



Royal Docks Walking and Cycling Action Plan

05

Introduction

06

The Walking and Cycling Action Plan

08

Engagement

15

Walking and Cycling Design Principles

16

Access for Everybody

17

Joined up, Direct and Consistent Routes

18

Comfortable for all Users

19

Safe and Appropriately Lit

21

Walking and Cycling Routes Masterplan

22

Strategic Walking and Cycling Routes

24

Canning Town to the Royal Docks

28

Custom House to the Thames

32

Connaught Crossing

36

Beckton to North Woolwich

40

Dock Loop

47

Walking and Cycling Design Guidance

48

Walking and Cycling Guidance

50

Wide Busy Street

52

Narrow Busy Street

54

Quiet Street

56

Off Street - Dock Edge

58

Off Street - Park

60

Off Street - Bridge

63

Promoting Sustainable Mobility

64

What is Sustainable Mobility?

66

Why is it important in the Royal Docks?

68

How do we promote sustainable mobility?

71

References - Relevant Guidance and Policy

Appendix A - Baseline Information

Appendix B - Community & Stakeholder Engagement

Contents



The Royal Docks Walking and Cycling Action Plan sets out an approach for how to improve walking and cycling across the Royal Docks. It is intended to support the delivery of coherent, legible and socially inclusive public spaces, and to create a sustainable and healthy place.

The Action Plan has been developed working closely with the GLA's Royal Docks Team and the London Borough of Newham, using national, regional and local policy guidance.

The proposals set out in this report are aspirational and set out a coordinated approach for improvements across the Royal Docks. Sources of funding for implementation will be explored at the next stages of this project.

The first chapter of the Action Plan sets out the context of the study, the challenges and opportunities, and engagement process and findings.

1. Introduction⁵

The Walking and Cycling Action Plan

This report has been commissioned by the Greater London Authority (GLA) Royal Docks Team (RDT), working in collaboration with London Borough of Newham (LBN) and the GLA Opportunity Area Planning Framework (OAPF) team, in order to produce a long-term vision for a world class network of walking and cycling routes across the Royal Docks.

The Challenge - Walking and Cycling in the Royal Docks today
The existing network of walking and cycling routes in the Royal Docks are inconsistent and not always clear and legible. The dock water space has very few crossing locations and the existing bridges do not connect well into the existing network of pedestrian and cycle routes (where these exist) and this lack of crossings causes community severance.

Many of the roads in the Royal Docks area currently have wide carriageways and high vehicle speeds, with poor

quality walking and cycling provision. A low density and industrial environment requiring servicing by goods vehicles, has led to a heavy vehicular dominated streetscape dominated by roundabouts, flyovers and long straight roads encouraging high speeds. These conditions are dangerous and intimidating for cyclists and pedestrians.

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

Environmental conditions in the Royal Docks are sometimes challenging for walking and cycling, with the changing wind and weather conditions making this an exhilarating and powerful landscape.

Opportunities

1 - Connect to the water

The Royal Docks are a unique expanse of water, with 14.5km of waterfront set to be made more accessible and active. With 6km of waterfront currently accessible, walking and cycling routes should be designed to connect to the waterfront and to maximise views, as well as a longer-term aspiration to establish continuous routes around the edge of the dock water.

2 - Create a network of routes - the Stitches

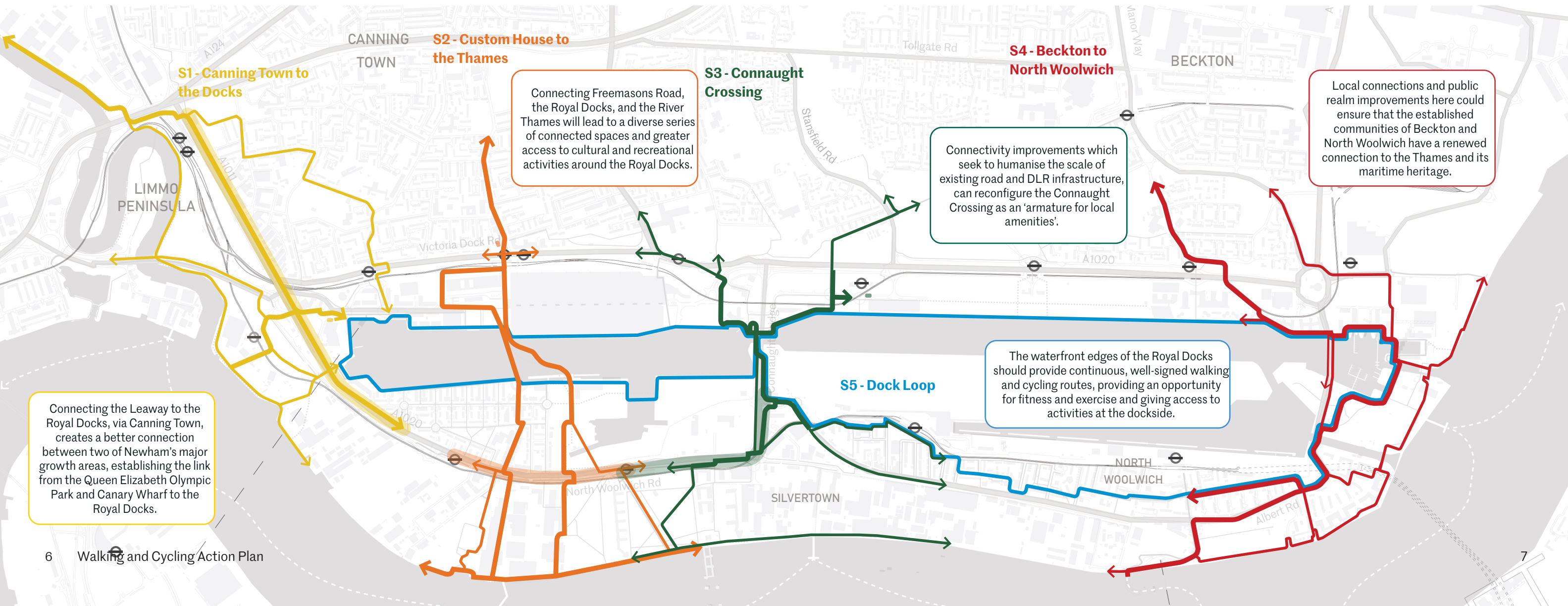
The Stitches (mapped below) are the only places where you can cross the Royal Docks due to large impermeable areas like the Royal Docks, airport, rail corridors, and industrial sites. They will establish a coherent and continuous network of walking and cycling routes across the Royal Docks. They also have an important role in connecting key public spaces and arrival points including DLR stations, as well as providing links to strategic connections in LBN.

The Stitches play a key role in connecting to the Dock water and release the potential for the waterfront to become an amenity for local communities. Improved access to the waterfront with high quality walking and cycling routes could provide health and social benefits and make the most of this area's biggest asset – the waterfront of the Royal Docks themselves.

3 - Make healthy places

Active travel is both the healthiest way of travel, and the most sustainable in social, economic and environmental ways. Walking and cycling can provide valuable physical activity for people on a daily basis. It is therefore key that good walking and cycling routes are in place to enable this and create a healthy place for all.

Changes in behaviour and attitudes to sustainable mobility must happen to support investment and to realise the vision set out in the action plan. Activism and local organisations can also play a key role in implementing this change.



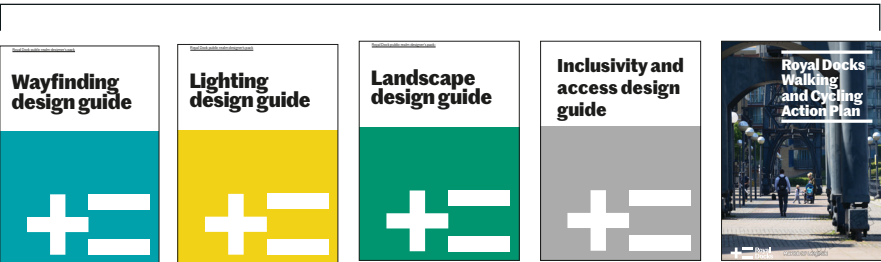
The Walking and Cycling Action Plan

The Walking and Cycling Action Plan follows on from other key documents that set out key principles for future interventions and investment in the area’s streets, routes and open spaces: The Royal Docks Public Realm Framework and the Royal Docks Design Guides.

Royal Docks Public Realm Framework
Sets out an overall vision for the Royal Docks. It identifies the challenges to be overcome and the strategies to do this.

The Public Realm Framework was endorsed by the Enterprise Zone Programme Board in March 2020. It identifies key areas where intervention is needed in order to achieve a coherent public realm, including the creating of ‘stitches’, key connections and interlinked public spaces across the area.

Royal Docks Design Guides
The Public Realm Design Guides identify the specific strategies and elements that users of the guide can employ to meet the objectives of the Framework. The guides also articulate in more detail the families of elements that are appropriate in certain locations, as well as providing technical information and maintenance advice.



The Work of Many Hands
The Royal Docks is set to be transformed over the next few decades, as a commercial and cultural hub of global significance, and an exciting new waterfront. The approach set out in the Walking and Cycling Action Plan must be able to adapt to this change over time, allowing for short term interim routes, and planning for future growth and extension.

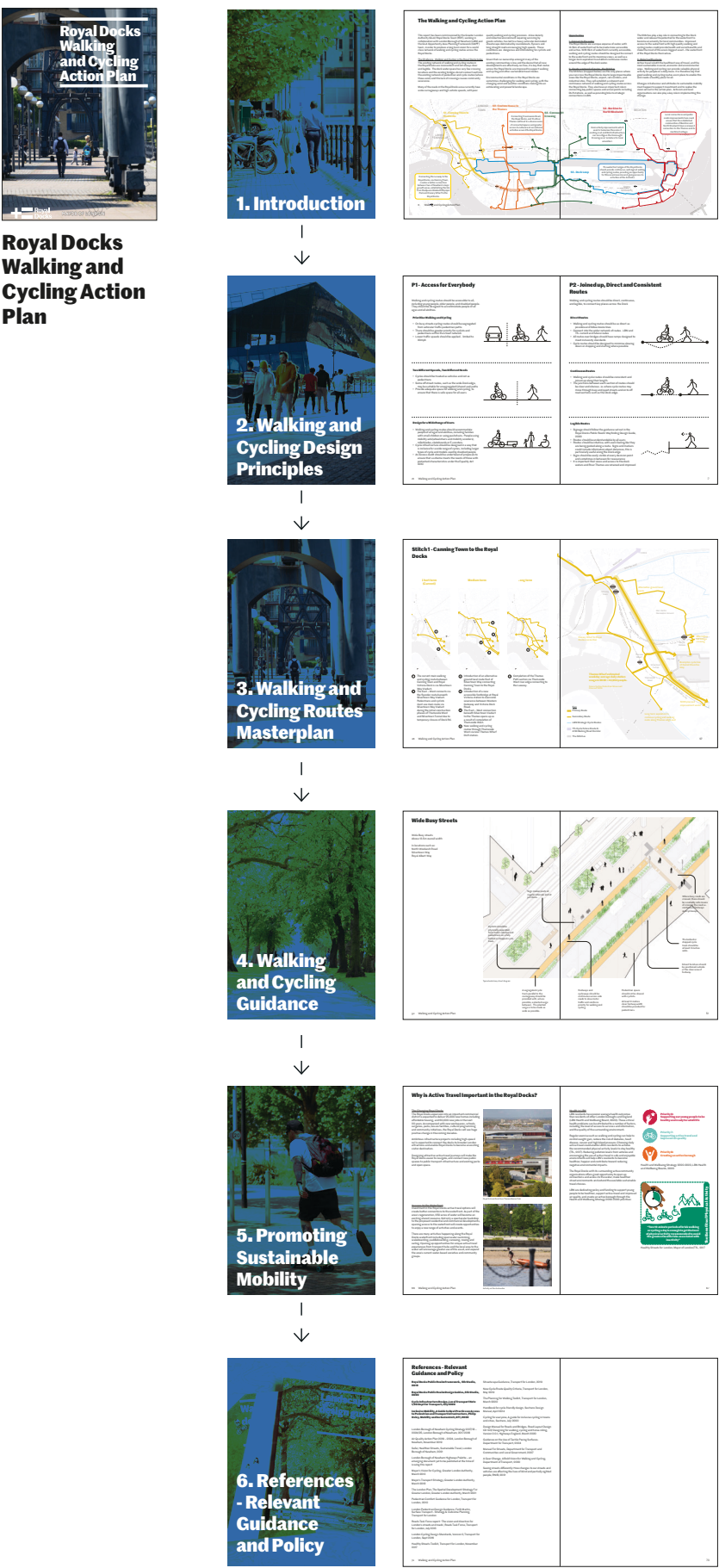
The arrival of the Elizabeth Line at Custom House will create fast journeys from the Royal Docks into central London. Providing excellent walking and cycling routes to this, and other key transport interchanges in the area is key to enabling sustainable travel.

As this area will be developed over time through the work of many hands: considered phasing and consistency of different interdependent schemes is critical to ensure overall coherence.

Who is the Walking and Cycling Action Plan for?
The Action Plan is primarily for anyone who is thinking of commissioning or designing a project within the Royal Docks to improve existing or to create new walking and cycling routes.

The Action Plan will allow stakeholders, designers and local authorities to understand the vision for the entire area, as well as use the specific guidance within the report for different areas and conditions. Improvements may then be delivered by various landowners including the Royal Docks Team.

Diversity and Inclusion
Walking and cycling routes should be inclusive environments that can be enjoyed by everyone: existing and new residents, people of any ability, age, gender, sexual orientation, race or faith. High levels of public access and varied uses by diverse groups at different times aim to promote integration. The Royal Docks Inclusivity and Access Design Guide provides technical guidance on these issues.



← – The first chapter of the Action Plan sets out the context of the study, the challenges and opportunities, and engagement process and findings.

← – Chapter 2 describes the four walking and cycling design principles:

- Access for everybody
- Joined up, Direct and Consistent
- Comfortable
- Safe and Appropriately Lit

← – Chapter 3 describes the Walking and Cycling Routes Masterplan. Based on the stitches, these routes establish a network of connected walking and cycling routes across the Royal Docks.

← – Chapter 4 includes guidance for the creation of exemplary walking and cycling routes in the Royal Docks. The drawings cover a representative series of places for which walking and cycling routes will pass through across the Royal Docks.

← – Chapter 5 describes guidance on what sustainable mobility is, what active modes of transport LBN already has to offer and why it is important to encourage sustainable mobility in the Royal Docks.

← – Chapter 6 lists relevant national, regional and local policy and guidance that has been used in the development of the Walking and Cycling Action Plan.

Community and Stakeholder Engagement - Methodology

Royal Docks communities and stakeholders are the people who will use, apply and benefit from the Walking and Cycling Action Plan, as well as the resulting public realm. This is why their involvement has been critical to developing the Action Plan.

The Walking and Cycling Action Plan consultation builds on the feedback collected when preparing the Royal Docks Design Guides for lighting, landscape, wayfinding, and accessibility and inclusivity.

The active participation of communities and stakeholders is central to the Royal Docks Delivery Plan. One of the key goals is continuous involvement, which strengthens the existing assets of the area and ensures that people feel invested in and committed to building on the community's resilience for the long term. The Action Plan builds on what was learnt from this previous consultation, to inform the development of the key routes and to decide on relevant guidance to be included in the Action Plan with the goal of strengthening relationships and preparing the ground for future collaboration.

Communities

Local residents, workers and community groups are primary users of the routes. Their input has ensured that the Action Plan is developed in response to people's everyday experiences and needs, as well as considering the needs of a diverse community.

The local communities were engaged through the website, online survey, questionnaire and walking and cycling events. During these public events, guided walking and cycling tours were conducted along two chosen Stitch routes, Connaught Crossing and Beckton to North Woolwich. By following the main routes along the Stitches, the conditions of the routes could be experienced and critiqued by locals, with specific focus on feedback surrounding on-the-ground daily use, direction, shortcuts, alternative/secondary routes, existing cycle infrastructure, safety and security, wayfinding and lighting.

The online survey and hard copy questionnaires worked in parallel for those who couldn't physically attend, or wanted to provide more detailed responses, complimenting the in-person activities.

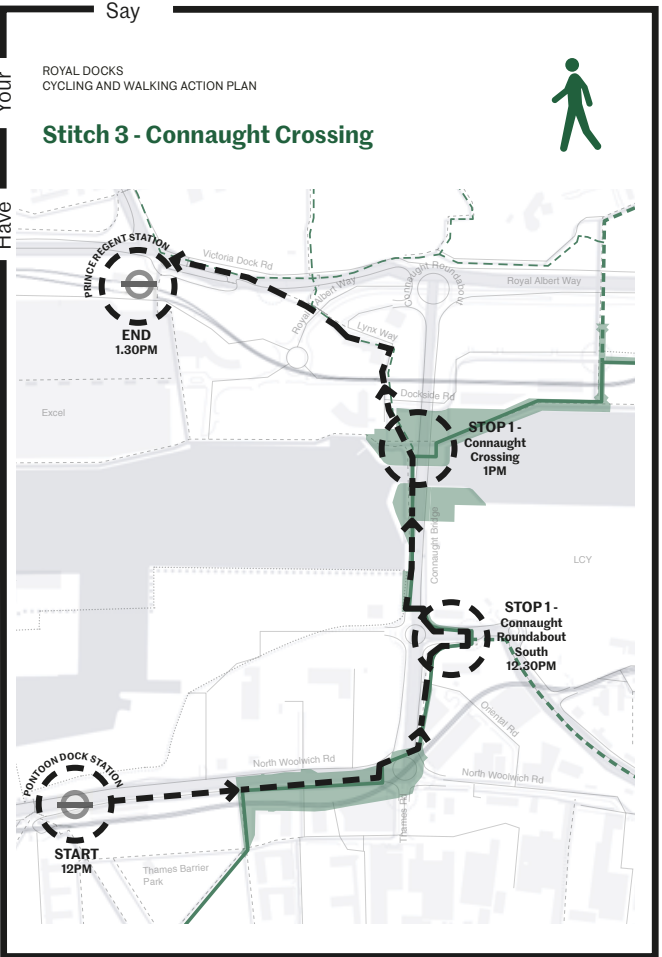
Stakeholders

During the development of the Action Plan, landowners, developers, businesses and authorities were consulted, including ExCel London, London City Airport, London Borough of Newham, London & Regional, Lendlease, University of East London, Transport for London and Royal Docks Management Authority.

