

WE ARE ROYAL DOCKS.

WE ARE NEWHAM.



ROYAL DOCKS CORRIDOR COMMUNITY ENGAGEMENT ON CONCEPT DESIGNS

Produced by Project Centre on behalf of London Borough of Newham

1. EXECUTIVE SUMMARY

This is a summary of the public consultation exercise for the proposed improvements to the Royal Docks Corridor. The consultation responses and feedback will inform the design process to aid the technical design team in finalising the design for highway and public environment spaces.

Overall, respondents support the scheme. Aside from specific proposals for public spaces (section 4.4), a clear majority of respondents are either strongly supportive or supportive of objectives and proposals. This report demonstrates that the project has strong public support for the proposed improvements for the Royal Docks Corridor.

1.1 Scheme proposal

The London Borough of Newham Council (LBN), in partnership with the Royal Docks Team, has prepared proposals to change the road layout and street environment along the Royal Docks Corridor, which includes Silvertown Way and the section of North Woolwich Road up to Connaught Bridge.

Through engaging with the community, Project Centre, in partnership with Newham Council, is proposing various improvements by considering the wants and needs of the community.

A plan is shown below outlining the proposed project area. More detailed maps of the project area are shown in Appendix B.

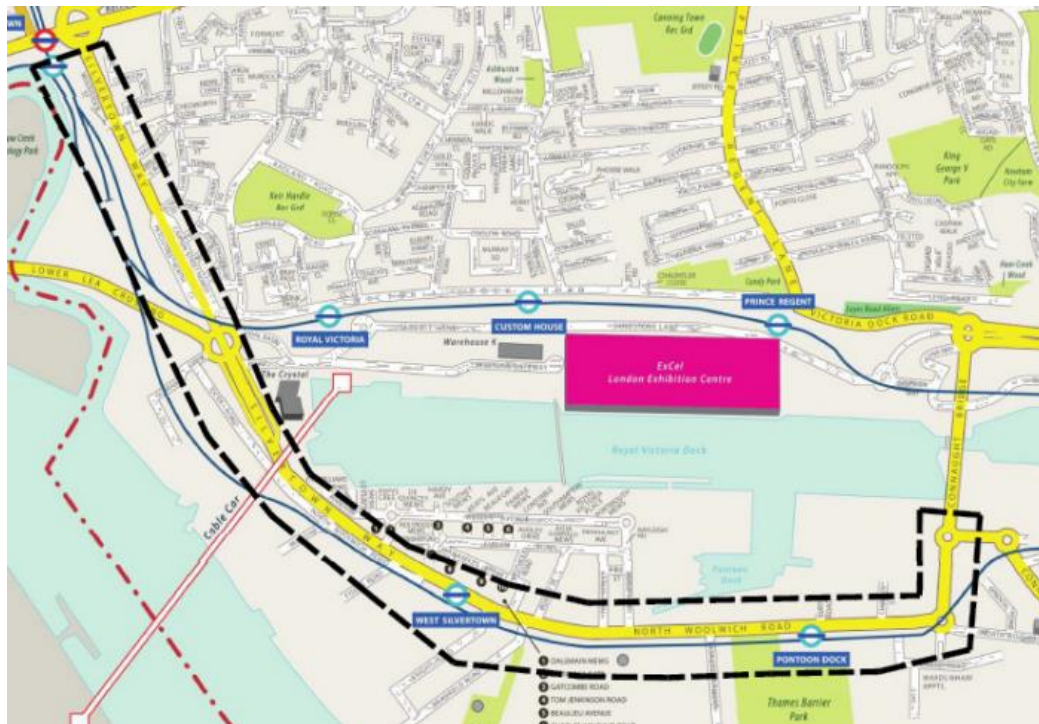


Fig 1. Map of project area

1.2 Consultation engagement

Community engagement for the Royal Docks Corridor was undertaken through several channels to reach as many residents and businesses as possible. These channels included face-to-face engagement, online engagement, and printed publications to ensure accessibility. Details of the engagement activities are below.

