/cycling	Dockside to Thames: Mill Road / Rayleigh Road link
wc22	Walking/cycling	Links to and around Lyle Park
wc23	Walking/cycling	Extension of Thames Path – Royal Wharf Walk westward
wc24	Walking/cycling	Extension of Thames Path eastward from Barrier Park
wc25	Walking/cycling	Improvements to eastern section of Thames Road
wc26	Walking/cycling	Walking/cycling link by the DLR viaduct between Connaught Roundabout junction and Oriental Way

North Woolwich

Reflects Place proposals in the main OAPF document



Major infrastructure: bridges, subways and junctions

Ref	Type	Project Description
in13	Major infra	Replacement of existing Silvertown footbridge
in14	Major infra	Muir Street bridge
jc06	Junction	Factory Road / Store Road / Antwerp Way junction

Public space improvements

Ref	Type	Project Description
pr19	Public space	Albert Road / Savile Road open space
pr20	Public space	Muir Street open space
pr21	Public space	Albert Road / Fernhill Street open space
pr22	Public space	Public realm improvements around Woolwich Foot Tunnel entrance

Links through new development

Ref	Type	Project Description
ds14	Dev site	Grid of streets south of Factory Road linking residential area of North Woolwich to the riverside
ds15	Dev site	Connections to the Woolwich Ferry Terminus and foot tunnel entrance, prioritising walking and cycling

High street improvements

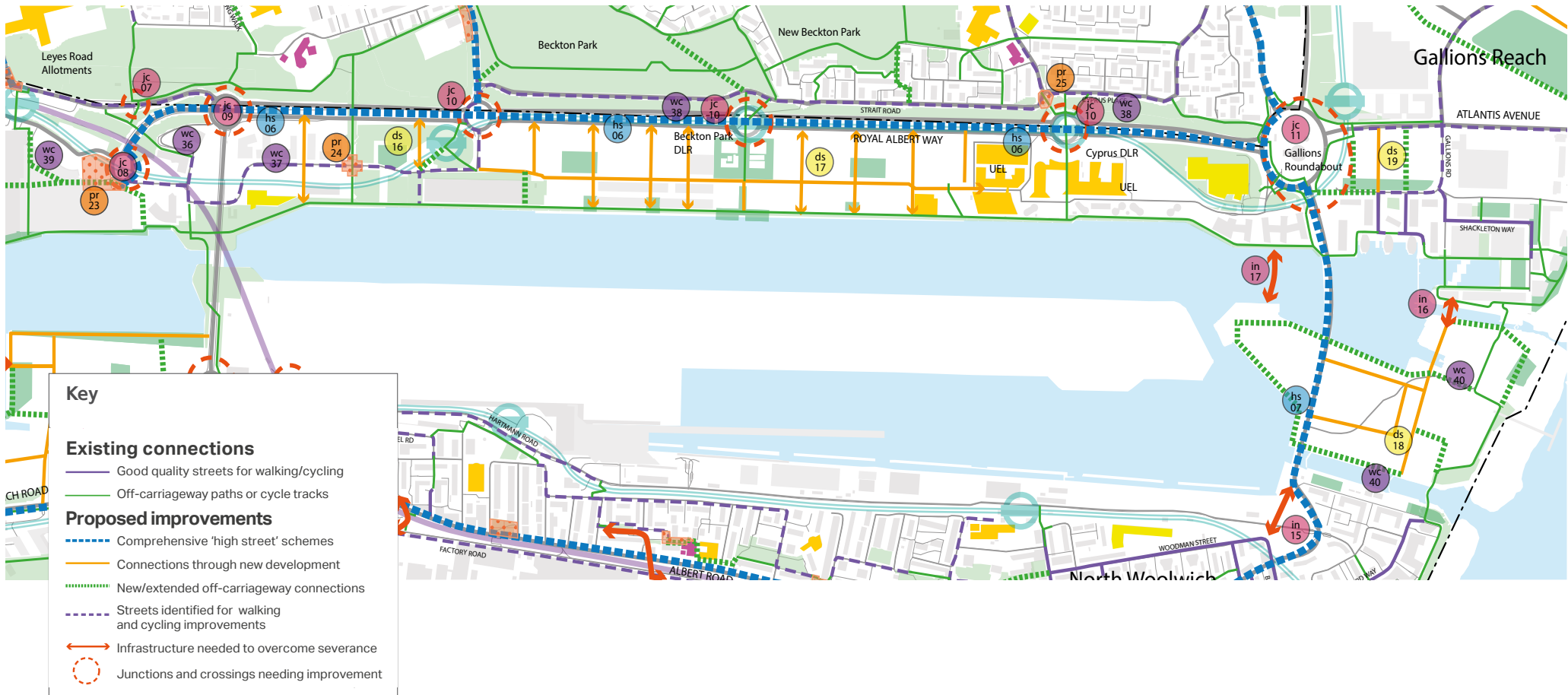
Ref	Type	Project Description
hs04	High street	High street / active travel corridor improvements to Albert Road
hs05	High street	Pier Road high street improvements