These stakeholders will use and apply the directions from the Action Plan in any walking and cycling schemes they implement. Securing the input from these groups means the Action Plan respects key infrastructure, building or land requirements and restrictions, and this collaborative approach also secures long-term usability of the Action Plan.

Left: Communities and stakeholders engagement followed different streams and used different approaches in order to meet the input and engagement objectives specific to each group.

community Action Plan content is based on user's needs and experience	<div>Community-led input on behaviours, attitudes, needs, opportunities, locations.</div> <div><div>2</div>Site tours</div> <div><div>1</div>Community webinar/workshop</div> <div><div>1</div>Questionnaire</div>
	<div>32Participants</div>
stakeholders Stakeholders inform content and format of the Action Plan accuracy, use and uptake	<div>Collective input to proposed structure and content. Advice on key needs and issues.</div> <div><div>8</div>Multi-stakeholder webinars/workshops</div>
	<div>8Participants</div>



Say

ROYAL DOCKS CYCLING AND WALKING ACTION PLAN

Key stitches/routes

1a. When travelling in these areas, how frequently do you use the routes shown? Please specify which routes.

Very frequently -

Somewhat frequently -

Occasionally -

Somewhat infrequently -

Very infrequently -

Never -

b. What shortcuts/alternative routes do you use? Please state name of the street/route.

c. What changes would you suggest to improve the existing routes and shortcuts and why?

Needs and barriers

2. Based on this list and your experiences, what prevents you from walking and cycling? Tick as many that apply:

Lack of lighting, security and safety

Underused spaces with little to see or explore

Confusing signage and markings to walking/cycling routes

Poorly maintained and dangerous cycle routes

Anti-social behaviour

Lack of benches and resting points

Lack of information surrounding cycle hire, training and equipment

Other, please state

3. Which, amongst the following are most important to you and would most encourage you to walk, cycle and use other modes of active travel around the Royal Docks, tick as many that apply:

Cycle hire

E-scooter hire

Cycle parking

Cycle training

Walking groups

Water fountains

Bike pumps

Resting areas

Public toilets

Greening/green barriers from roads

Better wayfinding, for example, standard and creative signs to help you find your way

Behaviour change campaigns

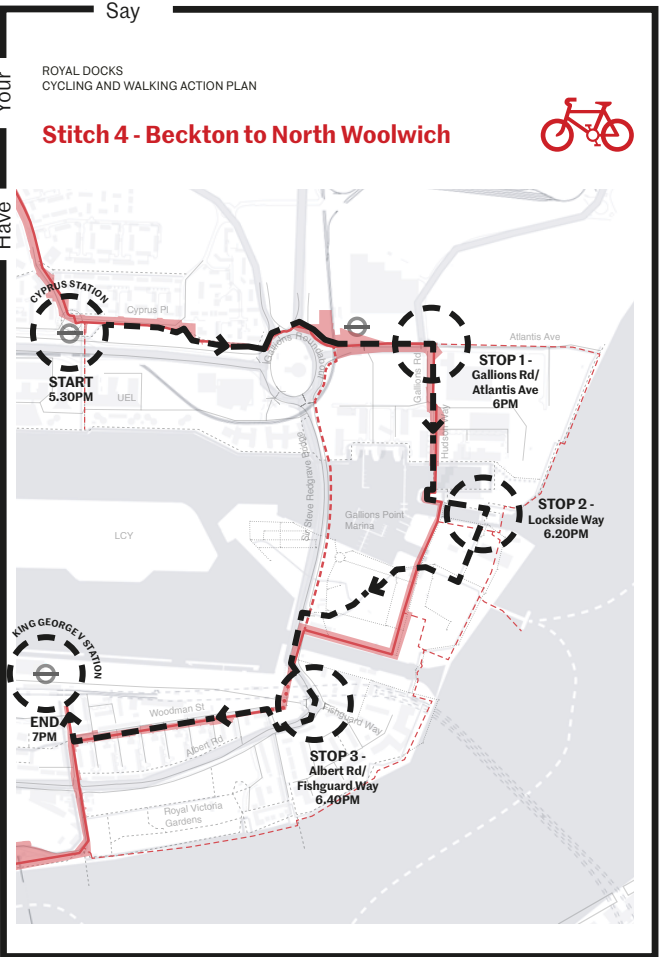
Other, please state

4. Where should these things be added? Describe which locations you would like us to prioritise.

5. How can we communicate about the improvements to the routes and new infrastructure so people know about and use them?

6. Please share any additional comments or ideas related to improving walking/cycling routes. For example, ideas for improving accessibility, inclusion, surfacing or encouraging people to walk or cycle.

Email - royaldocks@london.gov.uk
Social Media - @yourroyaldocks
To find out more about the Royal Docks Team's work and take the survey, visit -
https://royaldocks.london/articles/join-us-on-a-tour-of-the-royal-docks-to-influence-our-walking-and-cycling-action-plan
produced by 6th Studio for the Royal Docks Team



Community and Stakeholder Engagement - Summary

Engagement with the local community and stakeholders has informed the development of the Walking and Cycling Action Plan. Further detail from the engagement process is included in the Appendix B - Community & Stakeholder Engagement. This includes:

- Photographs, material packs and feedback from the community Walking and Cycling tours
- Community organisation, Newham Cyclists' strategic route feedback
- Website and public forum community feedback
- Online survey results
- Stakeholder feedback

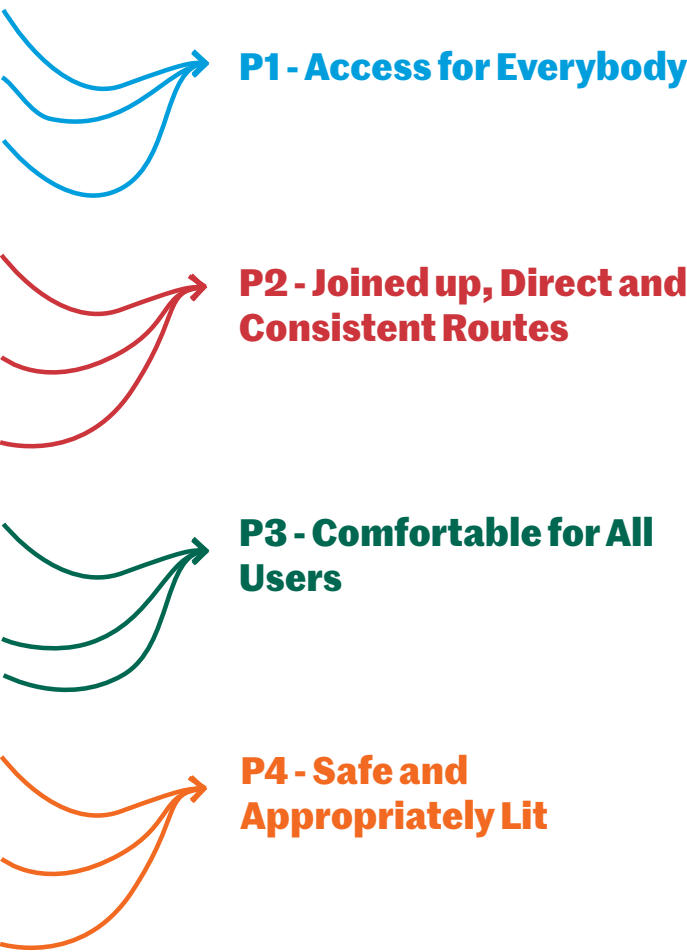
Summary of community consultation

- There are no cycle repair shops near by or cycle pumps in public spaces
- Many crossings feel dangerous for children to cross on bikes
- The lifts at Royal Victoria footbridge need fixing as they are currently not accessible to all
- Simple wayfinding measures would improve cyclists'/ pedestrians' experiences through raising awareness about particular paths/access routes
- The connection to the Royal Docks from the Greenway needs to be improved as currently this route is unclear
- There nedd to be clearly delineated separated cycleways that don't give up with 'cyclists dismount' sections or get blocked by gates or construction work
- There are currently inconsistent, unsafe walking and cycling surfaces. More consistent surfaces and paths would help increase understanding and enjoyment of the routes
- The overgrown planting often narrows the pavement
- Resting points are required at Connaught Crossing
- There is a high perceived level of bike theft in Beckton so there needs to be more security measures to deter this
- It doesn't currently feel safe to cycle along Woolwich Manor Way due to steep turns and unpredictable/fast nature of traffic
- The routes that feel the safest are when there is a physical barrier between the road and cycle path

Note - Refer to Appendix B - Community & Stakeholder Engagement

An analysis of the community feedback has informed the development of the walking and cycling Design Principles shown below. The intention is for these principles to be applied across the Royal Docks and used by all stakeholders to inform their approach to walking and cycling design and delivery.

Walking and Cycling Design Principles



Summary of stakeholder consultation

Stakeholders agreed that high level principles of what makes good walking and cycling routes should be explored as part of the development of the action plan alongside which types of route might suit which types of active travel.

All of the Stitch routes were discussed with stakeholders and specific sections relevant to the landownership or interests. Comments included reviewing;

- Alternative local routes to Silvertown Way Viaduct
- A new accessible bridge east of Royal Victoria Dock DLR station
- A new cycling route/ramp west of the ExCel frontage
- A future waterfront route extending the Dock Loop east along King George V Dock
- Aspiration for a short to medium term pontoon bridge connection creating continuous Dock Loop around Royal Victoria Dock basin
- Improved walking and cycling environment at LCY entrance area
- Roundabout reconfiguration to provide better paths and pedestrian and cycle crossings
- Alternative crossing points at Cyprus Station
- An accessible continuation of the Capital Ring/Thames Path routes along the eastern edge of Albert Island
- Opportunity to introduce e-scooter and cycle hire within commercial space of new developments

Below: Stakeholders involved in the engagement process



Royal Docks Community Design Principles

The Royal Docks Community Design Principles have been developed by the GLA's Royal Docks Team. These aim to inspire aspirational walking and cycling and have been considered in the development of the Walking and Cycling Design Principles set out in this Action Plan:

- Implementing interventions such as play, active and sensory design and living heritage to inspire communities to choose walking, cycling and active modes of transport as the most enjoyable and preferred option.
- Encouraging regular exploration via walking and cycling by creating an element of surprise, enjoyment and wonder with creative interventions. E.g. activation of spaces or changes in public art will encourage communities to explore the area on foot and bike.
- Adapting interventions to appeal to diverse audiences to inspire and encourage them to choose walking and cycling as their preferred option.



The following chapter describes the four walking and cycling design principles:

Access for Everybody

Walking and cycling routes should be designed to accommodate people of all ages and abilities and should be designed to provide adequate and protected space for walking and cycling.

Joined up, Direct and Consistent Routes

Walking and cycling routes must be direct, continuous, and legible, to connect key places across the Docks.

Comfortable for All Users

Walking and cycling routes should be comfortable, with protection from the wind and shade where possible. Surfaces for paths and tracks should be smooth, well-constructed and well maintained.

Safe and Appropriately Lit

Walking and cycling routes should be designed to be safe with suitably safe crossing places and good lighting.

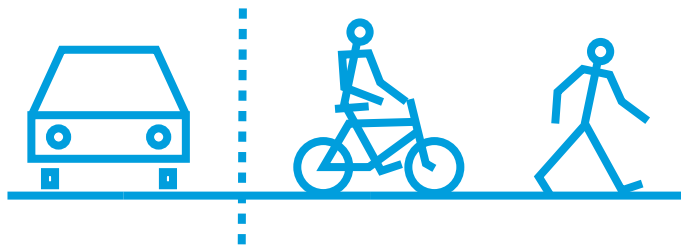
2. Walking and Cycling Design Principles

P1 - Access for Everybody

Walking and cycling routes should be accessible to all, including young people, older people, and disabled people. They should be designed to accommodate people of all ages and all abilities.

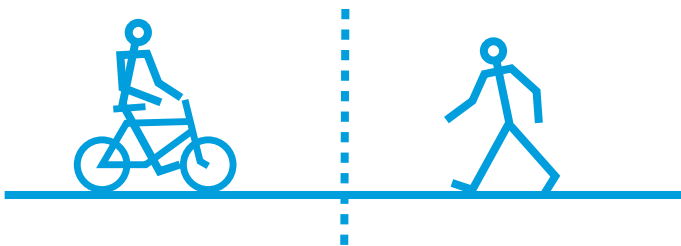
Prioritise Walking and Cycling

- On busy streets cycling routes should be segregated from vehicular traffic pedestrian paths
- There should be greater priority for cyclists and pedestrians within the street network
- Lower traffic speeds should be applied - limited to 20mph



Two Different Speeds, Two Different Needs

- Cycles should be treated as vehicles and not as pedestrians
- Some off street routes, such as the wide Dock edge, may be suitable for unsegregated (shared use) paths
- Provide adequate space for walking and cycling, to ensure that there is safe space for all users



Design for a Wide Range of Users

- Walking and cycling routes should accommodate people of all ages and abilities, including families with small children or using pushchairs, teenagers and young people and those using mobility aids (wheelchairs and mobility scooters), rollerblades, skateboards or E-scooters
- Cycle infrastructure should be designed in a way that is inclusive for a wide range of cycles, including larger types of cycle and models used by disabled people
- An Access Audit should be undertaken of proposals to ensure that a scheme meets the needs of those with protected characteristics under the Equality Act 2010

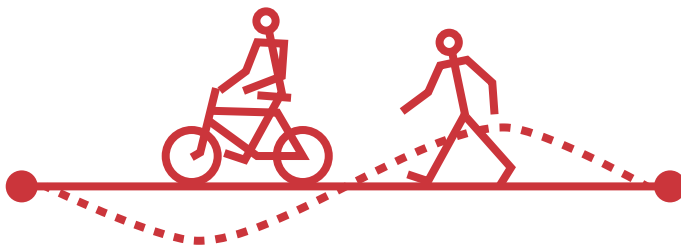


P2 - Joined up, Direct and Consistent Routes

Walking and cycling routes should be direct, continuous, and legible, to connect key places across the Royal Docks.

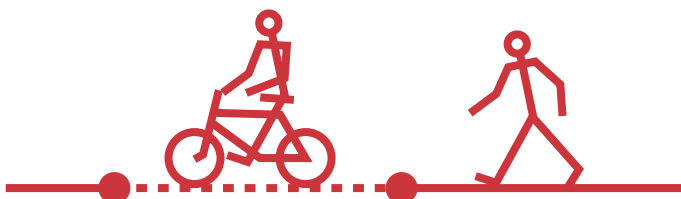
Direct Routes

- Walking and cycling routes should be as direct as possible and follow desire lines
- Routes should connect into the wider network of routes including LBN and Transport for London (TfL) current and future routes
- All routes over bridges should have ramps designed to meet inclusivity standards
- Cycle routes should be designed to minimise slowing down or stopping and starting where possible



Continuous Routes

- Walking and cycle routes should be consistent and joined-up along their length
- The junctions between each section of routes should be clear and obvious - ie. Where cycle routes may move through busy and quiet streets and on to off road sections such as the dock edge



Legible Routes

- Signage should follow the guidance set out in the Royal Docks Wayfinding Design Guide, 2020
- Routes should be understandable by all users
- Routes should be intuitive, with users feeling like they are being guided along a route. Signs and markers could include information about distances, this is particularly useful along the dock edge
- Signs should be easily visible at every decision point and sometimes in between for reassurance
- It is important that views and access to the dock waters and River Thames are retained and improved



P3 - Comfortable for All Users

Walking and cycling routes should be comfortable, with protection from the wind and shade where possible. Surfaces for paths and tracks should be smooth, well-constructed and well maintained.

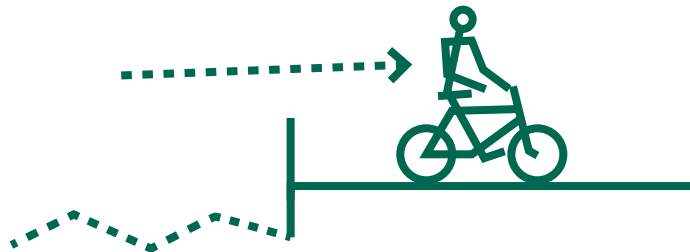
Trees, shade, and planting

- Walking and cycling routes should be green with trees and rain gardens
- The stitches will form a network of connected green spaces, waterways and SuDS features
- Greenery is important for mental health, and where possible enjoyable shaded spaces should be created along routes



Protection from the Wind

- Shelter should be provided for walking and cycling routes as means of relief from the windswept exposed places common around the Royal Docks.
- Trees and planting in windy places could help to create windbreaks
- A balance should be struck between preserving the sense of openness that characterises much of the Royal Docks and offering protection against the elements



Surfaces for paths and tracks

- Surfaces for walking and cycling should be fit for purpose, smooth, firm, well-constructed and well maintained and follow the guidance set out in the Royal Docks Landscaping Design Guide, 2020
- Transitions from one area to another should also be well designed to create a welcoming environment
- Cobbles are a common surface material at the Royal Docks. It is recommended that suitably smooth, level and firm cycling and walking routes are created alongside or through the cobbles to provide a continuous path for walking and cycling. These can mimic cobbles by providing a smooth upper surface, with gaps filled in or narrower

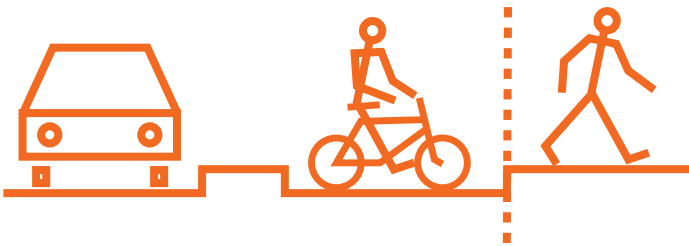


P4 - Safe and Appropriately Lit

Walking and cycling routes should be designed to be suitably safe, with safe crossing places and with good lighting.