- Leaflets including background information, and a plan of the project area were distributed by Newham Council to the local community
- Online engagement platform:
 - Online Survey
 - Question and Answer Forum
- Four engagement sessions were held for local residents to come and give their comments verbally and discuss the proposals. These sessions were held at different times and locations, with two being held virtually online via Microsoft Teams.

The deadline for feedback was Friday 30th July, although feedback received after this deadline was still considered, where possible.

This is the final large scale public consultation exercise that will be undertaken on the scheme before detailed design commences. It will help inform the design going forward. Before this exercise, earlier exercises were undertaken in Autumn 2019, 2020 as well as small-scale localised engagement exercises.

1.3 Consultees

In total, we received 178 responses to the online survey as well as seven via drop-in session, which were manually entered into the online survey. Collated feedback was also received from the Royal Docks Public Spaces Community Working Group (PSCWG) and Newham Cyclists Group. These are summarised in Appendix B. Points were also noted from the online drop-in sessions that Newham held independently.

125 (70%) of respondents identified themselves as residents, **82 (46%)** of the respondents said they use the local facilities in the area, **34 (19%)** said they work in the area, and **84 (47%)** say they travel through the area onto other places. People were able to choose more than one option.

1.4 Further reading

Appendix A – Free text comments

As part of the online survey there were 13 questions which enabled respondents to write out their responses. A total of 572 comments were received. These comments are summarised in Appendix A.

Appendix B – Map-based comments

This document collates comments from the all engagement channels (including additional ‘walkabout’ sessions with community groups) and summarises comments spatially, marking them on maps.

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2. INTRODUCTION

2.1 Background to the project

The current road layout is dominated by vehicles and is not suitable or attractive for the growing residential and business community in this area. Therefore, our proposals aim to create people-friendly streets by reducing traffic volumes and speeds, and as a result making it easier, safer, and more convenient to get around by foot, bike and public transport.

The scheme will provide a general uplift to the area by creating new public spaces, wider pavements, separated cycle lanes, better crossings and connections to local destinations, and more greenery and planting. These changes will make it more enjoyable for everyone to spend time in their local area, encourage people to be more active and healthier, and help improve local air quality.

Due to the scale of the scheme, and to minimise disruption for the local community, the works will be delivered in phases from early 2022. This is subject to all the necessary approvals and public consultation response.

3. ENGAGEMENT ACTIVITIES

The consultation ran for 4 weeks commencing 1 July 2021 – 1 August 2021.

3.1 Leaflet distribution

The London Borough of Newham (LBN) distributed approximately 10,000 leaflets to the consultation area, which is shown below.

