

Royal Docks Corridor – Phasing Plan



Royal Docks Corridor – Progress Photos



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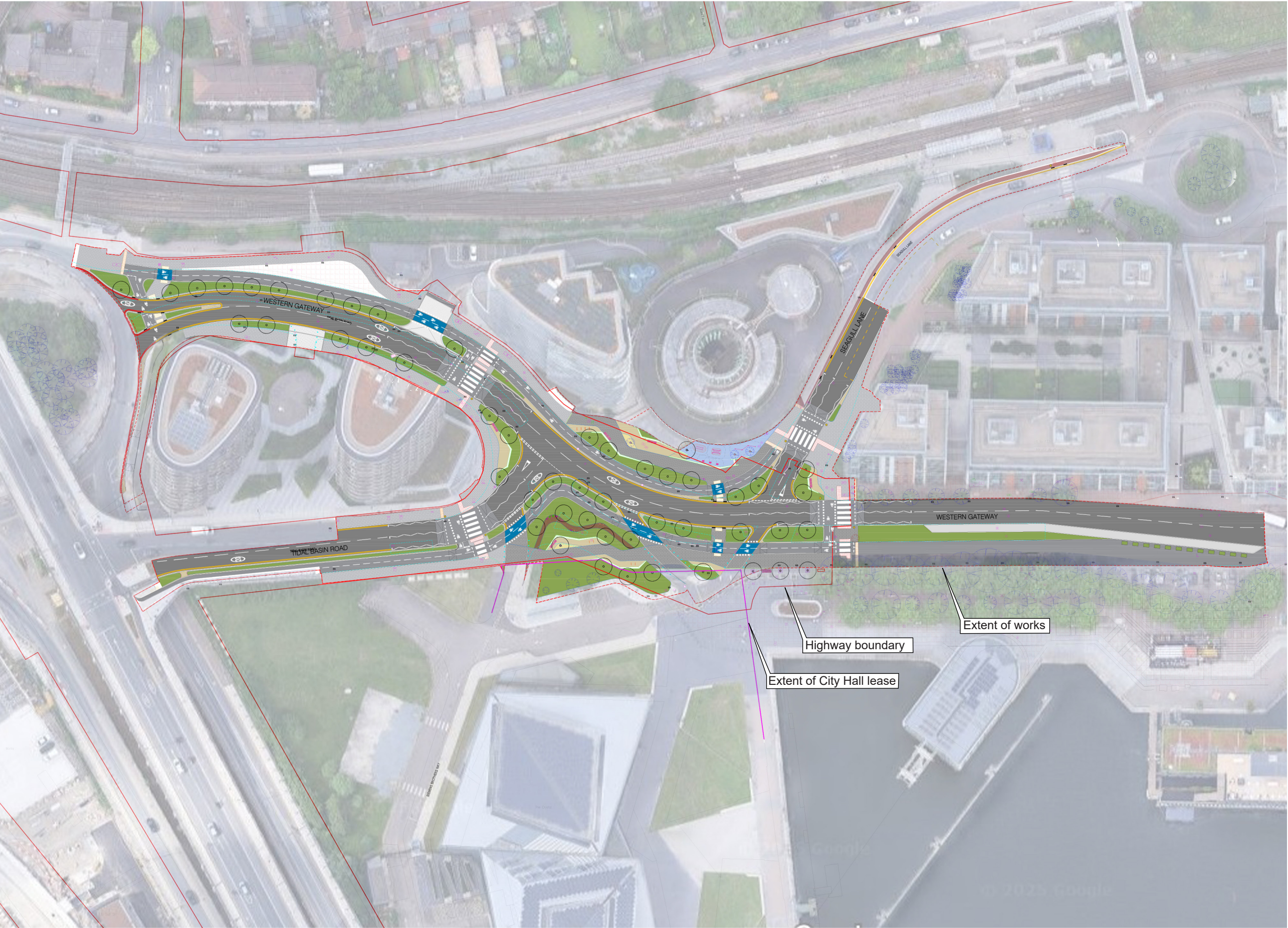
Visual