Safety along routes

- Walking and cycling routes should be designed with dedicated and protected space
- On busy roads, cycles should be segregated from vehicular traffic and pedestrians
- Where there is space, planting should be used to create a buffer between vehicular traffic and walking and cycling routes



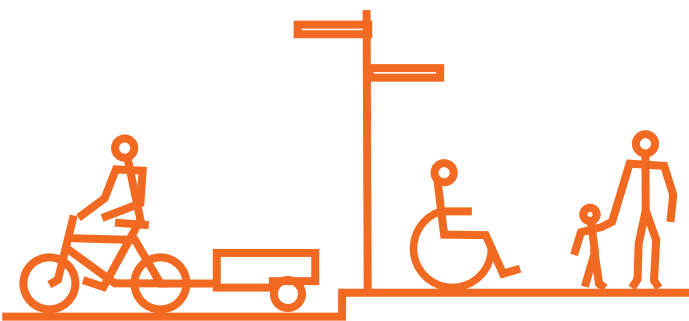
Safety at Junctions and Crossings

- At junctions, walking and cycling routes should be designed to remove or manage conflicts between cyclists, motor traffic and pedestrians
- Crossings at roundabouts should be designed to be safe, direct and convenient for both cyclists and pedestrians



Lighting

- Lighting design should follow the guidance set out in the Royal Docks Lighting Design Guide, 2020
- Lighting along walking and cycling routes should be designed to promote accessibility and the perception of safety and security
- Enhanced lighting on key night-time routes
- Lighting should consider people with specific visual needs such as blind or partially-sighted people by minimising obtrusive light, reducing contrast and improving uniformity across horizontal surfaces





The following chapter describes the Walking and Cycling Routes Masterplan. Based on the stitches, these routes establish a network of connected walking and cycling routes across the Royal Docks, including:

- Canning Town to the Docks
- Custom House to the Thames
- Connaught Crossing
- Beckton to North Woolwich
- Dock Loop

3. Walking and Cycling Routes Masterplan

Strategic Walking and Cycling Routes

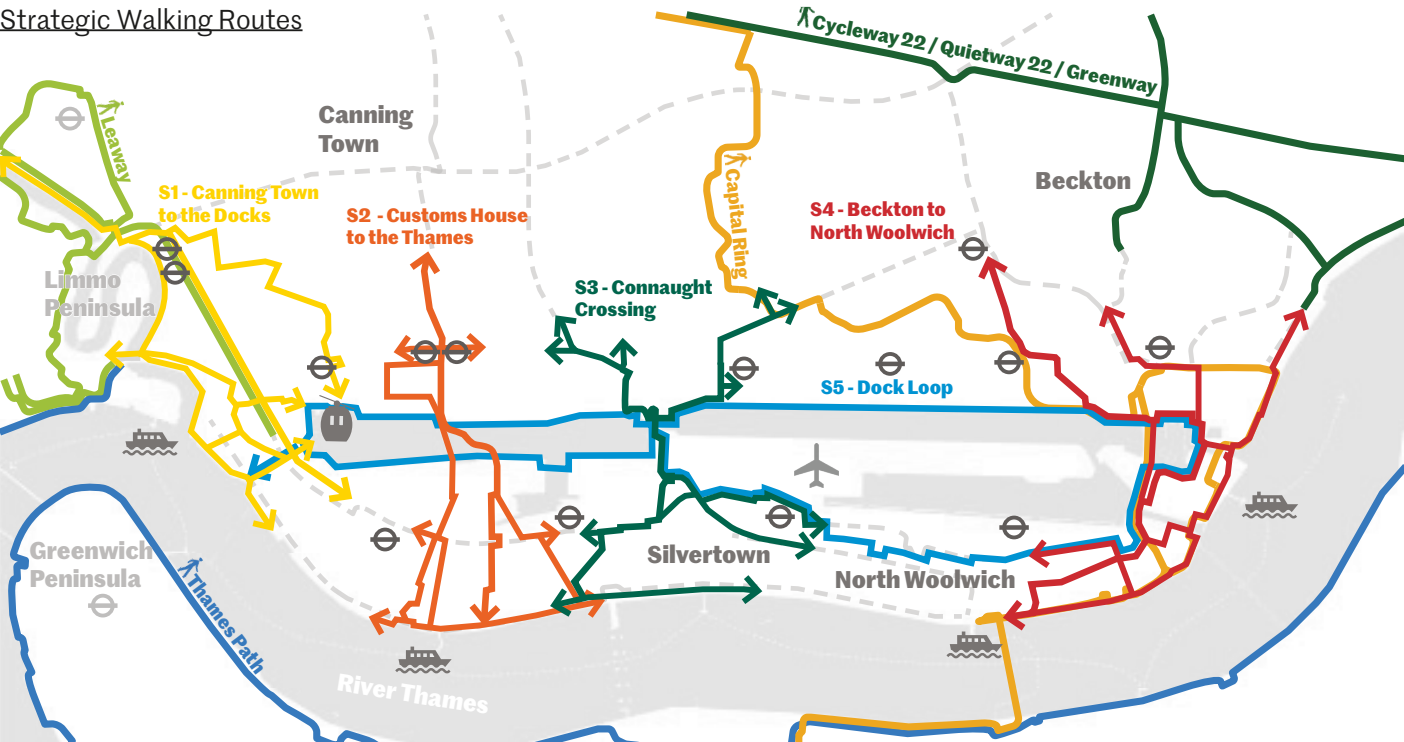
The Action Plan has been developed through working with the GLA's RDT, OAPF teams and LBN to understand how the proposed new walking and cycling routes can connect into longer term plans for the area.

An understanding of existing LBN strategic walking and cycling routes is essential in establishing a successful network of routes in the Royal Docks. The network must

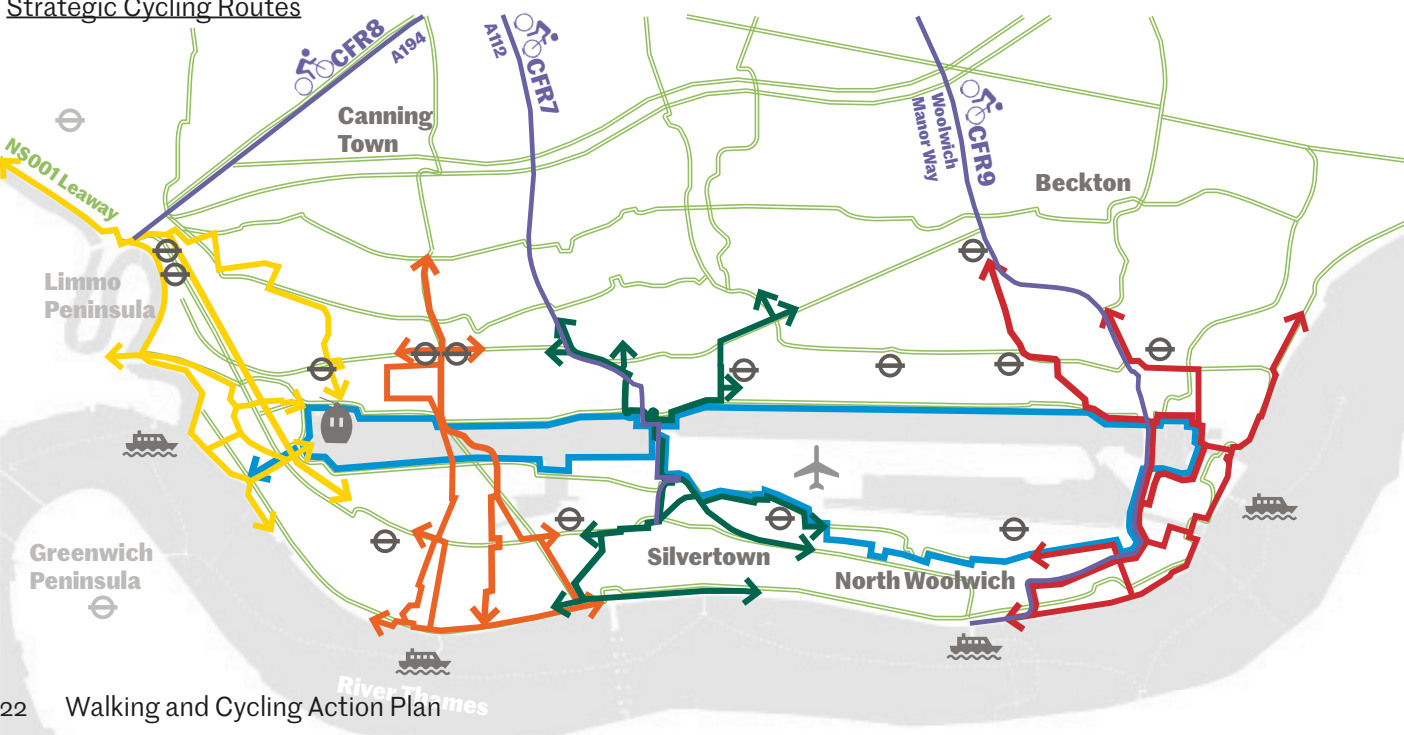
'plug-in' to these existing strategic routes to enable onward journeys. The action plan has been informed by:

- Strategic walking routes including, the Leaway, Thames Path, Greenway/Cycleway 22/Quietway 22 and the Capital Ring
- TfL's strategic cycling routes including - CFR 8 - A124 Barking Road Corridor, CFR 7 - A112 Corridor and CFR 9 - A117 Corridor
- LBN's cycling strategy 2017/18 – 2024/25

Strategic Walking Routes



Strategic Cycling Routes



Each of the Stitches have been reviewed based on the development context, Cycling Levels of Service (CLoS), and how they link into strategic routes. This has informed the walking and cycling routes masterplan which is detailed in this chapter.

Development Context + Mapping

The development of the Walking and Cycling Action Plan has included mapping proposed development sites. Where streets and routes for cyclists and pedestrians are shown in approved planning applications, these have been incorporated into the mapping of the future context. Section 106 projects for improvements to walking and cycling routes and infrastructure have been mapped to understand what is being delivered by others.

CLoS and Site Observations

A study of existing routes in the area has informed the development of the Action Plan (refer to baseline mapping appendix). LBN have provided information on CLoS, a quantitative assessment of existing cycling routes.

Strategic Routes and Phasing

Analysis of the development mapping and CLoS observations resulted in a mapping of each Stitch that details the primary and secondary accessible walking and cycling routes and their onward connections. A phased delivery plan has been produced to understand how and when the cycling and walking interventions would be implemented within the wider strategy.

Development mapping → CLoS & site observations → Strategic routes



Phasing

Short term (Current) Medium term Long term



Stitch 1- Canning Town to the Royal Docks

The most westerly stitch connects the Leaway to the Royal Docks, via Canning Town, to create a better connection between two of Newham’s major growth areas, establishing the link from the Queen Elizabeth Olympic Park and Canary Wharf to the Royal Docks.

Canning Town Station is an important transport interchange, with DLR and bus services connecting the Royal Docks to central London. Similarly, the cable car to North Greenwich connects this area to TfL underground services.

Significant change is planned here with the Thameside West development considerably increasing the number of people living in this area, and the proposed Silvertown Tunnel connecting Silvertown to Greenwich Peninsula, planned to open in 2025. Walking and cycling routes here should connect to the new ‘Thames Wharf’ station, with work due to start on site in 2025 and completion in 2027.

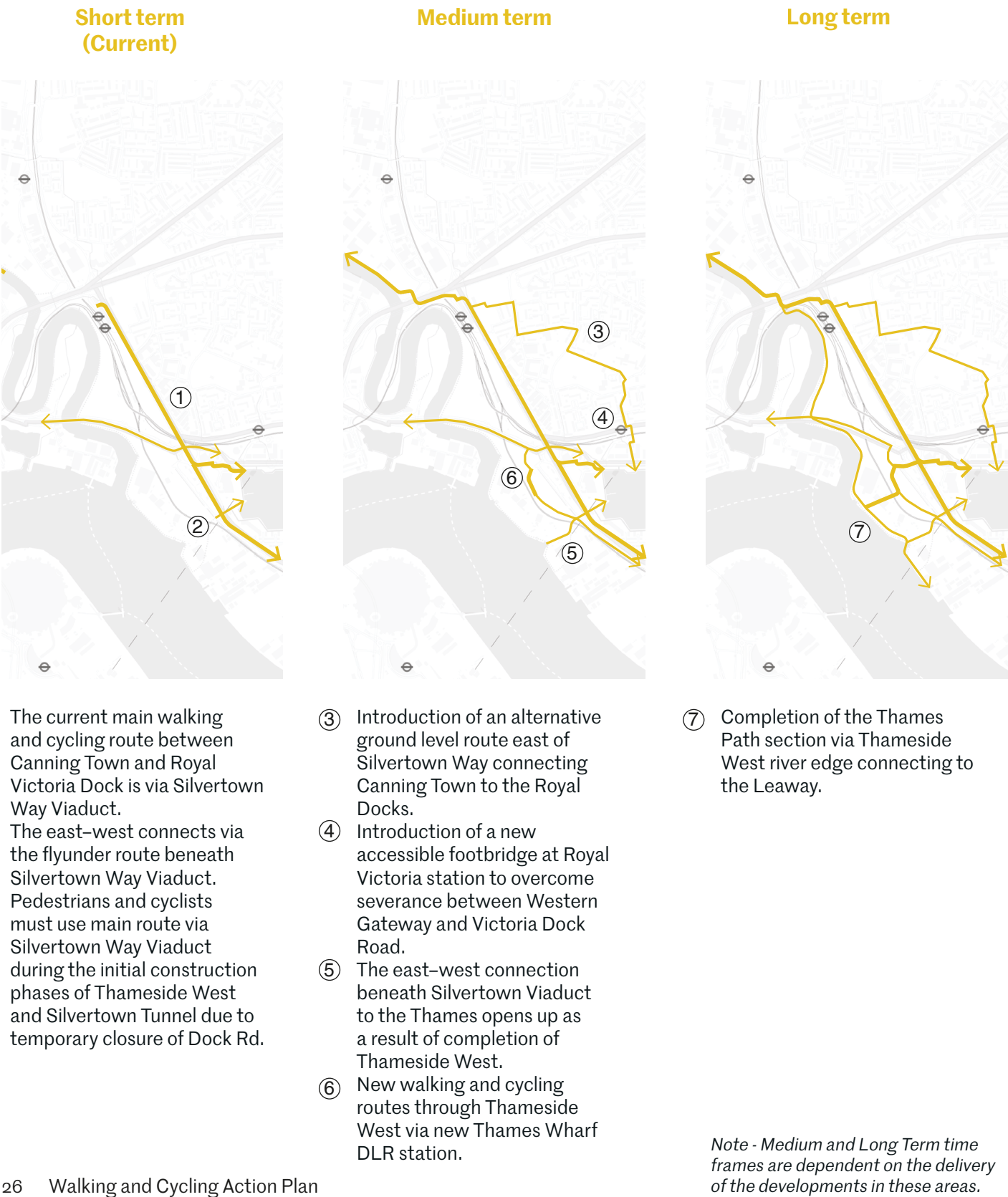
The GLA’s City Hall move to the Crystal building brings a new civic role to this area. The approach from Canning town via the Silvertown Way Viaduct offers the opportunity to look out over the Royal Docks. This pier-like structure creates a viewing platform for the area with views softened by bold tree canopies and lower level planting. Walking and cycle routes via the viaduct travel through tall grasses and shrubs creating a 'journey through the tree tops'.

This stitch references the productive (horticultural, agricultural & industrial) heritage of the Lea Valley, whilst generous SuDS landscapes accompanied by tree planting, bring back the sense of the marshes and soften the scale of the roads and DLR viaduct, enhancing an enjoyable pedestrian environment at lower level. Improvements off the main roads should include low traffic neighbourhoods – linking local communities to the docks and other local amenities such as schools and parks.



Stitch 1- Canning Town to the Royal Docks

The proposed strategic walking and cycling route network (page 27) connects Canning Town to the Royal Docks via a primary route along Silvertown Way Viaduct, with secondary connections to the water through Canning Town's proposed low-traffic neighbourhoods and the new Thameside West development. The diagrams below illustrate how delivery of the routes could be phased.



Stitch 2 - Custom House to the Thames

This stitch connects Freemasons Road to the Royal Docks and the Thames via ExCeL and Silvertown Quays. Routes along this stitch will create a diverse series of connected spaces and greater access to cultural and recreational activities around the Royal Docks.

With the arrival of Elizabeth Line services at Custom House, the challenge here is how to create adequately scaled walking and cycling routes that can respond to the infrastructural constraints of this area and provide enough space for large volumes of people both using the rail services and attending events at the ExCeL centre. A new bridge over Royal Victoria Dock will better connect communities to the south to Custom House. The Action Plan proposes a new at grade route across Royal Victoria Square with a new ramp up to Custom House allowing cyclists and pedestrians to access the station without having to cross in front of the exhibition centre.