Walking and cycling improvements

Ref	Type	Project Description
wc27	Walking/cycling	Silvertown to North Woolwich quiet walking route
wc28	Walking/cycling	LCY DLR to Royal Victoria Gardens quiet cycle route
wc29	Walking/cycling	Formalise surface connection between Fernhill Street and the Store Road site
wc30	Walking/cycling	Store Road to King George V DLR link (north of Albert Road)
wc31	Walking/cycling	Store Road to King George V DLR link (south of Albert Road)
wc32	Walking/cycling	Woodman Street / Storey Street / Albert Walk walking and cycling improvements
wc33	Walking/cycling	Barge House Road improvements and link to Fishguard Way
wc34	Walking/cycling	Barge House Road to Thames Path link
wc35	Walking/cycling	Link between Hartmann Road/Camel Road and the proposed bridge to Oriental Road (in I - see Silvertown neighbourhood)

Albert Island & Royal Albert Dock

Reflects Place proposals in the main OAPF document



Major infrastructure: bridges, subways and junctions

Ref	Type	Project Description
in 15	Major infra	Walking/cycling link between Woodman Street and Woolwich Manor Way, bridging Fishguard Way
in 16	Major infra	Bridge from Albert Island development to Lock Side Way, near Gallions Point Marina
in 17	Major infra	Bridge between Albert Island and UEL / University Way
jc07	Junction	Bering Walk crossing over Victoria Dock Road
jc08	Junction	Sandstone Way / Royal Albert Way roundabout
jc09	Junction	Connaught Roundabout
jc10	Junction	Royal Albert Way roundabouts
jc11	Junction	Gallions Roundabout

Links through new development

Ref	Type	Project Description
ds16	Dev site	Connections between Royal Albert Way and Victoria dockside, west of Royal Albert roundabout
ds17	Dev site	Connections between Royal Albert Way, Victoria dockside and UEL, east of Royal Albert roundabout
ds18	Dev site	Grid of connections on Albert Island
ds19	Dev site	Links to Atlantis Avenue from Royal Albert Wharf development

High street improvements

Ref	Type	Project Description
hs06	High street	High street improvements to Royal Albert Way, west of Royal Albert DLR
hs07	High street	Woolwich Manor Way high street improvements