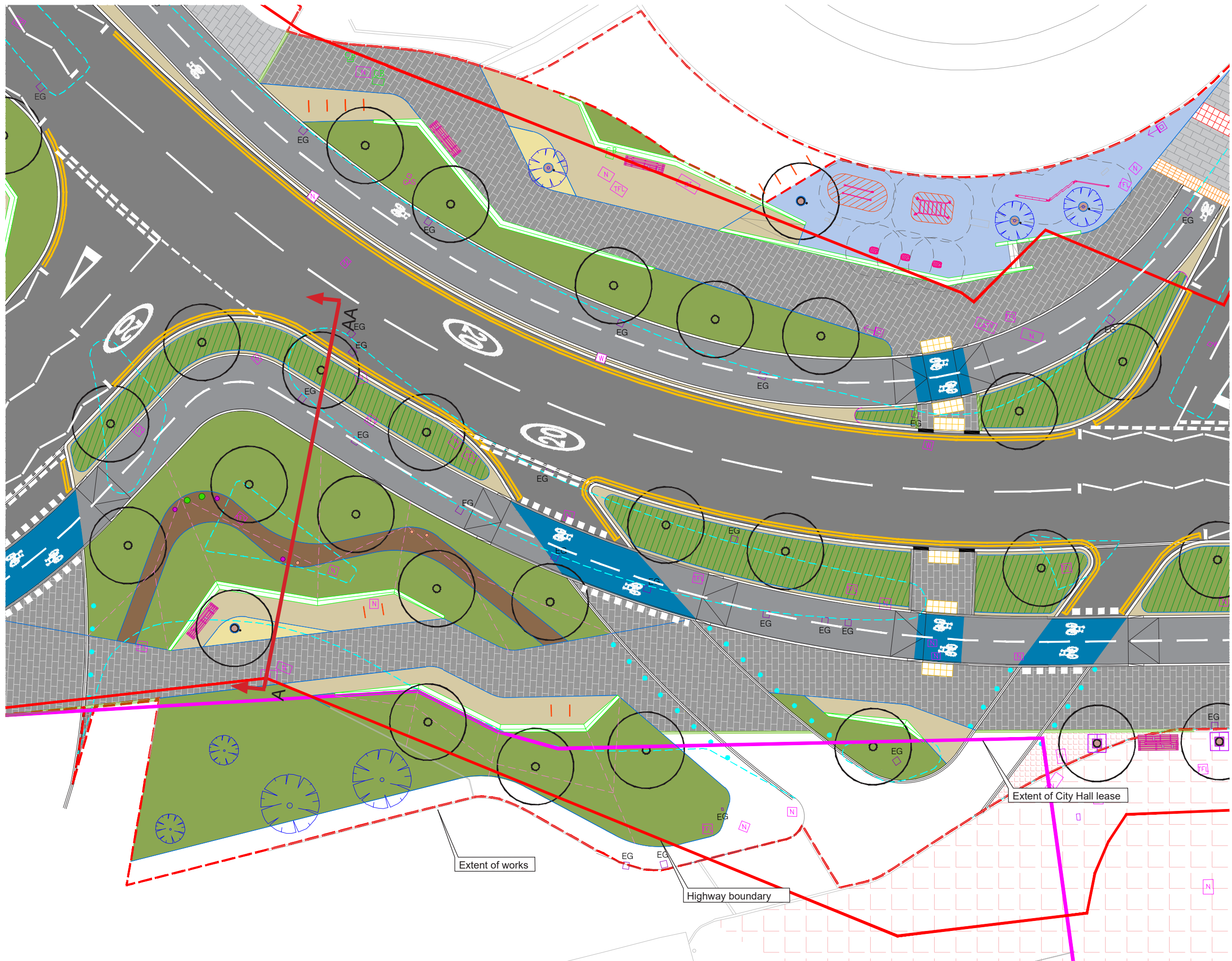
Implemented



PHASE 6 PROPOSAL OVERVIEW

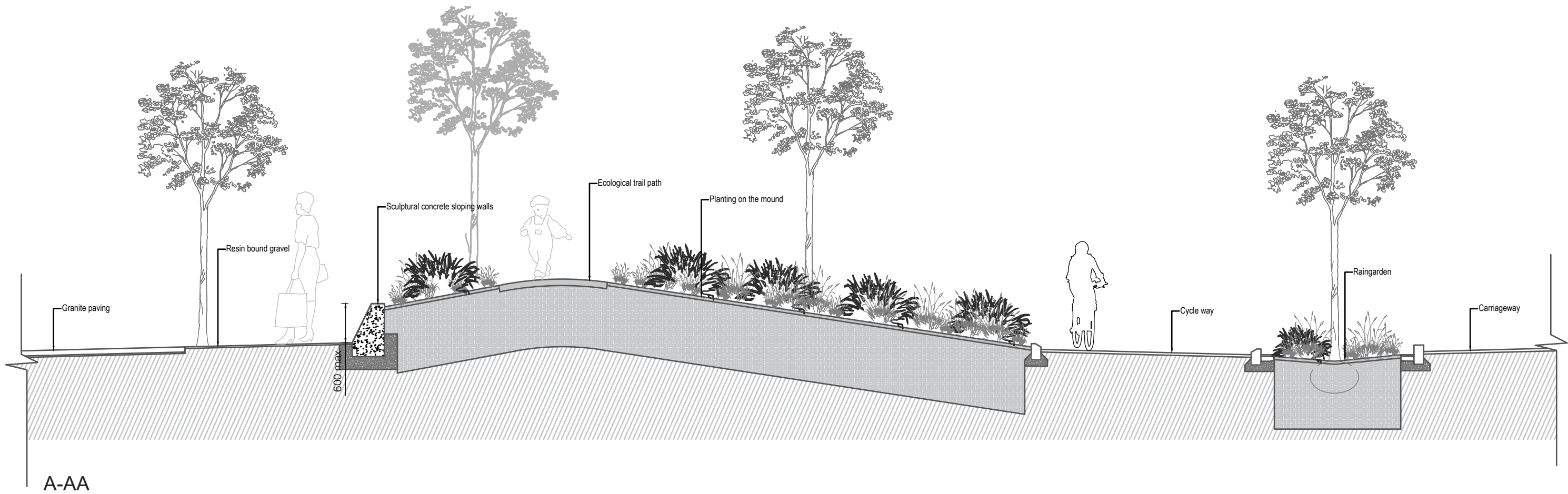


- New kerb (silver grey granite) - 150 x 300 mm
- New kerb for cycle tracks (silver grey granite) - 150 x 300 mm
- Proposed planting
- Proposed raingarden
- Existing tree to be retained
- Existing tree to be removed
- Proposed tree
- Proposed granite paving - free issue
- Proposed concrete paving
- Proposed resin bound gravel (non-permeable build up)
- Proposed resin bound gravel permeable build up)
- Proposed asphalt cycle track
- Proposed carriageway resurfacing. Sections with full depth construction TBC at Stage 4 design
- Proposed play surface
- Proposed raised table
- Proposed self binding gravel
- New tactile paving at controlled crossings (Red) - 400x400mm
- New tactile paving at uncontrolled crossings (Buff) - 400x400mm
- New corduroy paving at shared areas (Buff) - 400x400mm
- New belisha beacon
- Proposed Bench
- Single Royal docks Bench with backrest and armrest
- Proposed Bench 1010 x 2600 x 710mm
- Double Royal Docks Bench with backrest and armrest
- Proposed bin
- Proposed cycle stand
- Sheffield by Furnitubes or similar approved
- Proposed sculptural concrete sloping wall
- Proposed seating logs
- New Capital Bollards
- Existing kerbline to be removed
- Existing footway space
- Proposed Brompton Bike Hire