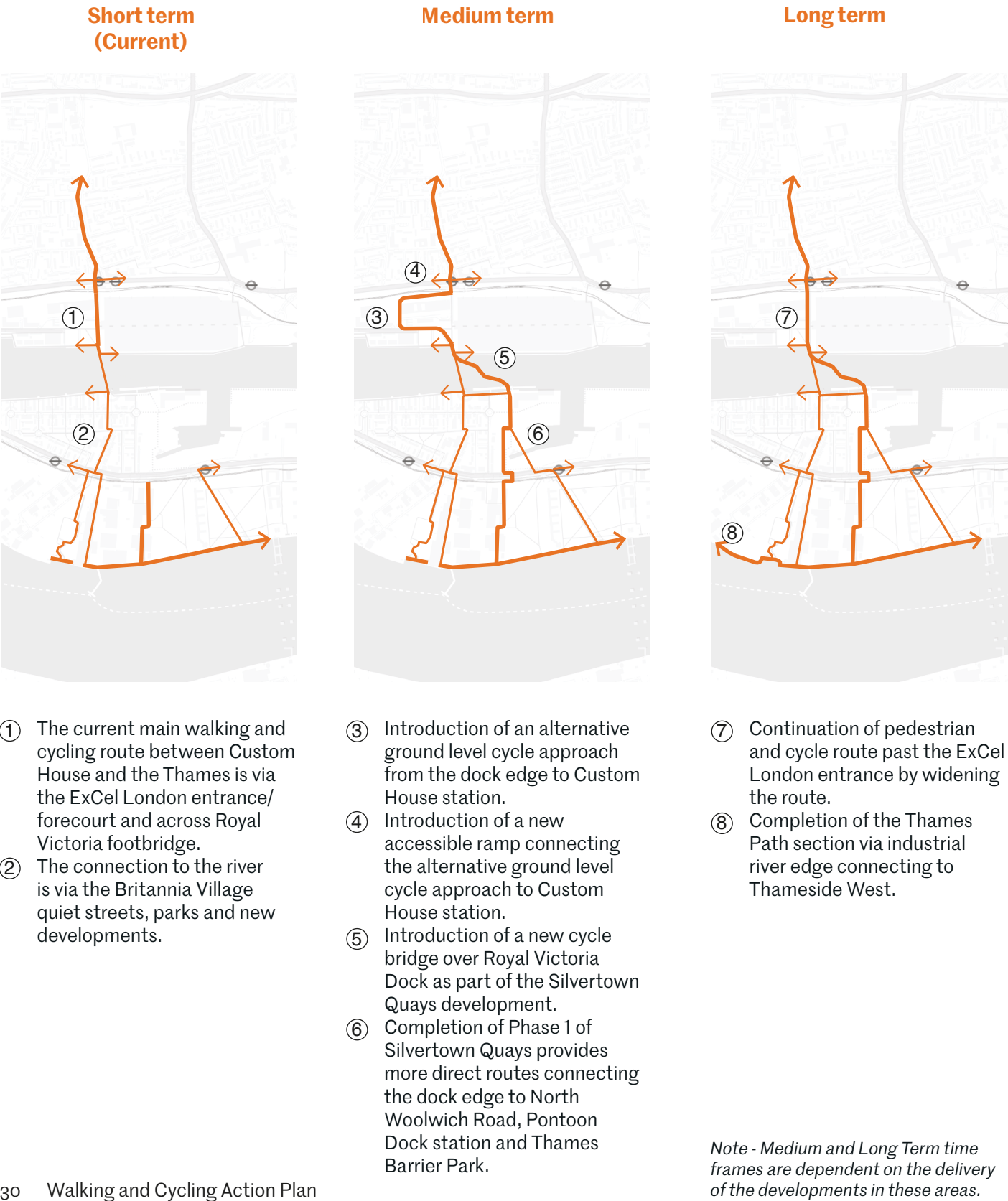
On the southern side of Royal Victoria Dock significant improvements to walking and cycling are proposed along North Woolwich Road, including new crossings. Millennium Mills and Silo D will become cultural landmarks along a route that passes through Silvertown Quays and onwards to the Thames. The approaches to Thames Barrier Park and Lyle Park should be made accessible for all as these are key green recreational spaces in this area.

This stitch's main landscape characteristics are its sensory qualities, with vibrant, strongly scented planting creating a memorable and attractive route. A flowering and fruiting palette of cherry trees planted in clumps act as markers and placemakers, bringing together the residential and parkland spaces through a cultivated, productive landscape.



Stitch 2 - Custom House to the Thames

The proposed strategic walking and cycling route network (page 31) connects Freemasons Road to North Woolwich Road and the river beyond by utilising new connections across Royal Victoria Dock via the Silvertown Quays Phase 1 development and the new cycle bridge crossing. The diagrams below illustrate how delivery of the routes could be phased.



Stitch 3 - Connaught Crossing

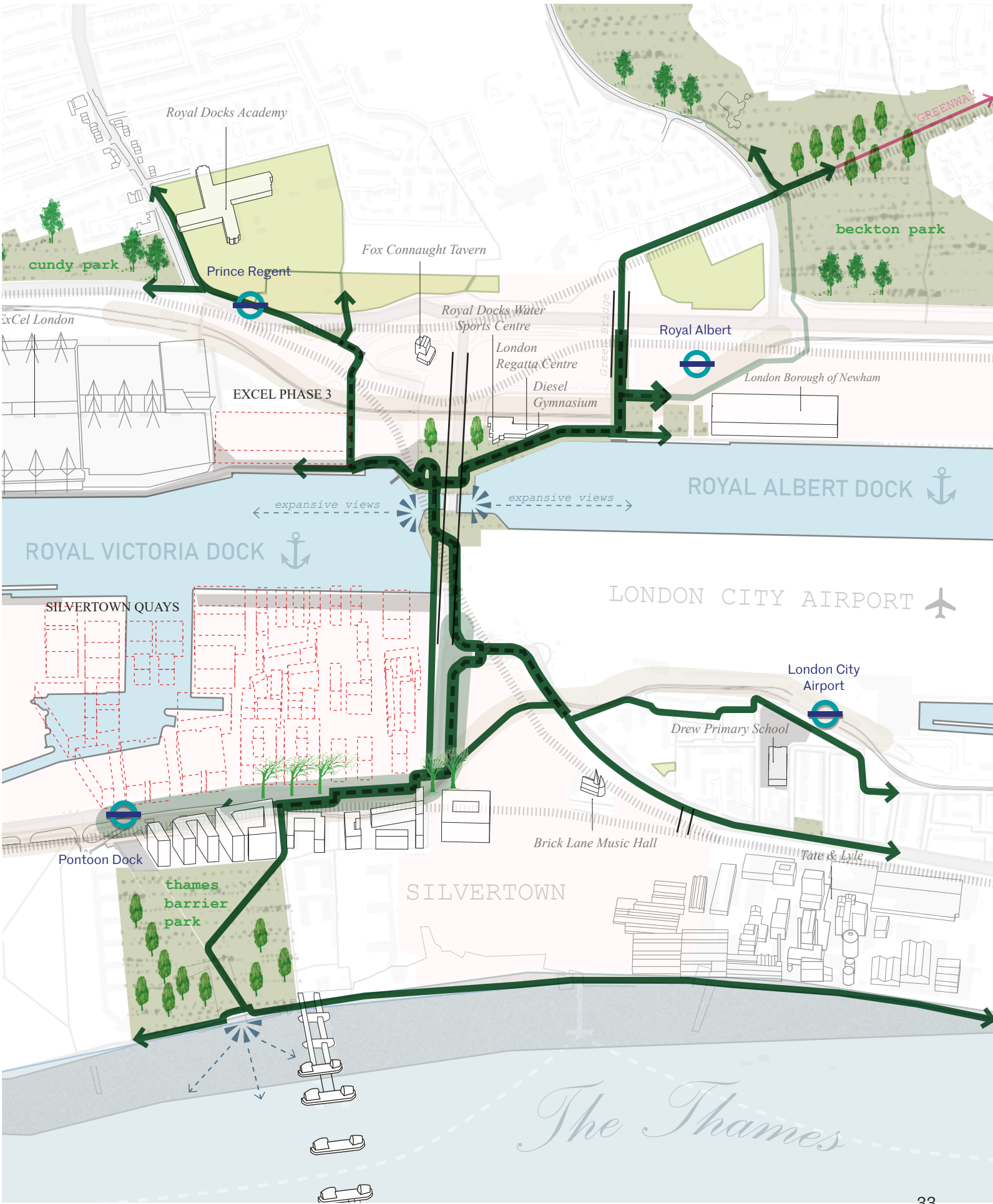
As one of the few places where you can cross the Docks north south, the Connaught Crossing has a key role to play in connecting Beckton's remnant marshland spaces to the Docks and North Woolwich. There is potential for the areas that lead to, and sit alongside, the crossing to create an armature for local amenity, linking local parks (Cundy Park, Beckton Park, Thames Barrier Park) and dockside spaces.

Improvements to the upper-level bridge crossing should aim to humanise the scale of this existing road infrastructure. At the lower-level existing public spaces should capitalise of the views out the dock water and access to water activities.

Better and more legible walking and cycle routes at the northern end of the crossing should link the ExCeL estate to the hotels along Dockside Road and should consider future development of this estate.

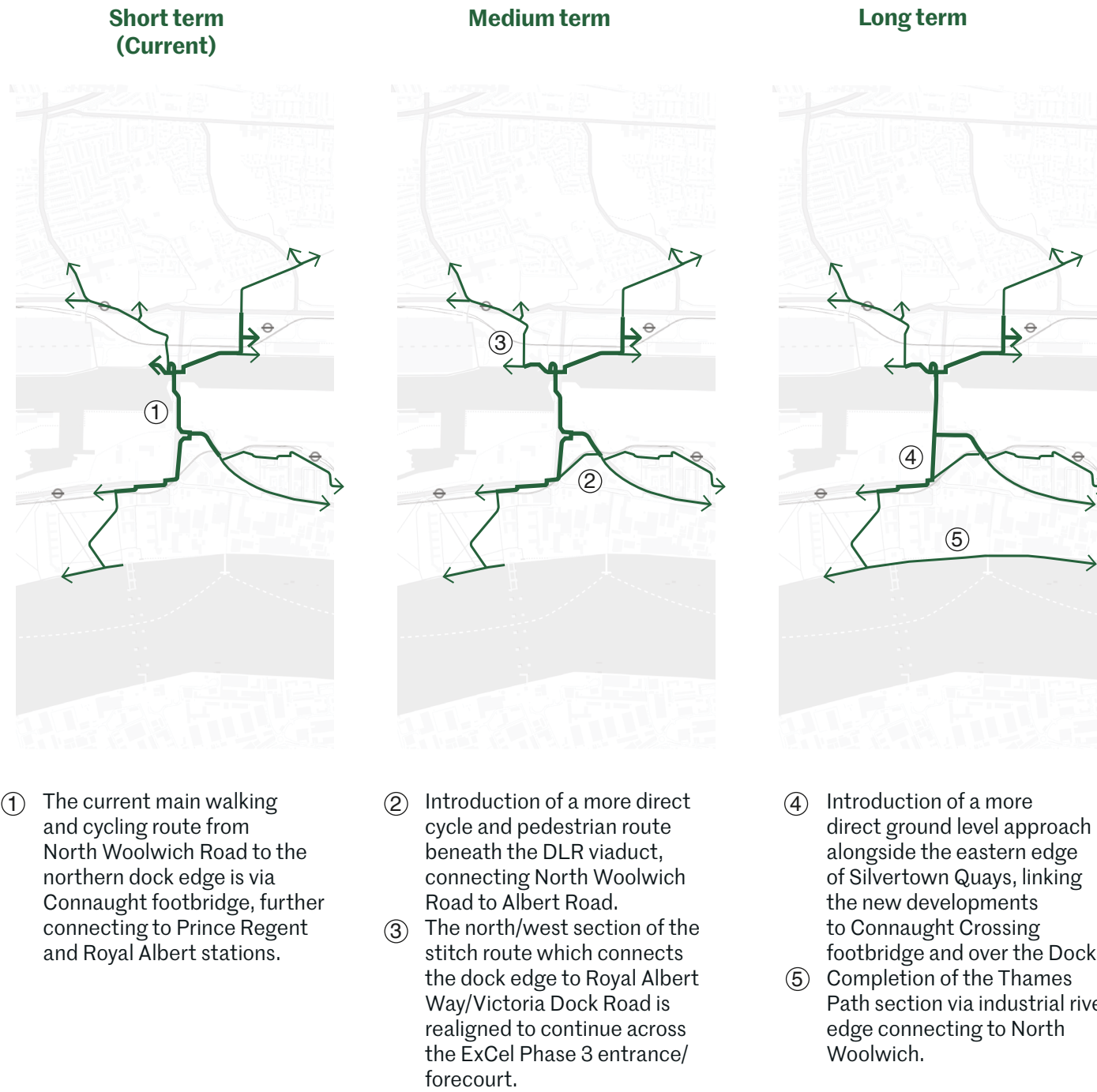
To the south there is potential to create better routes to London City Airport (LCY). Consideration should be made to the LCY public safety zone and restricted activity in this area. Onward routes should link to Albert Road and this eastern connection to communities in North Woolwich.

This stitch has a wild and biodiverse landscape, with long wavy grasses, rewilded urban spaces, open mosaic habitats and pollarded tree clusters, enhancing walking and cycle routes via the natural context of the Connaught Crossing.

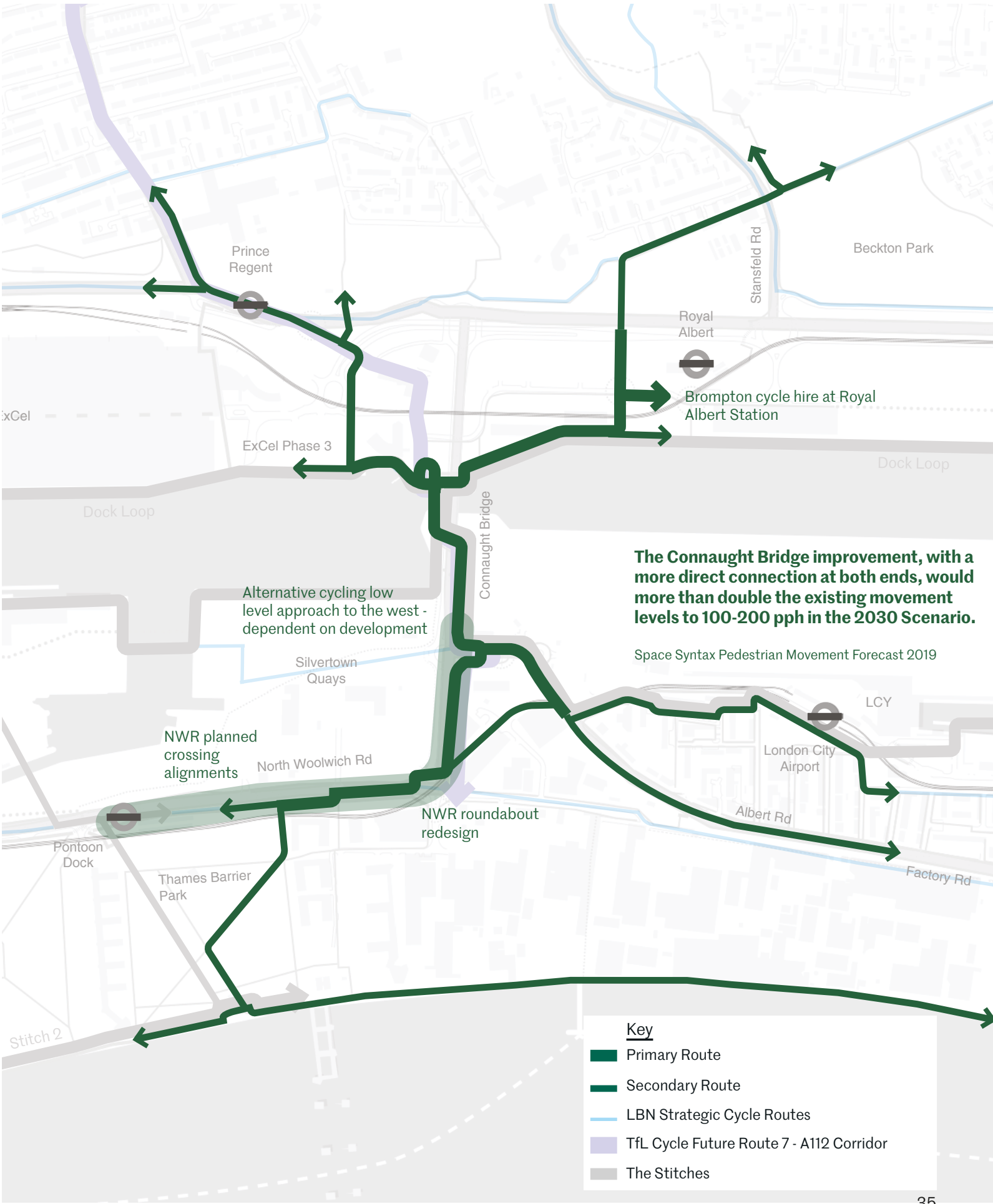


Stitch 3 - Connaught Crossing

The proposed strategic walking and cycling route network (page 35) looks to make more direct connections across the Dock water and to London City Airport from North Woolwich Road, with secondary routes engaging with the ExCel Phase 3 and Silvertown Quays development edges. The diagrams below illustrate how delivery of the routes could be phased.



Note - Medium and Long Term time frames are dependent on the delivery of the developments in these areas.



Stitch 4 - Beckton to North Woolwich

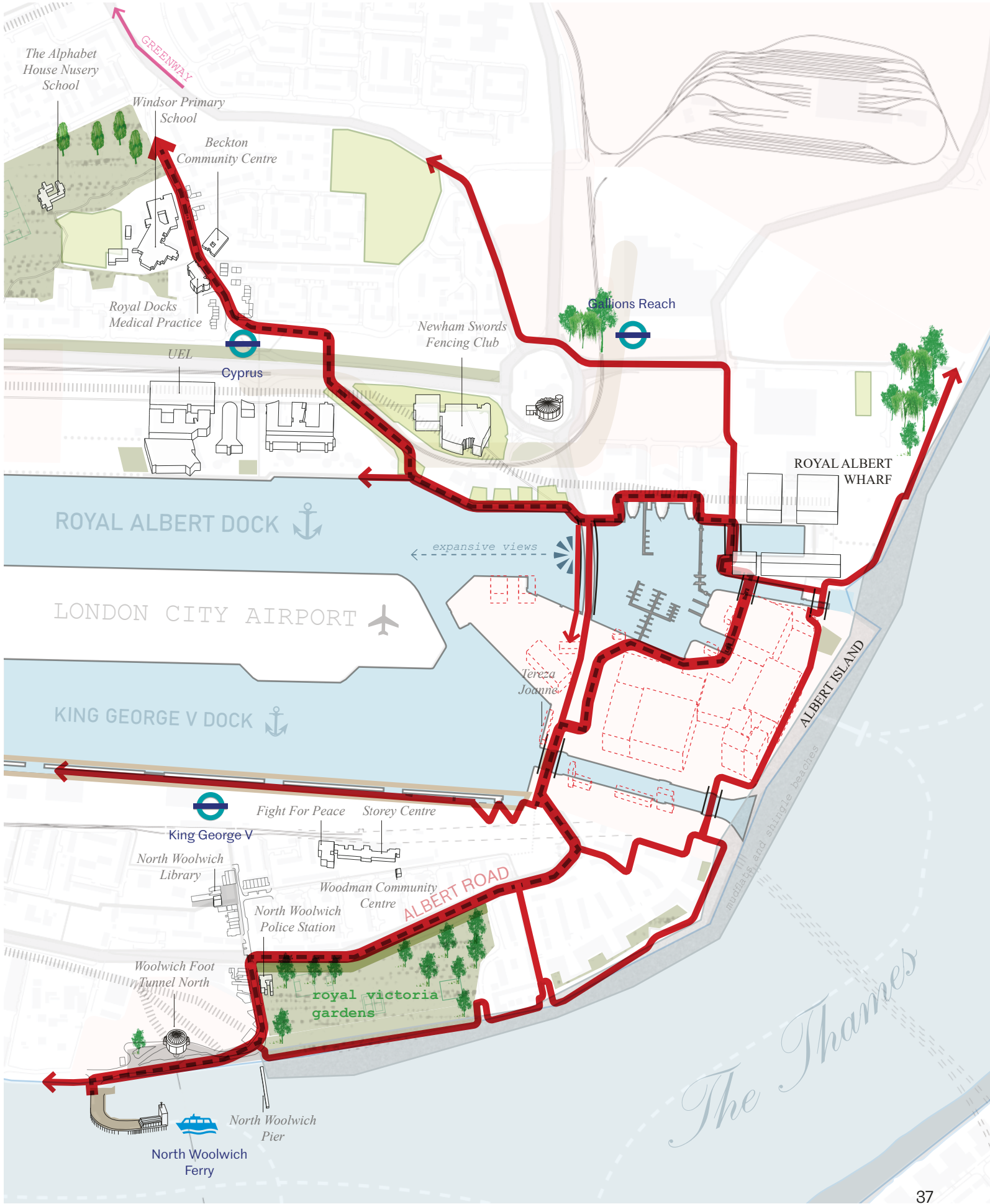
Local connections and public realm improvements between Beckton and North Woolwich here could ensure that these established communities have a renewed connection to the surrounding area, better access to the dockside waterfront and to the Thames.