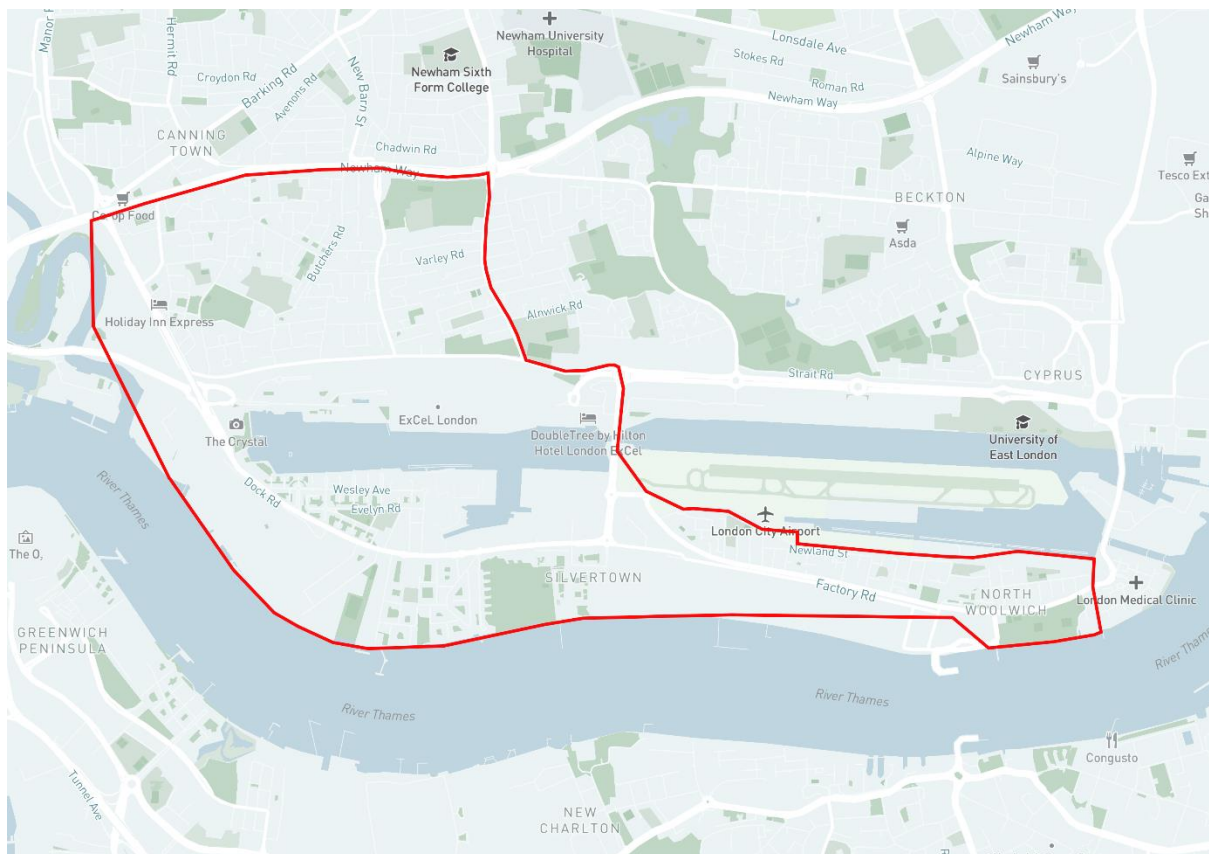


Figure 1: Leaflet distribution area

3.2 Public Drop-in sessions

LBN hosted a total of four drop-in sessions, two in person sessions as well as two virtual sessions:

- Thursday 8 July, Virtual meeting between 2-4pm
- Saturday 17 July, at Thames Barrier Park, next to the café, 12-4pm
- Thursday 22 July, virtual meeting between 5-7pm
- Wednesday 30 June, walk and talk with Royal Docks Public Spaces Community Working Group

3.3 Social Media

LBN advertised the engagement via their official Twitter account on the following dates:

- 2 July 2021
- 6 July 2021
- 7 July 2021
- 20 July 2021
- 27 July 2021
- 28 July 2021

In addition to Newham's social media engagement, the Royal Docks team promoted the consultation on their own website and via their own social media channels:

- <https://royaldocks.london/whats-on/royal-docks-corridor>

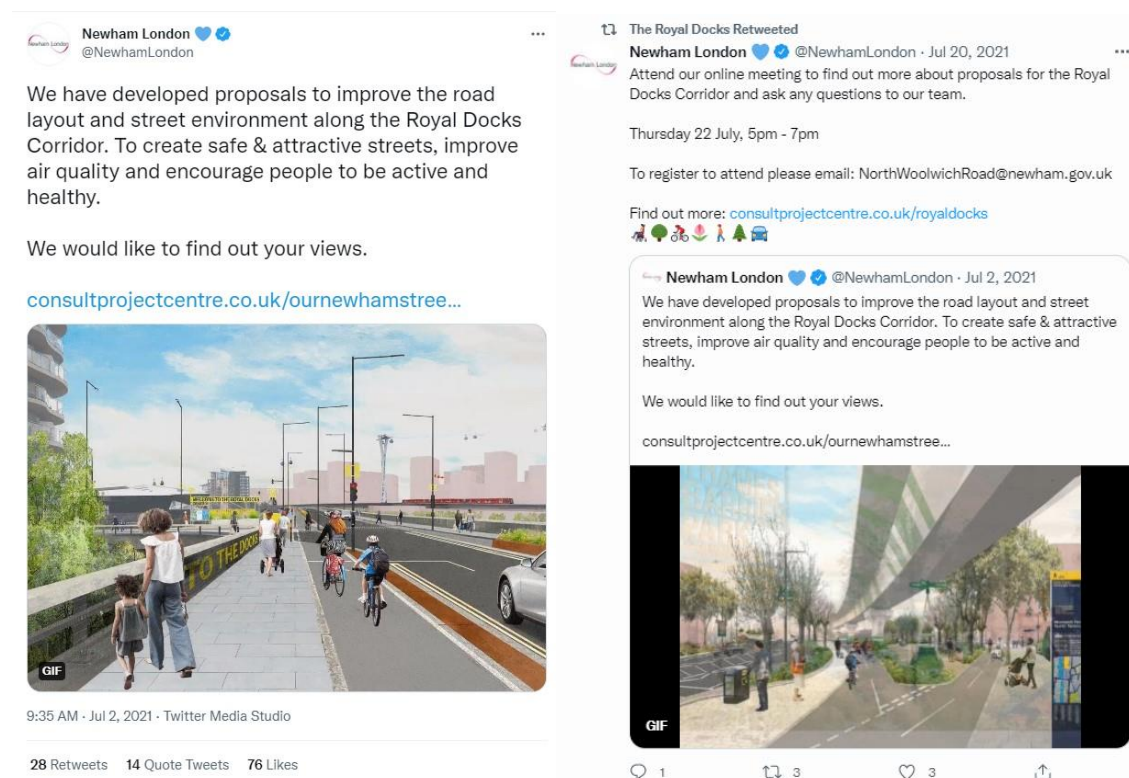


Figure 2: Twitter post by Newham Council and Royal Docks promoting the consultation

3.4 Online

A webpage hosting all the information was created where people could view all the information, proposals, artist visualisations and fill in the online survey –

www.consultprojectcentre.co.uk/royaldockscorridor¹

This page was also accessible from a main landing page, hosted by Project Centre for LBN, containing all current engagements on various proposals (consultprojectcentre.co.uk/ournewhamstreets) as well as from the Royal Docks 'What's On' page (royaldocks.london/whats-on).

The online survey comprised five sections and people were able to choose which they would like to respond to; 'Overall objectives of the scheme', 'Overall proposed street and road improvements', 'Public spaces', 'Improvements to key junctions' and 'Interim measures & any other comments'. The survey ran from the 1 July to 1 August 2021. A full breakdown and analysis of these responses can be found in section 4.

3.5 Hardcopy Surveys

LBN also made hard copy surveys available for their in-person drop-in sessions. These were then scanned over to Project Centre to be manually entered into the online survey.

Barring the free-text comment questions, the online survey questions were ranking questions, whereby people were only able to choose one option per suggestion/comment. Some of the hardcopy responses that were received had additional comments or comments instead of a choice which we were unable to ascribe to the survey responses accurately. For this reason, those responses were left blank.

¹ This page has since been archived due to a change in platform. Information has been moved to <https://pclengagement-hub.co.uk/en-GB/projects/royaldockscorridor/1>

4. RESULTS

4.1 Survey analysis

Overall, 185 responses were received to the survey. Seven of these responses came via hard copy from the drop-in sessions held by LBN. Collective responses were also received from the Royal Docks PSCWG and Newham Cyclists group.

4.2 Section 1: Overall objectives of the scheme

Question: Tell us how important the following are to you...

Support for scheme objectives ('very important' + 'quite important')

Scheme objective	Support
Feeling safer in the area	94%
Improve local air quality	90%
Provide more greenery, trees, and planting	90%
Improve local routes and connections to places people want to visit	90%
Create safer crossing points to get to key destinations	89%
Improve access to public transport, including DLR stations along the route	89%
Create more space for pedestrians	81%
Create more public spaces for people to meet and for community activities	81%
Provide safer cycle lanes	80%
Slow down vehicle speeds	80%
Ensure that bus services are accessible and run smoothly	77%

Overall, the proposed objectives of the scheme were well supported by respondents, which suggests that the programme of improving public space and active/sustainable transport in the Royal Docks Corridor is welcome.