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SCULPTURAL SLOPES



PLAYFUL TRAIL AND ECOLOGICAL INTERPRETATION



WILDLIFE HABITAT



INTERPRETATION



NATURE TRAIL



COLOURS AND SHAPES



PLAYFUL EXPLORATION

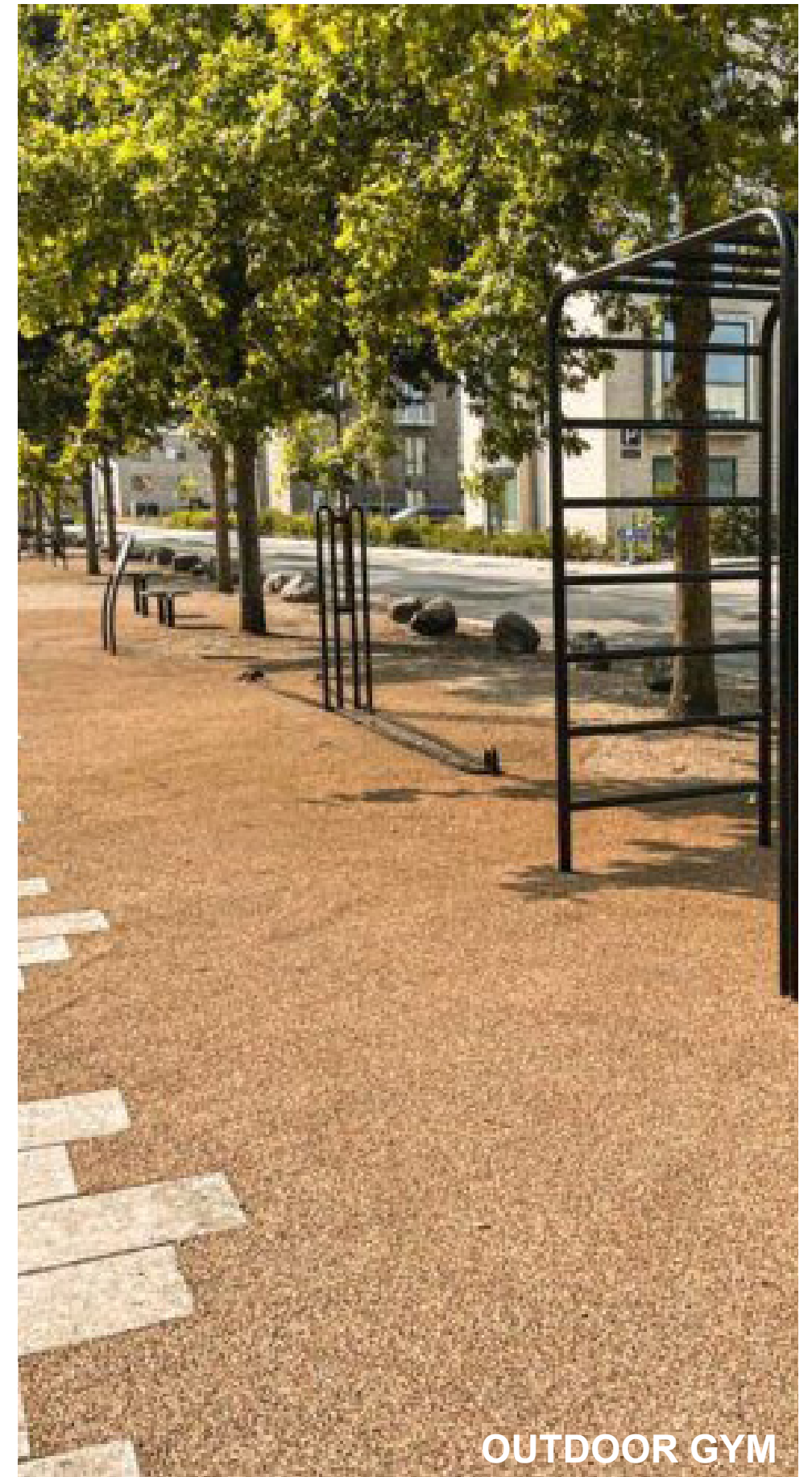
SPILL OUT SPACE



PARK BENCHES



HOSPITALITY SEATING AREAS



OUTDOOR GYM

LOCAL REFERENCES



TIDAL BASIN PUMPING STATION



THE CRYSTAL



ROYAL DOCKS CORRIDOR



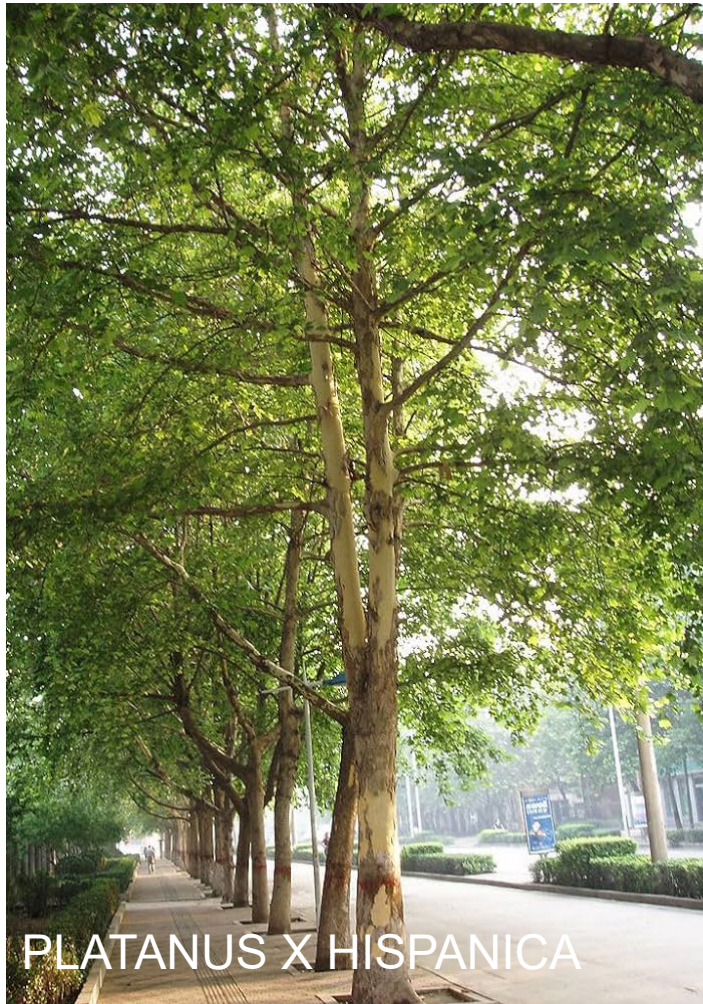
ROYAL DOCKS DESIGN GUIDE REFERENCES



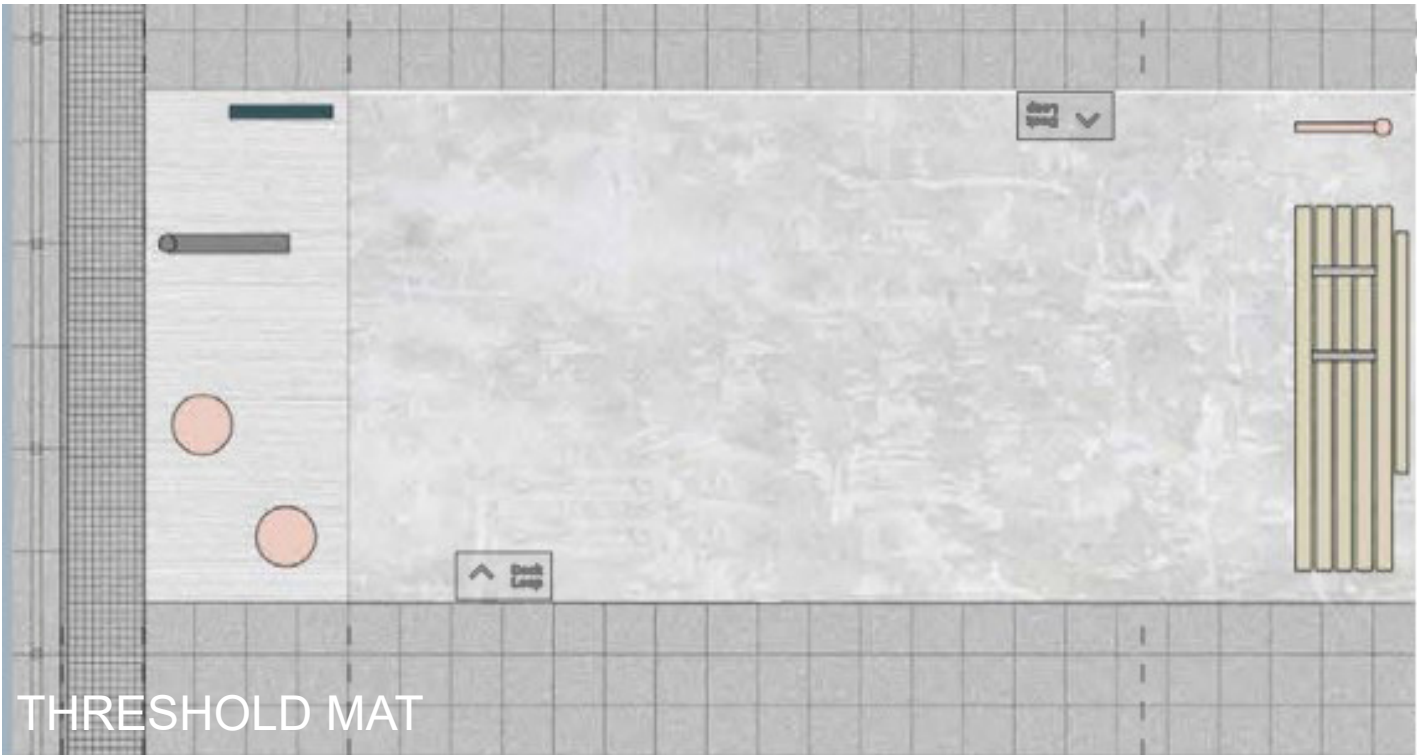
POPULUS TREMULA



POPULUS ALBA



PLATANUS X HISPANICA



THRESHOLD MAT



LOW LEVEL PLANTING

Briefing Note

LBN Accessibility Design Statement

August 2025

Background

Royal Docks Corridor improvement project (RDC) that forms part of the Royal Docks Enterprise Zone initiative was agreed with the Greater London Authority and Newham delegated powers in 2022. This corridor comprises primarily of Silvertown Way, North Woolwich Road, leading up to Connaught Bridge. The project is in its delivery phases with a substantial completion expected in 2027. The project considered accessibility from its inception to detail design and delivery. It followed a number of design guidance's that adhered to accessibility and DDA compliance.

Design Guidance's

The RDC design followed a number of design guidance's. They are listed as below.