The Capital Ring and Thames Path both intersect with this Stitch and are important strategic walking routes in this area. There is a focus in this area on industry and making with Albert Island Boatyard and Marina and its connection to the Thames.

New streets within development at Albert Island will significantly improve walking and cycling in this area and provide alternatives to the Sir Steve Redgrave Bridge which is heavily constrained.

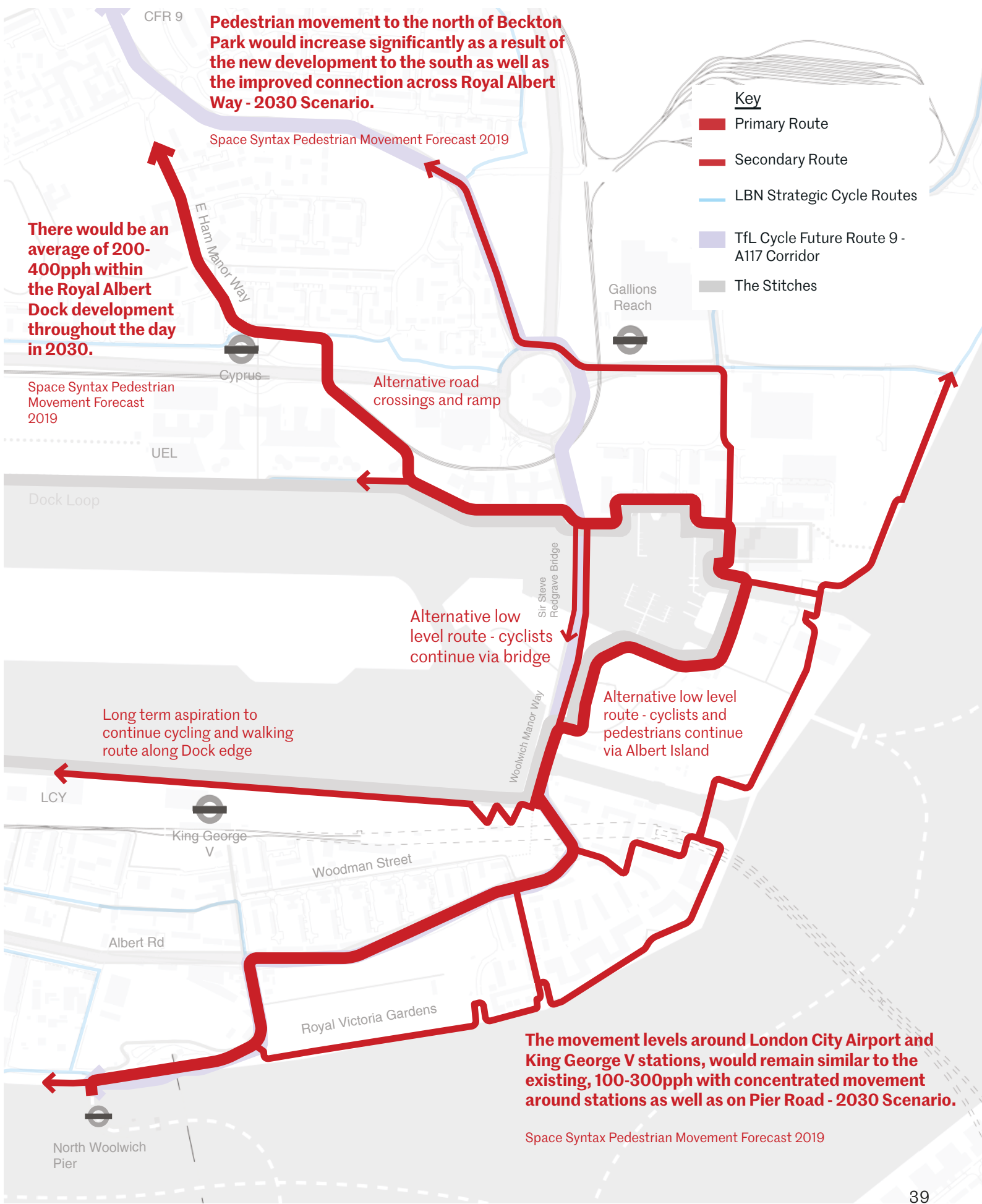
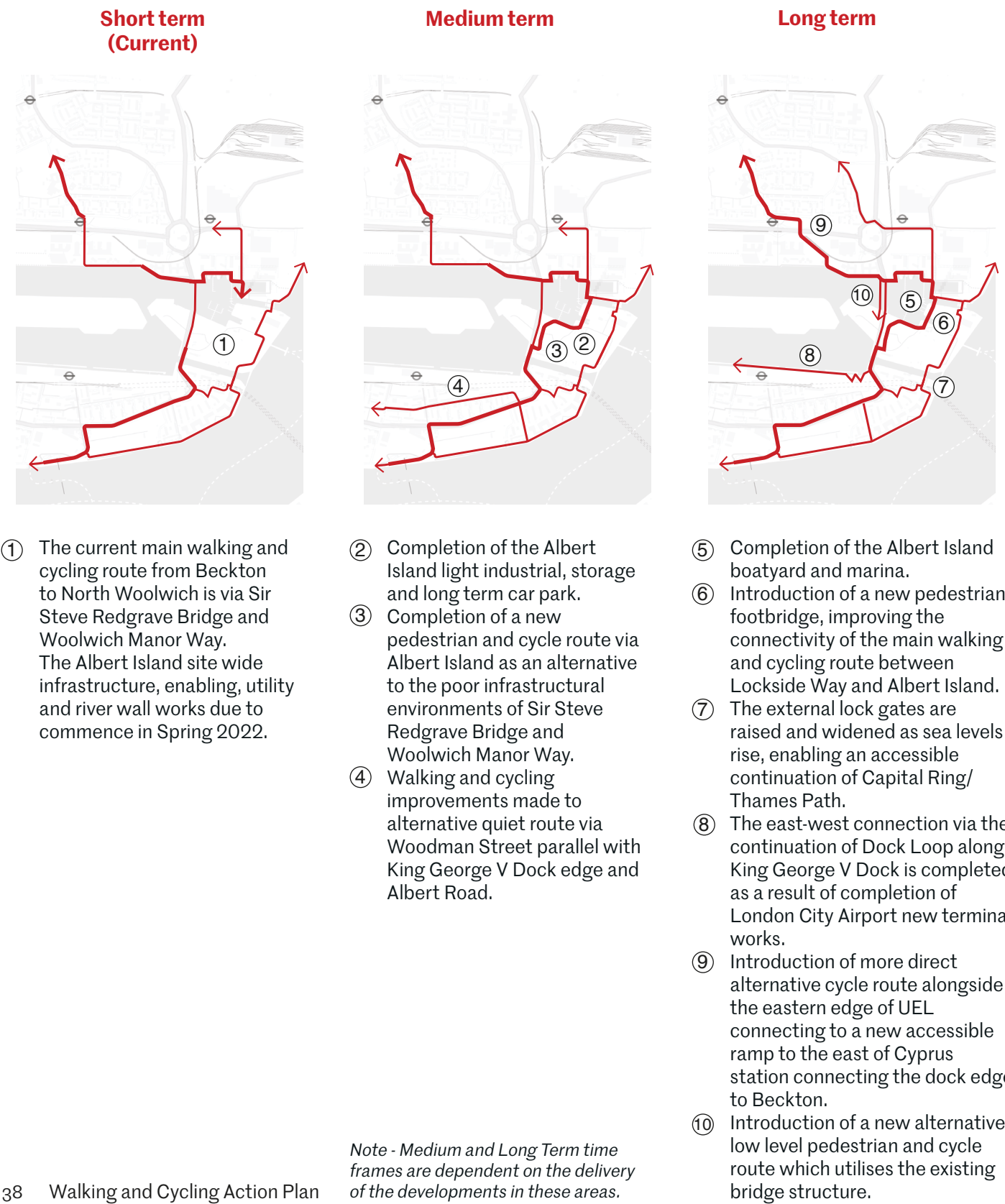
University of East London (UEL) should have better walking and cycling routes that connect the campus to the wider area and other local amenities, schools, community centre, and medical practices.

The southern part of this stitch echoes and enhances the area's Victorian heritage, with trees planted in formal avenues along the waterfront whilst the north portion of this stitch illustrates an urban wildscape, characterised by open, exposed urban environments and views. Groups of birches speak to the wild, open and expansive character of the most easterly part of the Royal Docks.



Stitch 4 - Beckton to North Woolwich

The proposed strategic walking and cycling route network (page 39) improves the permeability of the Albert Island site, better linking the existing north and south communities of Beckton and North Woolwich and the wider city fabric. The diagrams below illustrate how delivery of the routes could be phased.



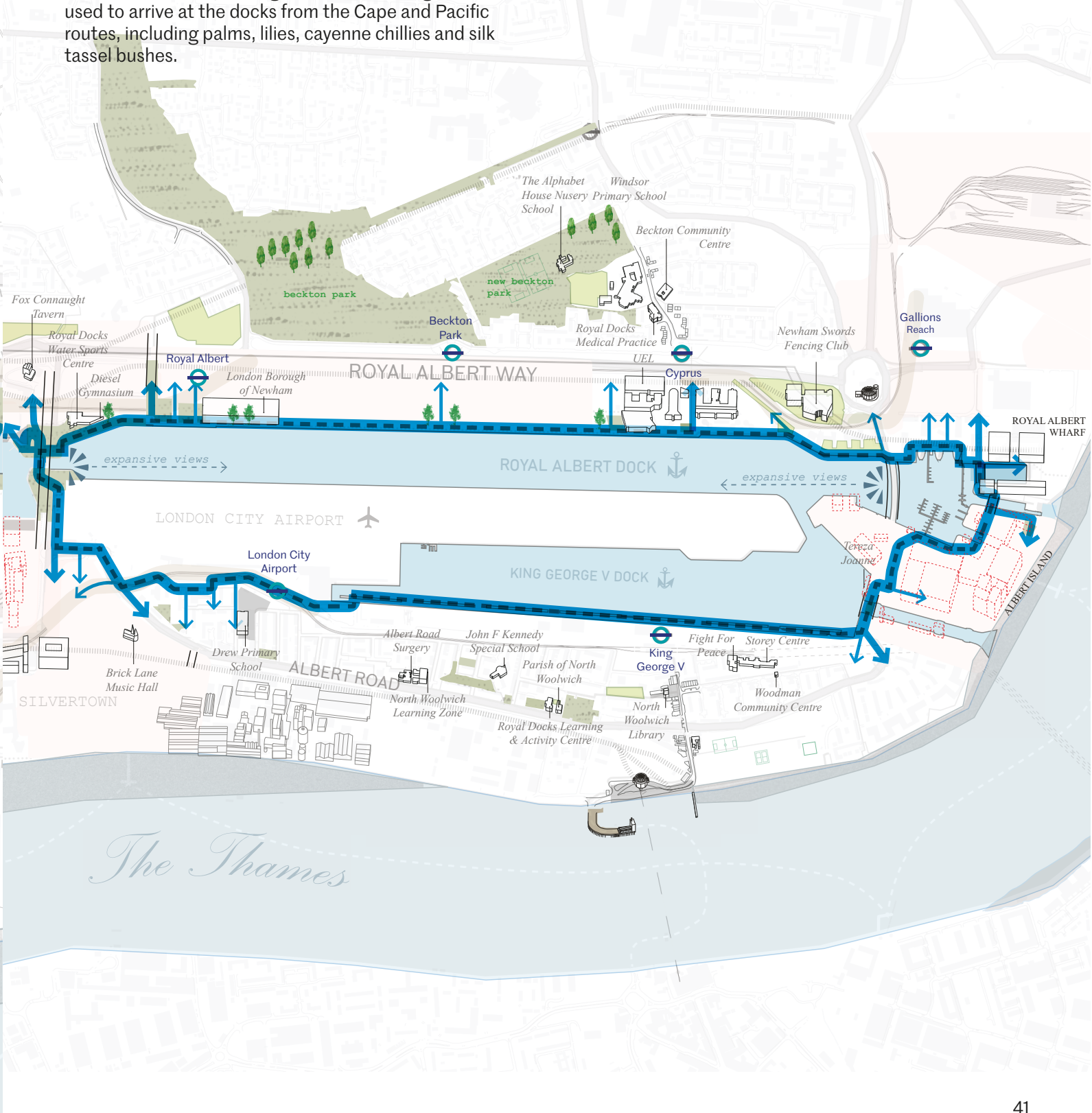
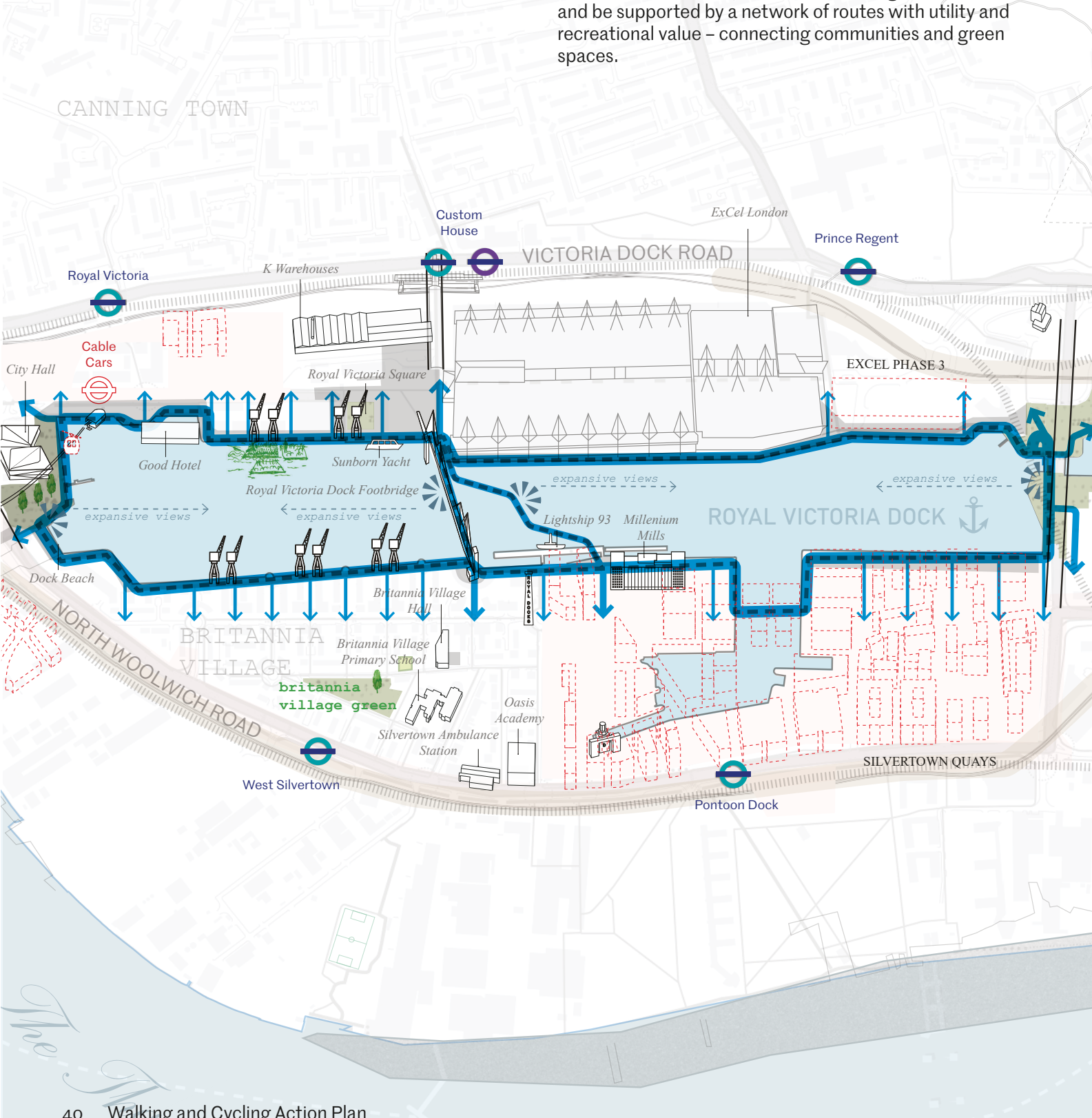
Stitch 5 - Dock Loop

Together the Royal Victoria, Royal Albert and King George V Docks waterfront could be transformed to become the area's biggest asset in terms of public space. The Action Plan proposes to make as much of this accessible as possible with continuous, well-signed, walking and cycling routes.