The objectives which had respondents select more than 10% as a combination of 'not very important' and 'not important at all' were:

- Slow down vehicle speeds (17%)
- Provide safer cycle lanes (16%)
- Create more space for pedestrians (16%)
- Create more public spaces for people to meet and for community activities (13%)
- Ensure that bus services are accessible and run smoothly (14%)

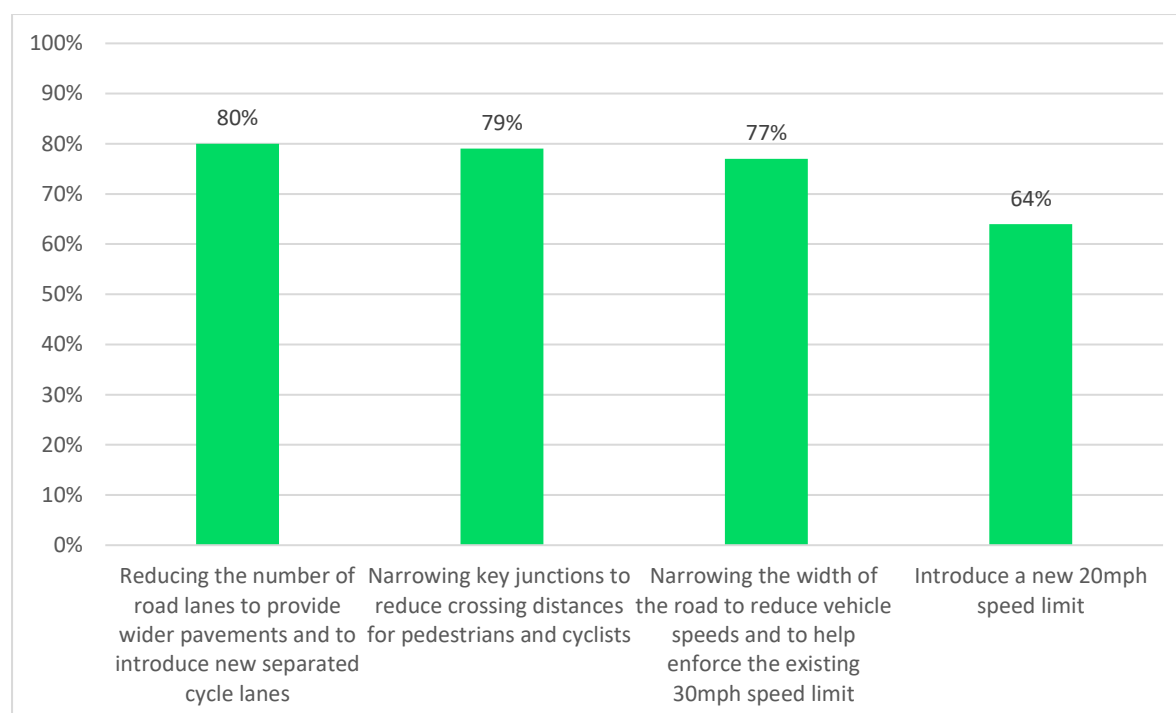
There were 49 free text comments for Section 1. A breakdown table of all answers and percentages, as well as averages, can be found in Appendix A.

4.3 Section 2: Overall proposed street and road improvements

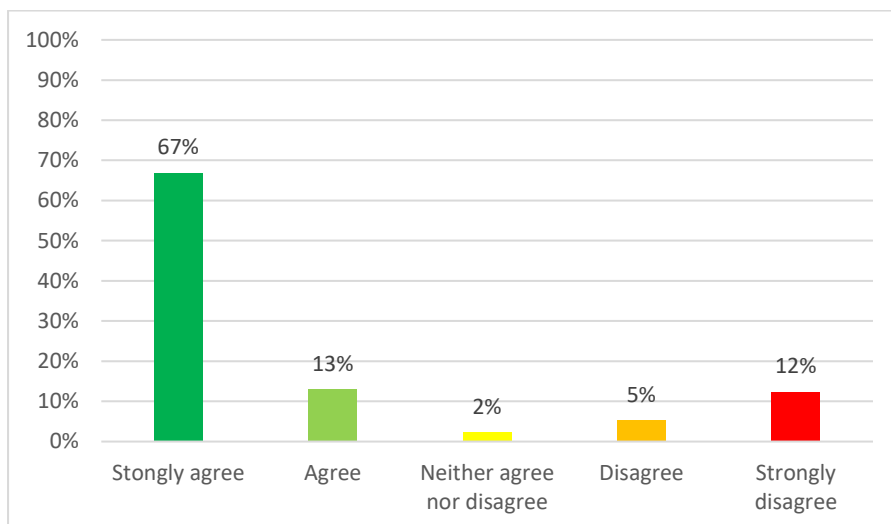
a) Proposals for road safety improvements

Question: Tell us how important the following are to you...