- The Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure from the Department of Transport which among others includes guidance on:
 - Footways, footpaths and pedestrian crossing facilities (widths, gradients, guardrails, seating, colour contrast)
 - Changes in level (steps, ramps, handrails)
 - Tactile surfaces
- DfT and TfL guidelines. This includes:
 - Design manual for roads and bridges (DMRB)
 - Manual for Street 2
 - Local transport notes (LTN)
 - Traffic signs manuals
- TfL street toolkit which includes:
 - Streetscape guidance
 - Sustainable drainage systems (SuDS)
 - London cycling design standards (LCDS)

- Access control guidance note
- Station public realm design guidance
- Urban motorcycle design handbook
- Buses
- Accessible bus stop design guidance
- Kerbside loading guidance

Accessibility Considerations

RDC project design considers vulnerable road users ahead of others. Accessibility consideration include the below elements;

- Existing pedestrian crossing are reviewed and they are moved if not suitably placed. Additional crossings are placed at desire lines where walking is facilitated in direct lines.
- Tactile paving's and corduroys are provided
- Signals are provided with countdowns and rotating cones
- Bus stops are reviewed and adjusted to facilitate accessibility and shorted reach.
- Footways are widened. The borough minimum of 1.8m is maintained throughout.
- Junctions provided with safer and controlled crossings.
- Public realms are improved to encourage walking
- Pocket parks are created
- Rain gardens and SuDs are installed as sustainable greening
- Step free access are provided where feasible
- Segregated Cycling tracks are provided to safeguard safer pedestrian movements
- Parallel zebra and signalised crossings provided further improve pedestrian safety and comfort

Conclusion

Under section 149 of the Equality Act 2010, the Council has a duty when exercising its functions to have 'due regard' to the need to eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act and advance equality of opportunity and foster good relations between persons who share a protected characteristic and persons who do not. This is the Public Sector Equality Duty. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Newham residents.

LBN followed design in line with the Councils equality policy. Safety audits and internal technical reviews formed part of the design process which highlight any mobility issues. All cycle lanes, footpaths and crossings are fully accessible adhering to tactile best practice and step free design wherever possible. On completion of implementation of the scheme, further safety audits are undertaken to make sure the scheme is delivered to meet its requirements for it end users.