The waterfront edges of the Royal Docks should provide publicly accessible, continuous, well-signed, walking and cycling routes, providing an opportunity for fitness and exercise and giving access to activities at the dockside. These routes should be coherent and legible across the various land ownerships that the dock edges sit within and be supported by a network of routes with utility and recreational value – connecting communities and green spaces.

At the dock edge there should be a focus on evidence of the area's cultural heritage, embracing the unique setting of the Docks, including visible maritime objects and projects such as illuminating the dockside cranes, alongside emphasis of the historic character via exotic colourful, scented planting, based on the cargoes that used to arrive at the docks from the Cape and Pacific routes, including palms, lilies, cayenne chillies and silk tassel bushes.

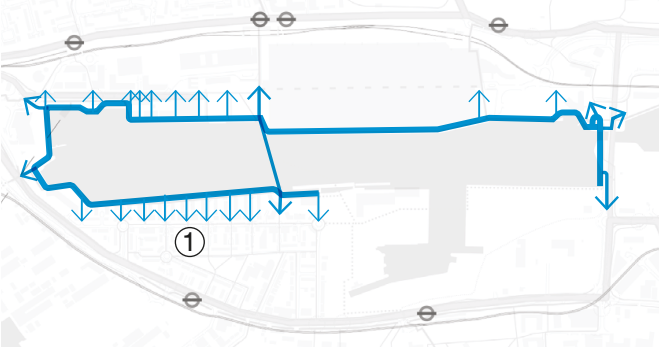
As the Dock Loop moves towards the Thames to the east, the environment becomes much more sparse, wild and exposed and overlaps with the Thamesmead wilderness character of Stitch 4. Groups of trees in planters provide rest points bridging between developments and vacant plots.



Stitch 5 - Royal Victoria Dock Loop

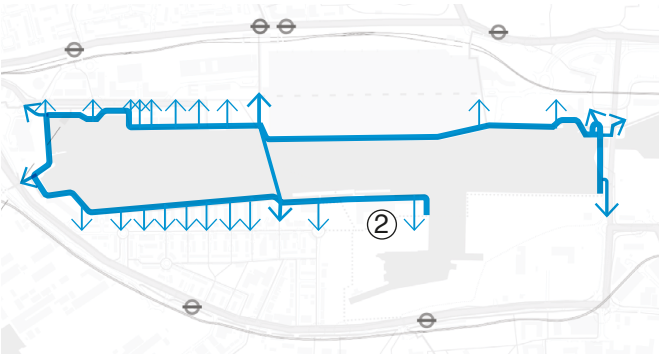
The proposed strategic walking and cycling route network (page 43) focuses on the extension of an accessible dock edge route further east across the Silvertown Quays development site, as well as improving the connection north south by a new accessible pedestrian and cycle bridge. The diagrams below illustrate how delivery of the routes could be phased.

Short term (Current)



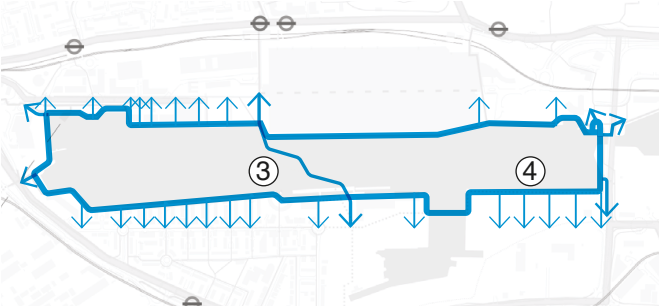
- ① The current main walking and cycling route continues around the Royal Victoria Dock edge connecting Rayleigh Road to Connaught Bridge.

Medium term



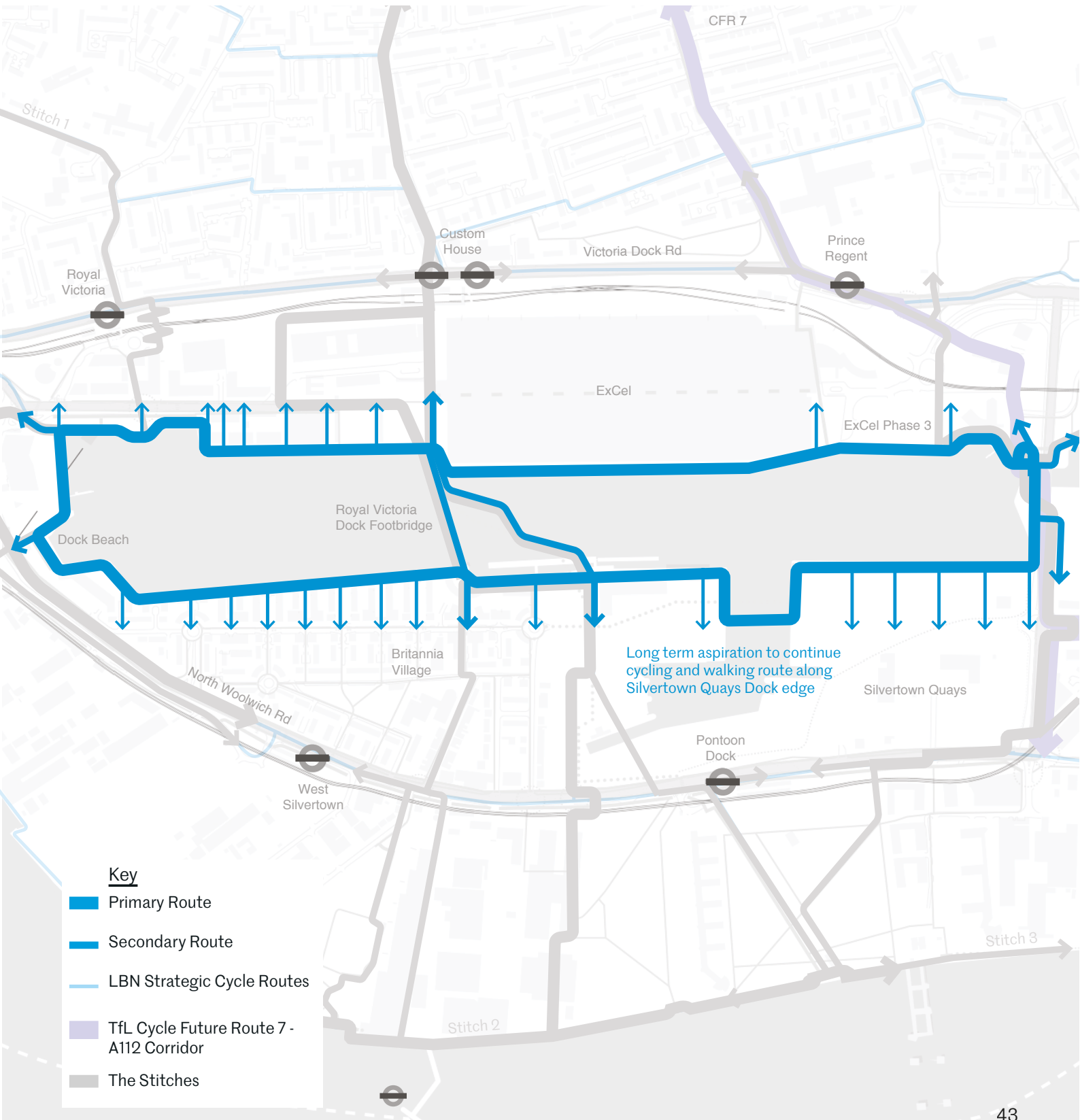
- ② Extension of the Dock Loop to the east as a result of completion of Silvertown Quays Phase 1.

Long term



- ③ The north-south connection across Royal Victoria Dock is improved via a new accessible Silvertown Quays bridge as a result of completion of Silvertown Quays.
- ④ The east-west connection via continuation of Dock Loop along Silvertown Quays dock edge is completed as a result of completion of Silvertown Quays.

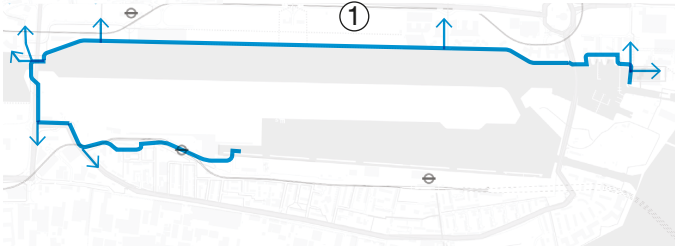
Note - Medium and Long Term time frames are dependent on the delivery of the developments in these areas.



Stitch 5 - Royal Albert Dock and King George V Dock Loop

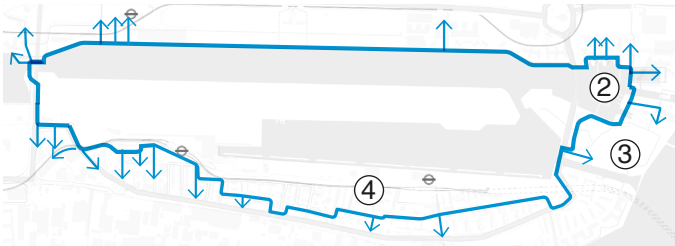
The proposed strategic walking and cycling route network (page 45) completes the current Dock Loop east via new Albert Island connections and the new London City Airport terminal works, providing complete and continuous access to the Dock water. The diagrams below illustrate how delivery of the routes could be phased.

Short term (Current)



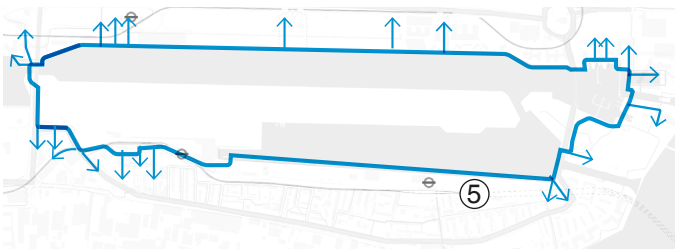
- ① The current main walking and cycling route continues around Royal Albert Dock edge connecting London City Airport station to Lockside Way.

Medium term



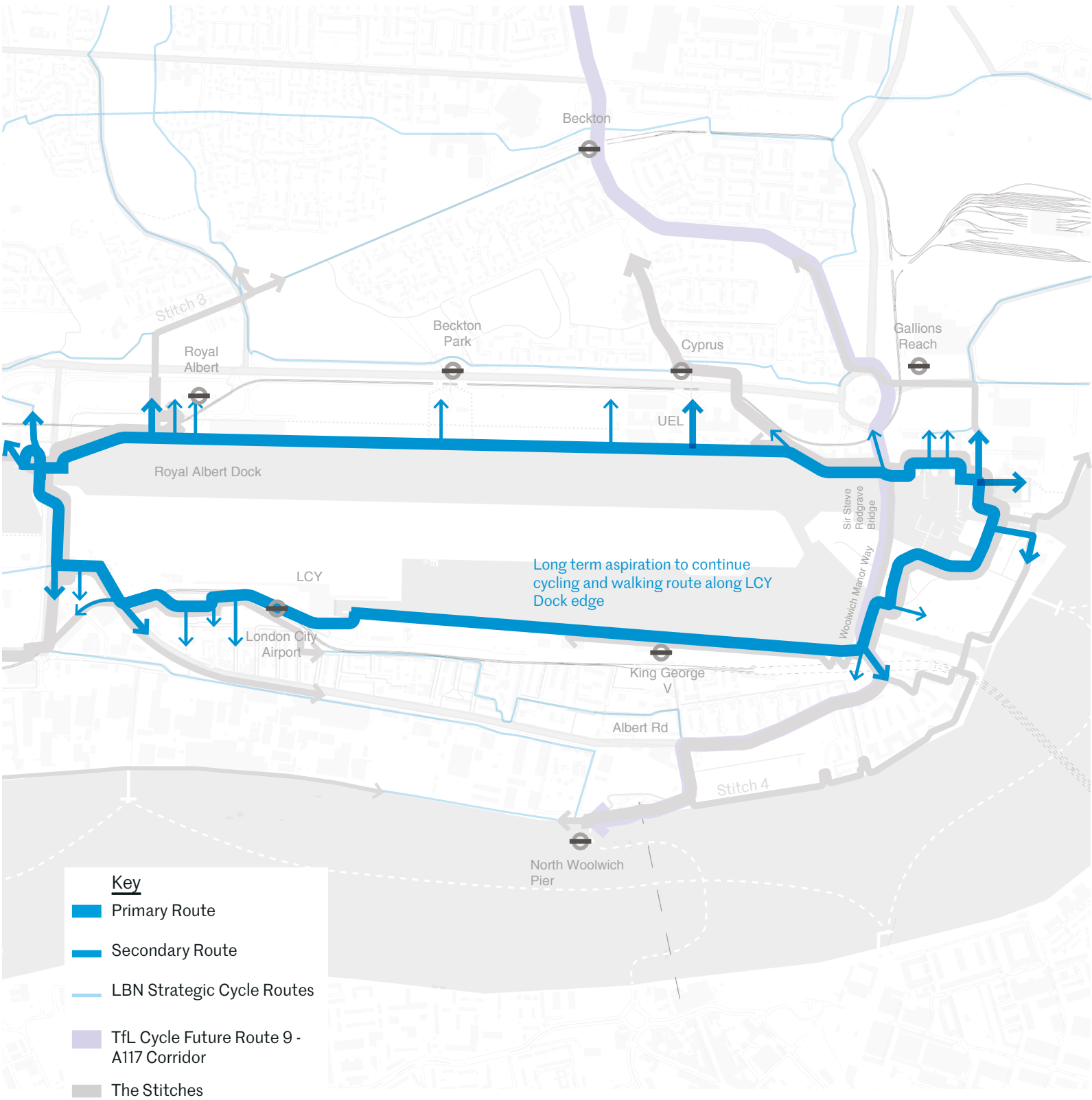
- ② Introduction of a new pedestrian footbridge connecting Lockside Way to Albert Island, improving the connectivity of the route as a result of completion of the Albert Island development.
- ③ Introduction of a new pedestrian and cycle route via Albert Island as an alternative to the poor infrastructural environments of Steve Redgrave Bridge and Woolwich Manor Way.
- ④ Walking and cycling improvements made to alternative quiet route via Woodman Street parallel with King George V Dock edge and Albert Road.

Long term



- ⑤ The east-west connection via the continuation of Dock Loop along King George V Dock is completed as a result of completion of London City Airport new terminal works.

Note - Medium and Long Term time frames are dependent on the delivery of the developments in these areas.





The following chapter includes guidance for the creation of exemplary walking and cycling routes in the Royal Docks. The drawings cover a representative series of places for which walking and cycling routes will pass through across the Royal Docks, including:

- Wide Busy streets
- Narrow Busy streets
- Quiet streets
- Off street paths - Dock edge, Paths and Bridges

4. Walking and Cycling Guidance

Walking and Cycling Guidance

The Royal Docks is extensive, with many different types of streets, parks and waterfront places. The examples included within this chapter of the Action Plan are representative of some of the most common types of street or off street places where walking and cycling routes are likely to pass through. The illustrations are based on real places but have been adjusted to capture as many different aspects of that street type as possible.

Busy streets - common issues

- Vehicular priority creates a hostile environment for cyclists and pedestrians
- Crossings with grating slots are in line with the direction of cycling movement risks trapping of wheels
- Informal crossings are not visible to drivers
- Guardrails restrict pedestrian movement
- Dropped kerbs and informal crossings often have ponding due to poor drainage
- Poorly maintained footway and cycle track surface
- Unsegregated cycle tracks create a poor perception of safety
- There are obstructions on the footway
- Steep surface cross falls are dangerous and uncomfortable for those walking or wheeling on the footway
- High number of roundabouts at junctions which are difficult to negotiate by pedestrians and cyclists
- High traffic speeds including permitted speeds of 40mph on main roads
- Long straight roads with few pedestrian and cycling crossing points and lack of active frontages encourage speeding



North Woolwich Road, a wide busy street

Quiet streets - common issues

- Narrow footways have lamp columns that further narrow the available width
- Tree pits are not flush, creating a trip hazard
- Perpendicular parking results in cars overhanging the footway kerb which is dangerous for visually impaired people who use the kerb for navigation with their cane
- Rubber speed bump strips are uncomfortable and dangerous for many cyclists, particularly disabled cyclists using adapted and heavy cycles

Off street paths - common issues

- Low level bollards are a danger, particularly to cyclists and those with visual impairments . These create a trip hazard
- Strips of cobbled surface are a deterrence and are uncomfortable for wheeled users
- There are unsuitable surfaces such as loose gravel, sand, and rough cobbles
- There is a lack of sheltered places
- No handrails or highlighted nosings to steps
- Narrow barriers to deter vehicles cause problems for access by wider adapted cycles and tricycles used by many disabled people