Public space improvements

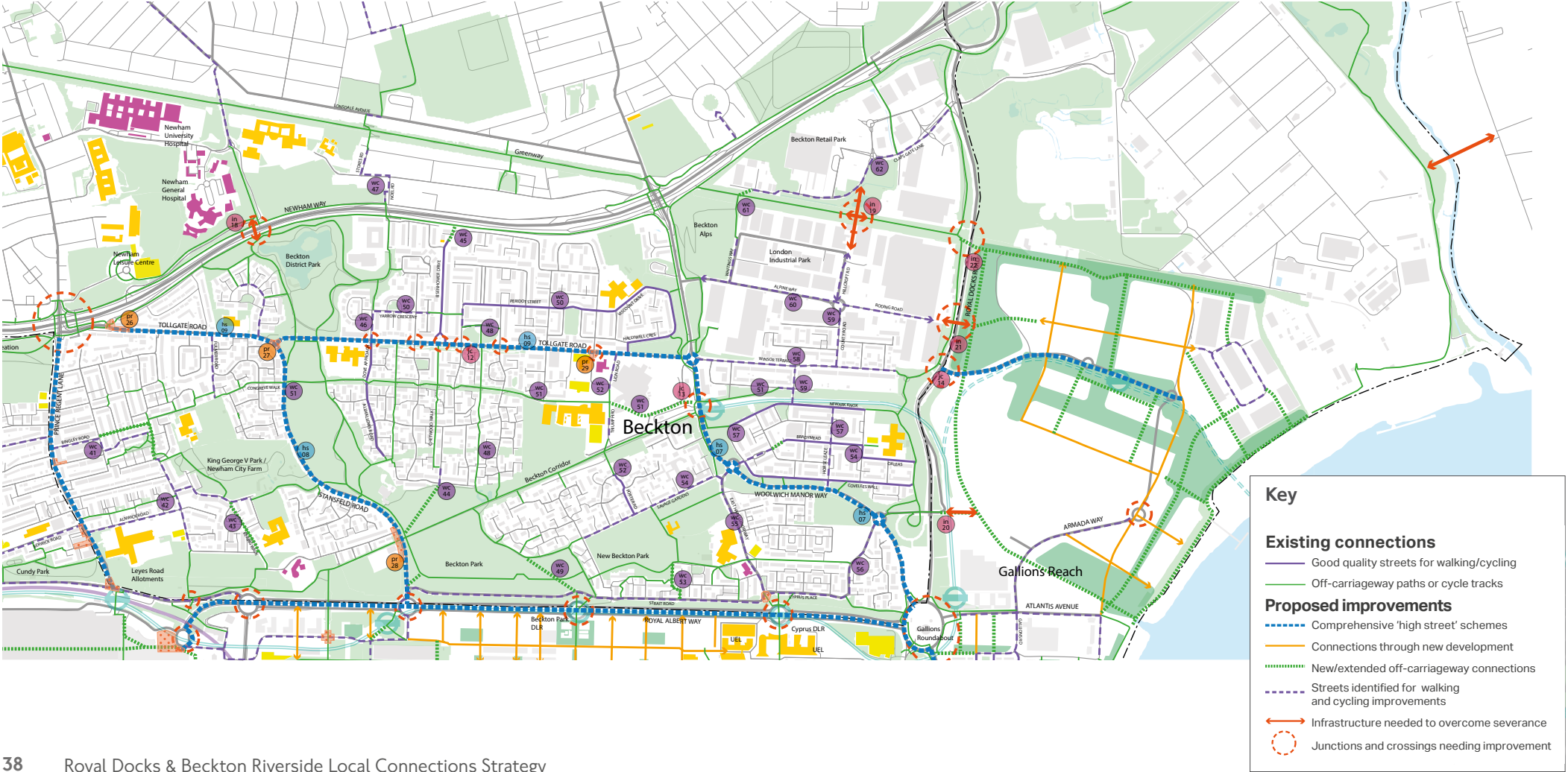
Ref	Type	Project Description
pr23	Public space	Public realm improvements between Aloft Excel Hotel and Sandstone Lane/Royal Albert Way roundabout
pr24	Public space	Improve access to and legibility of green bridge link crossing Dockside Road
pr25	Public space	Public realm improvements around northern entry to Cyprus DLR station

Walking and cycling improvements

Ref	Type	Project Description
wc36	Walking/cycling	Improved walking/cycling connections between Victoria Dock Road and Dockside path
wc37	Walking/cycling	Dockside Road to Stansfeld Road connection - walking/cycling improvemets
wc38	Walking/cycling	Strategic east-west link, via either Royal Albert Way or Strait Road
wc39	Walking/cycling	Walking/cycling link through remodelled public realm east of Excel
wc40	Walking/cycling	Walking/cycling links along dock edges, connecting to the Thames Path