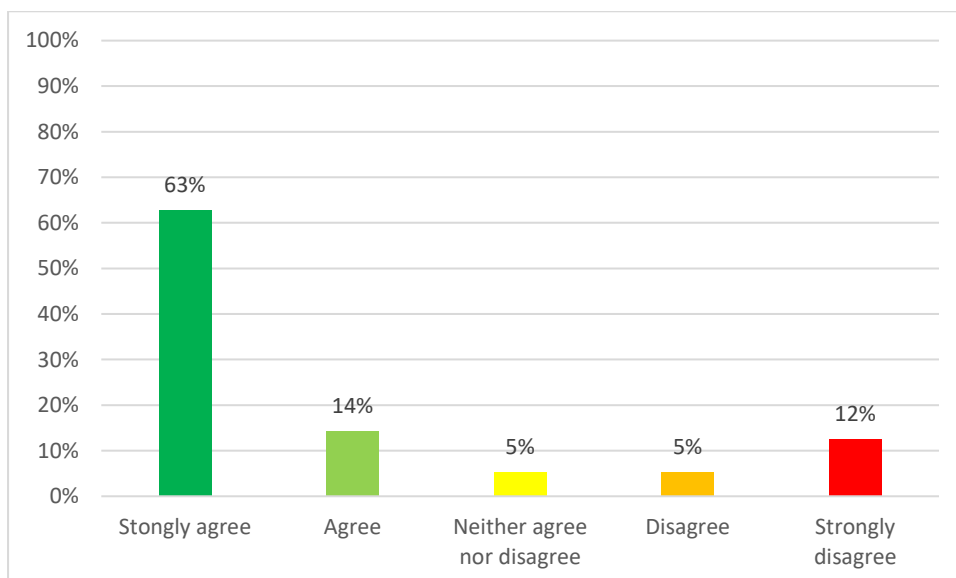
Overall support for each option (strongly agree + agree)



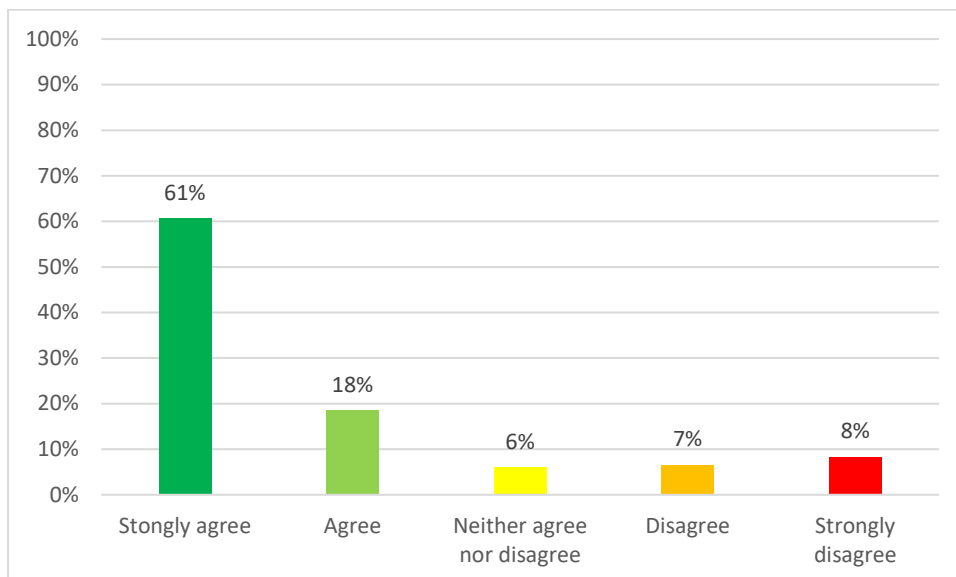
Reducing the number of road lanes to provide wider pavements and to introduce new separated cycle lanes