Albert Road, a narrow busy street

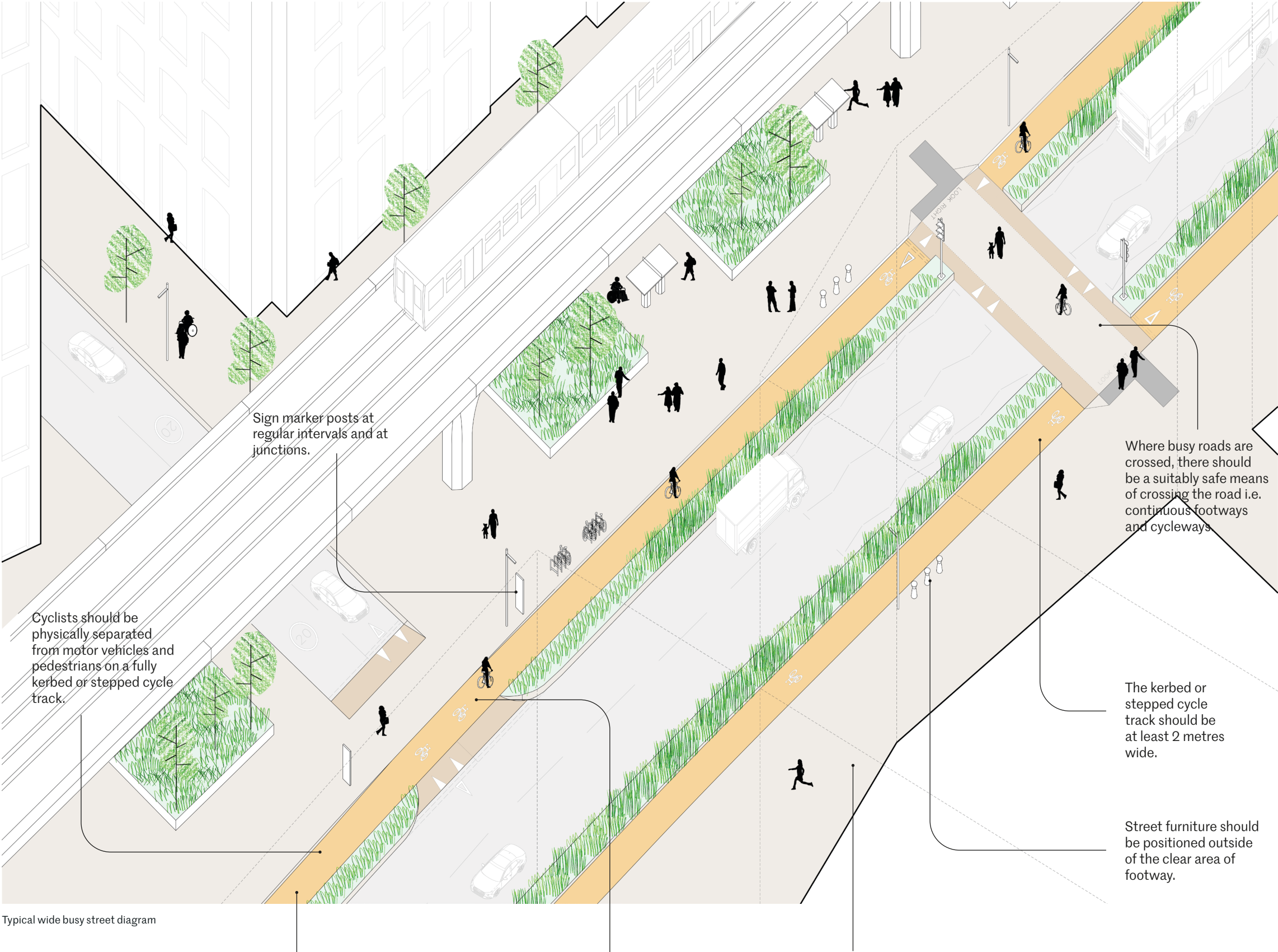
Summary table of the street and off street routes illustrated in this chapter:

	Walking	Cycling
Wide Busy streets Above 13.5 metres overall width In locations such as: North Woolwich Road Silvertown Way Royal Albert Way	A minimum 2 metres clear footway width should be provided for pedestrians. Where there is adequate space the recommended clear footway width is 3 metres. Pedestrian space should not be shared with cyclists.	Cyclists should be physically separated from motor vehicles and pedestrians on a fully kerbed or stepped cycle track. A segregated cycle track parallel to the carriageway should be provided with, where possible, a planted verge between. The planted verge is to be made as wide as possible. The kerbed or stepped cycle track should be at least 2 metres wide. Where there is adequate space this could be increased to 3 metres.
Narrow Busy streets Below 13.5 metres overall width In locations such as: Albert Road Victoria Dock Road	A minimum 2 metres clear footway width should be provided. Where this is not possible it may be reduced to 1.5 metres (particularly in locations with blank walls alongside the footway). Pedestrian space should not be shared with cyclists.	Cyclists should be physically separated from motor vehicles and pedestrians on a fully kerbed or stepped cycle track. A two-way cycle track parallel to the carriageway may be suitable for narrower street sections. This should be minimum 3 metres wide.
Quiet streets In locations such as: Boxley Street	A minimum 2 metres clear footway width should be provided for pedestrians. Pedestrian space should not be shared with cyclists.	Local streets where through motor traffic, and school drop-off and pick-up traffic, has been designed-out to provide a low traffic volume and speed environment where there is less need for separate cycling facilities. The cycle route should be provided on carriageway. Where vehicular traffic is one-way, cycle traffic may still move in both directions.
Off street paths Dock edge	Unsegregated shared-use paths for use by both pedestrians and cyclists should be a minimum 6 metres wide as this enables future conversion to full segregation. Paths should be 8 metres wide where possible.	
Off street paths Parks In locations such as: Beckton Park	Segregated and unsegregated shared-use paths for use by both pedestrians and cyclists should be a minimum 6 metres wide where there is sufficient width. Sufficient width should be provided to enable pedestrian and cyclists to feel safe by allowing them to see others and to avoid each other when passing.	
Off street paths Bridges In locations such as: Connaught Crossing footbridge	Pedestrian and cycle only bridges should be a minimum of 4 metres wide, ideally 6 metres wide, allowing for segregation and reduced conflict. Ramps to be provided at a suitable gradient of no steeper than 1:20 to make bridges accessible to everyone.	

Wide Busy Streets

Wide Busy streets
Above 13.5m overall width

In locations such as:
North Woolwich Road
Silvertown Way
Royal Albert Way



A segregated cycle track parallel to the carriageway should be provided with, where possible, a planted verge between. The planted verge is to be made as wide as possible.

Footways and cycleways should be continuous across side roads to slow motor traffic and reinforce priority for walking and cycling.

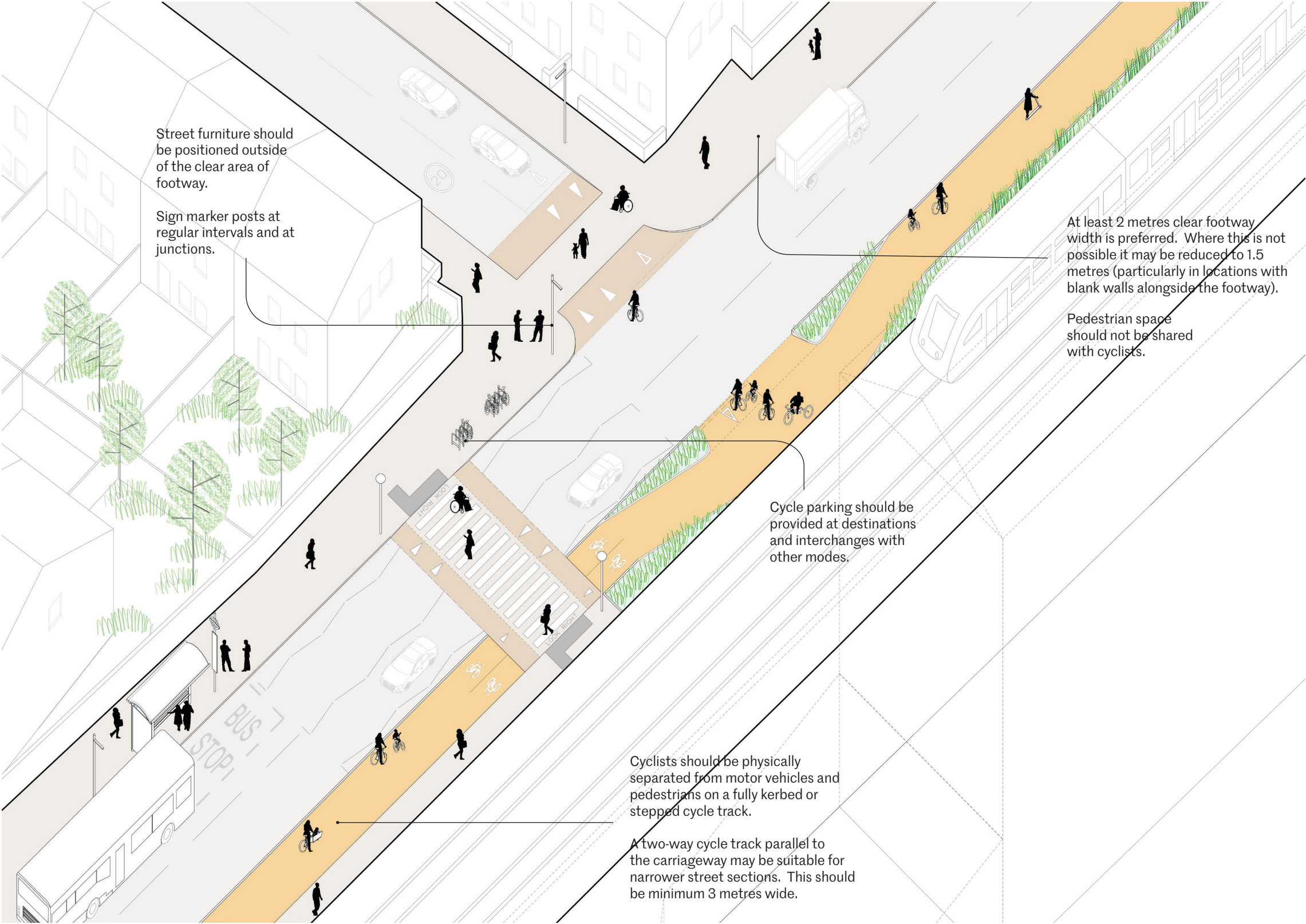
Pedestrian space should not be shared with cyclists.

At least 2 metres clear footway width should be provided for pedestrians.

Narrow Busy Streets

Narrow Busy streets
Below 13.5m overall width

In locations such as:
Albert Road
Victoria Dock Road



Typical narrow busy street diagram

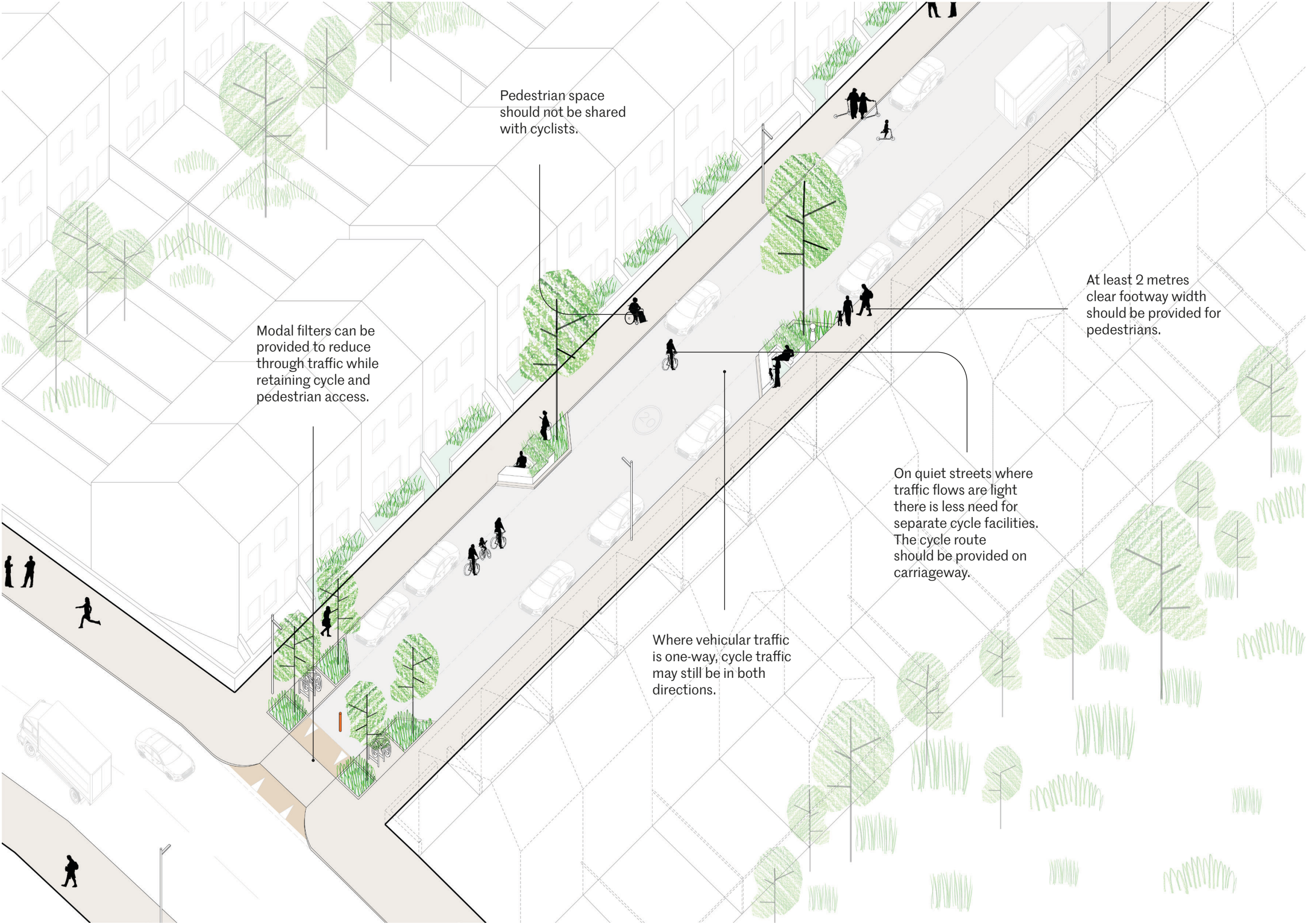
Quiet Streets

Local streets where through motor traffic, and school drop-off and pick-up traffic, has been designed-out to provide a low traffic volume and speed environment (20mph) where there is less need for separate cycling facilities. The cycle route should be provided on carriageway.

Where vehicular traffic is one-way, cycle traffic may still move in both directions.

Quiet streets may be found in areas with 'liveable neighbourhood' and 'mini-holland'.

In locations such as:
Boxley Street

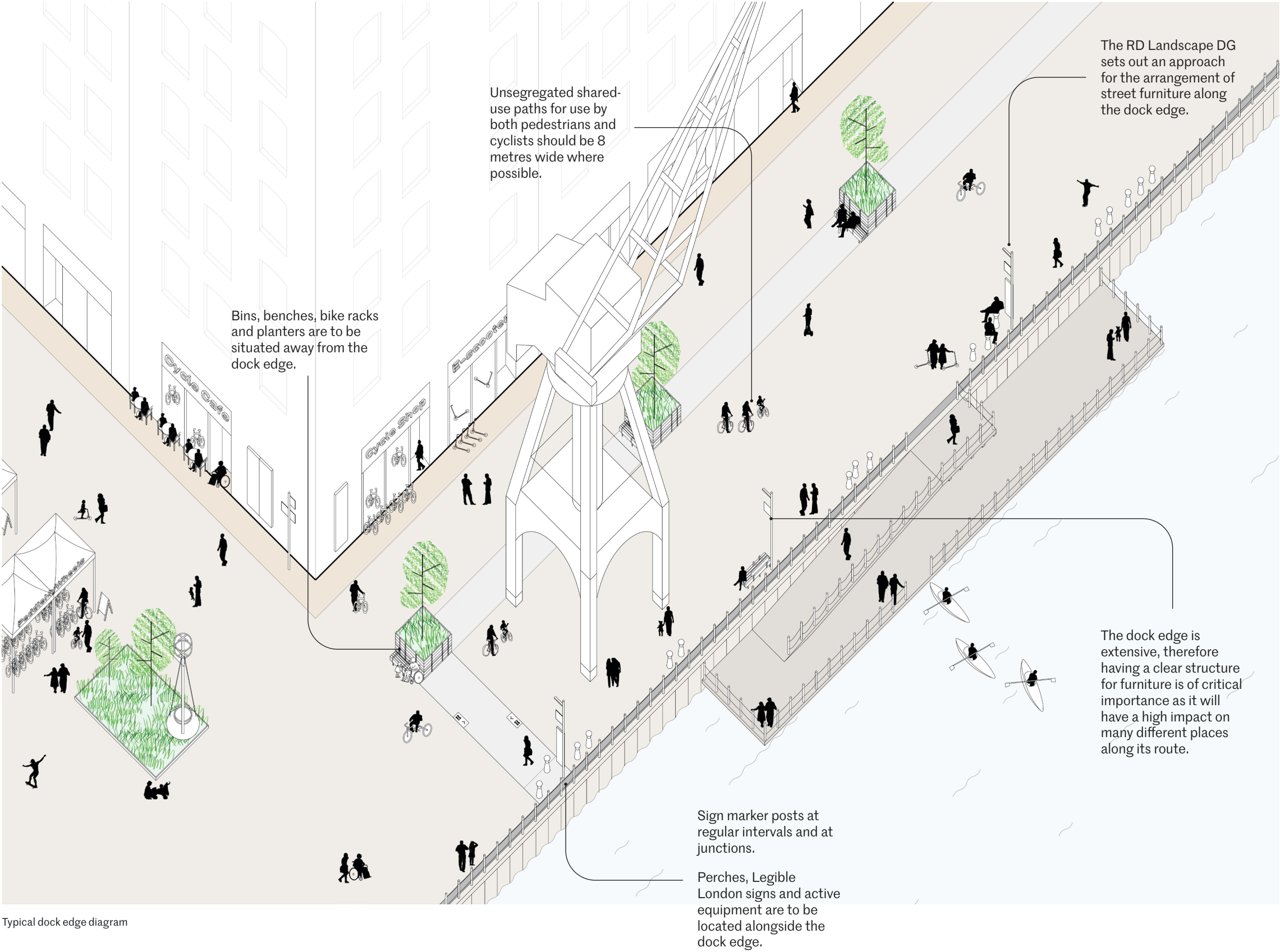


Typical quiet street diagram

Off Street - Dock Edges

Unsegregated shared-use paths for use by both pedestrians and cyclists should be a minimum 6 metres wide as this enables future conversion to full segregation. Paths should be 8 metres wide where possible.

In locations such as:
Royal Victoria Dock Loop



Typical dock edge diagram

Off Street - Parks

Segregated and unsegregated shared-use paths for use by both pedestrians and cyclists should be a minimum 6 metres wide where there is sufficient width.