Beckton

Reflects Place proposals in the main OAPF document



Major infrastructure: bridges, subways and junctions

Ref	Type	Project Description
jc12	Major infra	Tollgate Road roundabouts
jc13	Major infra	Beckton Corridor gateway / Beckton DLR
jc14	Major infra	Improvement of Armada Way / Royal Docks Road junction for walking and cycling
in18	Major infra	Link (potential new bridge) between Beckton District Park and Newham General Hospital
in19	Major infra	New walking/cycling 'junction' on Greenway, linking Beckton Retail Park with London Industrial Park
in20	Major infra	New walking/cycling bridge over Royal Docks Road or adaptation of existing bridge structure to link to off-carriageway network in Beckton Riverside development
in21	Major infra	New walking/cycling link over or under Royal Docks Road aligned with Roding Road
in22	Major infra	New or substantially improved walking/cycling connections under Royal Docks Road to enable extension of green link eastwards

High street improvements

Ref	Type	Project Description
hs07	High street	Woolwich Manor Way high street improvements
hs08	High street	Stansfeld Road high street / active travel corridor improvements
hs09	High street	Tollgate Road high street improvements

Public space improvements

Ref	Type	Project Description
pr26	Public space	Public realm improvements around shopping parade at Newham Way / Tollgate Road junction
pr27	Public space	Improvement of the public space at the junction of Tollgate Road and Stansfeld Road
pr28	Public space	Improvements to wide grass verges on Stansfeld Road
pr29	Public space	Enhanced public realm at the Kingsford Way / Tollgate Road junction

Walking and cycling improvements

Ref	Type	Project Description
wc41	Walking/cycling	Improvements to Bingley Road and mainly off-carriageway link between Prince Regent Lane and Beckton Park
wc42	Walking/cycling	Alnwick Road, Baxter Road, Randolph Approach and King George Avenue w/c improvements
wc43	Walking/cycling	Improvement of Bering Walk / Caspian Walk link
wc44	Walking/cycling	Formalise footpath link through Beckton Park between Stansfeld Road and Barry Road, and improve wayfinding to Chetwood Walk
wc45	Walking/cycling	Link from Eisenhower Drive to the Newham Way shared path
wc46	Walking/cycling	Improvements to Dewberry Gardens, Tollgate Road crossing and Dove Approach around Ellen Wilkinson School
wc47	Walking/cycling	Improvements to footbridge, Noel Road, Roman Road and Stokes Road, leading to Newham Greenway

Ref	Type	Project Description
wc48	Walking/cycling	Walking/cycling and wayfinding improvements to Hadleigh Walk, Tollgate Road crossing and Kingfisher Street/Peridot Street link
wc49	Walking/cycling	Formalise walking/cycling routes through Beckton Park
wc50	Walking/cycling	Walking/cycling improvements around Yarrow Crescent and Kingfisher Street
wc51	Walking/cycling	Access improvements to Congreve Walk, and improved walking links through Beckton town centre
wc52	Walking/cycling	Triumph Road and Lion Road walking/cycling improvements
wc53	Walking/cycling	Improved access from Strait Road (via Campion Close)
wc54	Walking/cycling	Walking/cycling improvements to Savage Gardens, East Ham Manor Way/Woolwich Manor Way roundabout, Peverel and Bradymead
wc55	Walking/cycling	East Ham Manor Way w/c improvements
wc56	Walking/cycling	Cyprus Place and Ferndale Street w/c improvements
wc57	Walking/cycling	Newark Knox, Horse Leaze and green links between Woolwich Manor Way and Royal Docks Road
wc58	Walking/cycling	Winsor Terrace walking/cycling improvements
wc59	Walking/cycling	County Road, Hillcroft Road and Beaufort walking/cycling improvements
wc60	Walking/cycling	Alpine Way / Roding Road walking/cycling improvements
wc61	Walking/cycling	Improvements to Greenway access from Whittings Way and Claps Gate Lane
wc62	Walking/cycling	Walking/cycling improvements to Claps Gate Lane