In locations such as:
Beckton Park



Typical park diagram

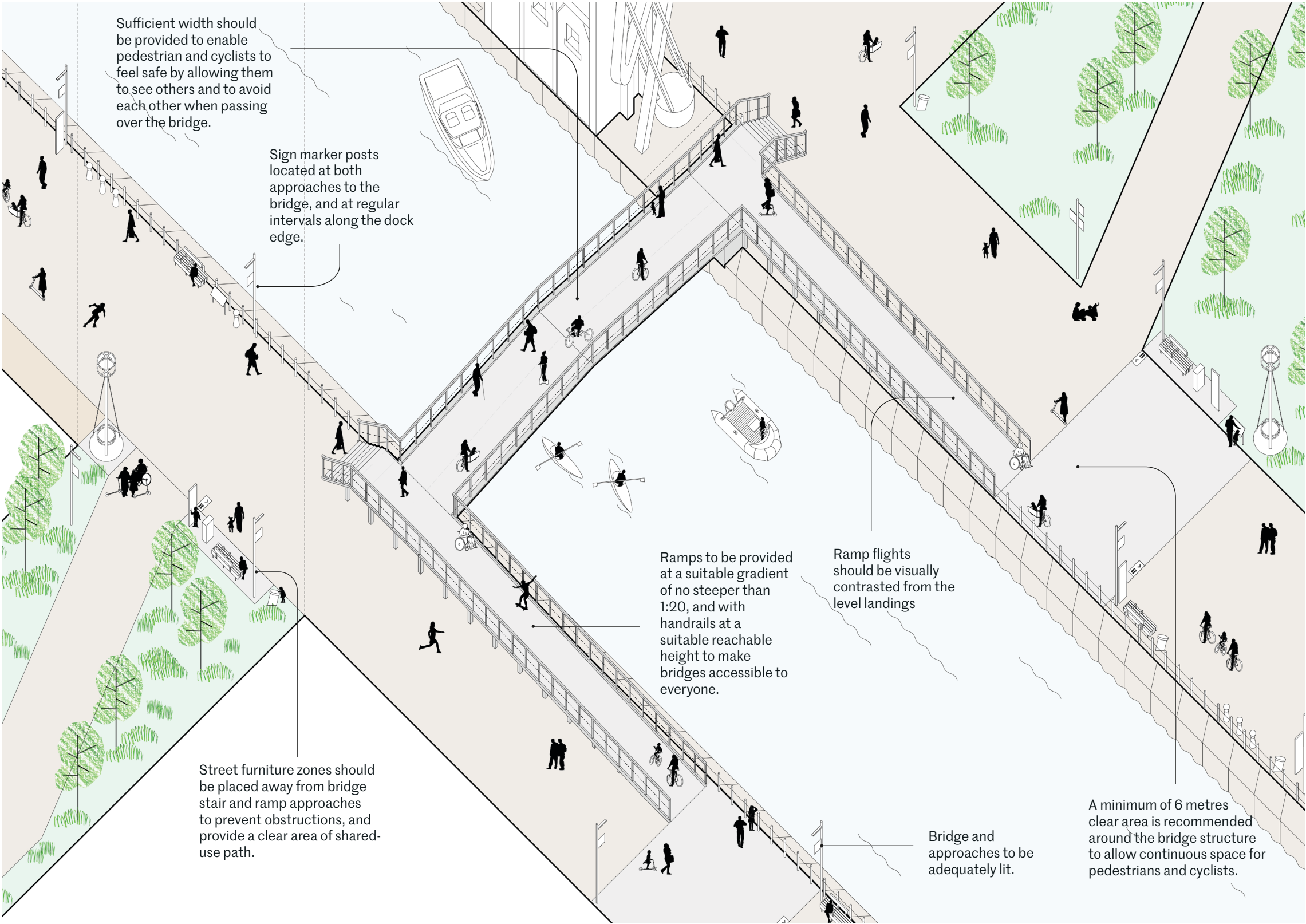
Unsegregated shared-use paths for use by both pedestrians and cyclists should be a minimum 6 metres wide.

Sufficient width should be provided to enable pedestrian and cyclists to feel safe by allowing them to see others and to avoid each other when passing.

Off Street - Bridges

Pedestrian and cycle only bridges should be a minimum of 4m wide, ideally 6m wide, allowing for segregation and reduced conflicts between people walking and cycling, and be detectable by those that are visually impaired.

In locations such as:
Connaught Crossing footbridge



Typical bridge diagram



The following chapter describes guidance on what sustainable mobility is, what active modes of transport LBN already has to offer and why it is important to encourage sustainable mobility in the Royal Docks. The final section describes how active transport can be encouraged through enabling different choices, changing behaviour and installing innovative public realm devices.

5. Promoting Sustainable Mobility

What is Sustainable Mobility?

Sustainable mobility includes walking and cycling as well as a varied range of other active ways of travel, such as:

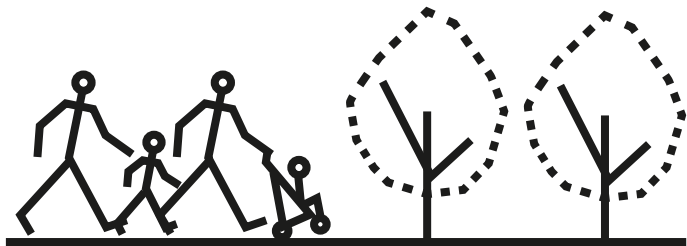
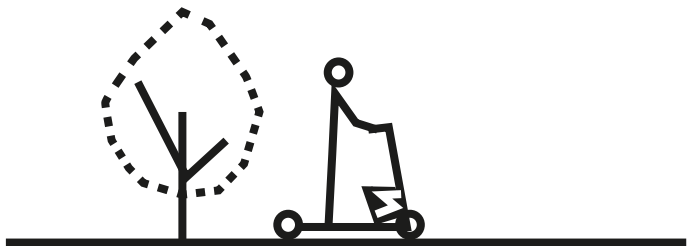
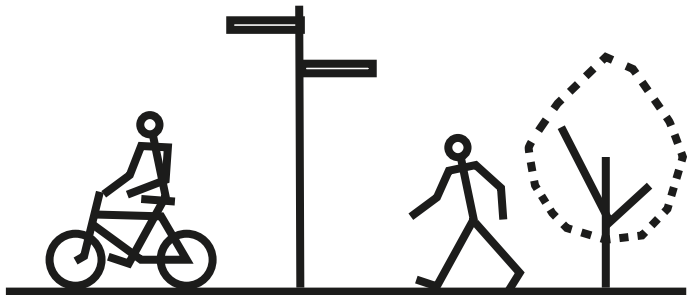
- Mobility aids such as wheelchairs and mobility scooters
- E-scooters (trials are taking place in London and its expected that LBN will also be included in later trials)
- E-bicycles
- Bicycles including cargo bikes, trailers and accessible cycles
- Skateboards, roller-blades and roller-skates
- Rickhaws
- Pushchairs
- Car clubs
- Taxi

Active travel is both the healthiest way of travel, and the most sustainable in social, economic and environmental ways.

Reducing private vehicular dependence and using alternative modes of transport such as walking, cycling and using public transport, **"has the potential to transform London and improve the lives of all those who live in, work in and visit the city"** (TfL, 2017).

The Mayor of London, TfL and London Boroughs are working toward the aim for Londoners to make **"80 per cent of all trips on foot, by cycle or using public transport by 2041"** (Mayor of London, 2018).

To achieve these aims, street environments need to be improved within and around the Royal Docks to make sustainable modes of transport the most attractive options for short journeys. Adapting the streetscape will improve the safety, efficiency and accessibility for the community to make sustainable journeys. More and better services need to be provided to make public transport options the preferred choice for longer journeys, including providing alternative active transport options door-to-door.



There are several public and community-led groups supporting LBN's residents to engage in sustainable mobility. Local charities such as Active Newham, support residents in becoming more physically active initiating volunteer-led groups like the Newham Walking Scheme and create maps to encourage exploration of the Royal Docks by foot or bicycle. Local organisations regularly have thematic guided walking tours.

There are local community-led initiatives such as: Newham Cyclists, Havering & East London Ramblers, Newham Striders QEOP and Newham Dog Community who gather to walk and cycle around the borough and offer support and advice on how to maintain active travel equipment. The Newham Living Streets group gather to discuss how to improve the air quality, safety and quality of LBN's streets in order to encourage walking and cycling.

The London Borough of Newham offer a variety of cycle schemes and walking and cycling information in, and around the Royal Docks that encourage the use of sustainable travel, including:

- Brompton Bike Hire
 - Two new folding Brompton bike stations are located close to Royal Victoria DLR station, and at the Royal Albert DLR station
 - Accessed online or by text
 - Each docking station holds eight bikes, with regular maintenance and upkeep

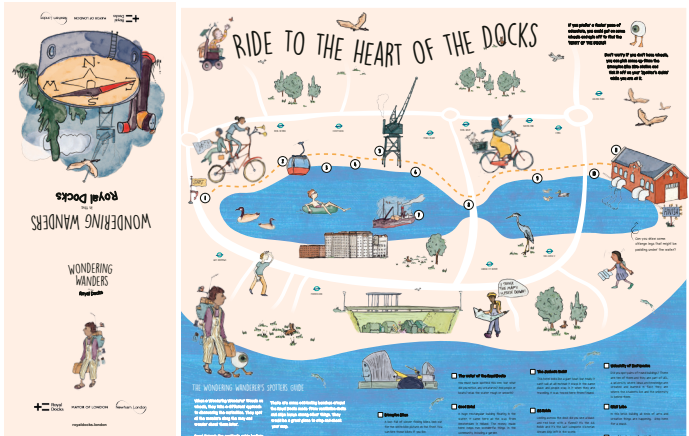
- Peddle My Wheels - Try before you bike
 - In Partnership with Peddle My Wheels, LBN offer a monthly trial fee from £10 for all age cycles, and have bicycles available at discounted prices for purchase.
 - All bikes can be delivered with a free cycle skills session to help people feel more confident and come with lights, lock and helmet.

- Cycle Confident
 - In partnership with Cycle Confident, LBN offers anybody who lives, works or studies in the borough access to the following free services: cycle skills for individuals and families, adult group cycle training and children's group cycle training and free schools cycle training.

- Story Trail Mapping
 - Commissioned by the Royal Docks Team, maps produced by local graphic designers encourage families and groups to explore the industrial history and contemporary stories of the Royal Docks.



Newham Cyclists in the Royal Docks



Wandering Wanders Map



Brompton Bike Hire outside The Crystal along the Royal Docks



Cycle Confident Lesson ©New City Primary School

Why is Active Travel Important in the Royal Docks?

The Changing Royal Docks

The Royal Docks expansion into an important commercial district is expected to deliver 25,000 new homes including affordable housing, and 60,000 new jobs in the next 20 years. Accompanied with new workspaces, schools, surgeries, parks, leisure facilities, cultural programming and community initiatives, the Royal Docks will see huge positive change in the coming decades.

Ambitious infrastructure projects including high-speed rail is expected to connect the Royal Docks to broader London attractions and enable Royal Docks to become an exciting visitor destination.

Designing attractive active travel journeys will make the Royal Docks easier to navigate, and connect new public spaces to public transport infrastructure and existing parks and open space.



Royal Victoria Dock from Thames Barrier Park

Access to the Waterfront

Investment in the Royal Docks active travel options will create better connections to the waterfront. As part of the area's regeneration, 250 acres of water will become an exciting shared resource. Not only a spectacular backdrop to the proposed residential and commercial developments, opening access to the waterfront will create opportunities to enjoy a new range of activities and events.

There are many activities happening along the Royal Docks waterfront including open water swimming, wakeboarding, paddleboarding, canoeing, rowing and sailing. Opening up opportunities for unique active travel experiences from transport hubs and the local area to the water will encourage greater use of this asset, and expand the area's current water-based societies and community groups.



Activity on the dock water

Health in LBN

LBN residents have poorer average health outcomes than residents of other London boroughs and England (LBN Health and Wellbeing Board, 2020). These critical health problems can be attributed to a number of factors, including the level of access to services and information, and the quality of the surrounding environment.

Regular exercise such as walking and cycling can help to control weight gain, reduce the risk of diabetes, heart disease, cancer and high blood pressure. Choosing daily active travel could enable LBN's residents to achieve the recommended physical activity levels to stay healthy (TfL, 2017). Reducing pollution levels from vehicles and encouraging the use of active travel in safe and enjoyable environments will help LBN's residents to become healthier, happier and contribute toward reducing negative environmental impacts.

The Royal Docks with its surrounding active community organisations offers great opportunity to open up connections and access to the water, make healthier street environments and extend the available sustainable travel choices.

LBN are dedicating policy and funding to support young people to be healthier, support active travel and improved air quality, and create an active borough through the Health and Wellbeing Strategy 2020-2023 priorities:



Priority 2:
Supporting our young people to be healthy and ready for adult life



Priority 7:
Supporting active travel and improved air quality



Priority 8:
Creating an active borough

Health and Wellbeing Strategy 2020-2023, LBN Health and Wellbeing Boards, 2020

“Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity”

The Benefits of Physical Activity

Healthy Streets for London, Mayor of London/TfL, 2017

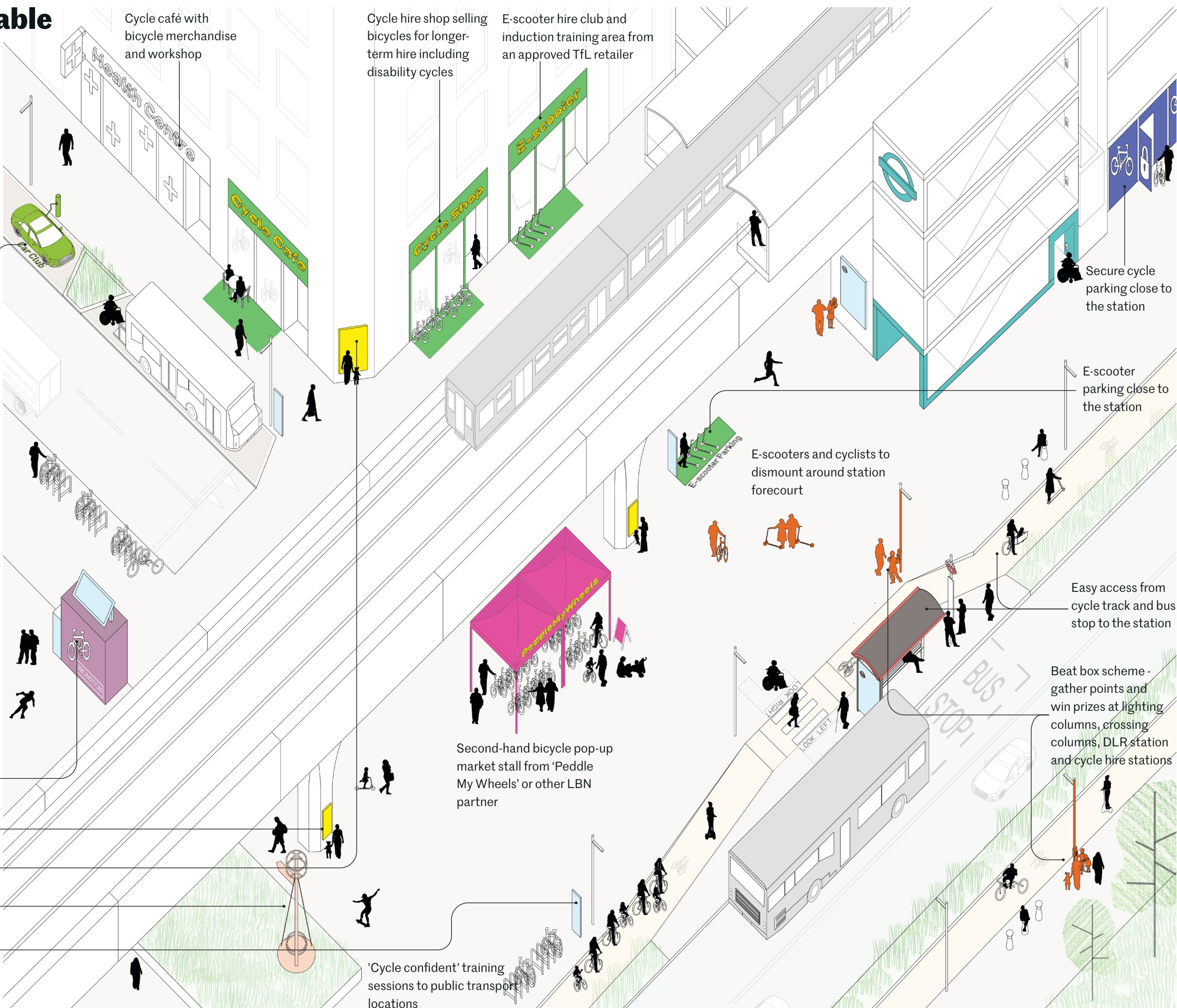
How do we promote sustainable mobility?

Enabling Different Choices
In order to promote sustainable travel choices, it is necessary to encourage sustainable mobility related businesses, and the use of other modes of travel, such as assisted mobility, skateboarding and car clubs.

Changing Behaviour
"People are more likely to walk and cycle when they see others doing the same" (TfL, 2017)

By promoting access to the current services available such as bike hire, second-hand bike purchase and cycle safety training, more residents can get involved in sustainable travel. Behaviour campaigns such as the 'Big Bike Revival' alongside interactive public realm elements such as 'Beat the Street', could expose the fun of choosing active travel over other means of transport, and educate residents on how to maintain their own bicycles.

Innovation
In the Royal Docks there is the potential to use new technologies and innovative design approaches in public realm design. For sustainable mobility this includes digital signage with real-time transportation information across the area, and information-sharing mobile applications. Providing live data on transit arrival and departure times, walking times, nearby transit routes, and the availability of shared bikes, cars and scooters, will make it easier for people to navigate their sustainable transport options.





6. References - Relevant Guidance and Policy

References - Relevant Guidance and Policy

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Royal Docks Design Guides, 5th Studio, 2020

Cycle Infrastructure Design, Local Transport Note 1/20 Dept for Transport, July 2020

Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Philip Oxley, Mobility and Inclusion Unit, DfT, 2002

London Borough of Newham Cycling Strategy 2017/18 – 2024/25, London Borough of Newham, 2017-2018

Air Quality Action Plan 2019 – 2024, London Borough of Newham, November 2019

Safer, Healthier Streets, Sustainable Travel, London Borough of Newham, 2021

London Borough of Newham Highways Palette – an emerging document yet to be published at the time of issuing this report

Mayor’s Vision for Cycling, Greater London Authority, March 2013

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