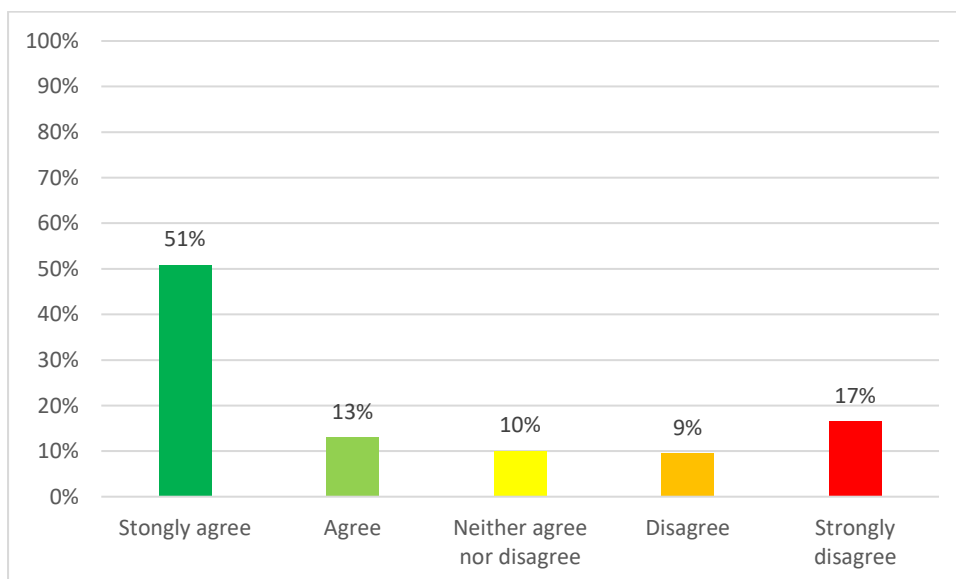
Narrowing the width of the road to reduce vehicle speeds and to help enforce the existing 30mph speed limit



Narrowing key junctions to reduce crossing distances for pedestrians and cyclists



Introduce a new 20mph speed limit



There were 69 free text comments for Section 2 question (a). A summary of these comments can be found in Appendix A

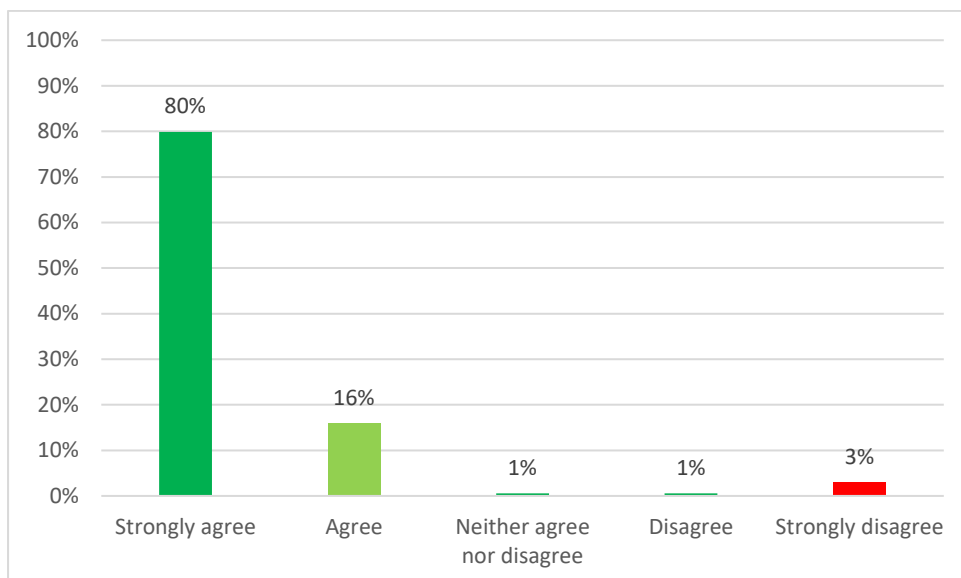
b) Proposals for pedestrian safety improvements

Question: Tell us how important the following are to you...

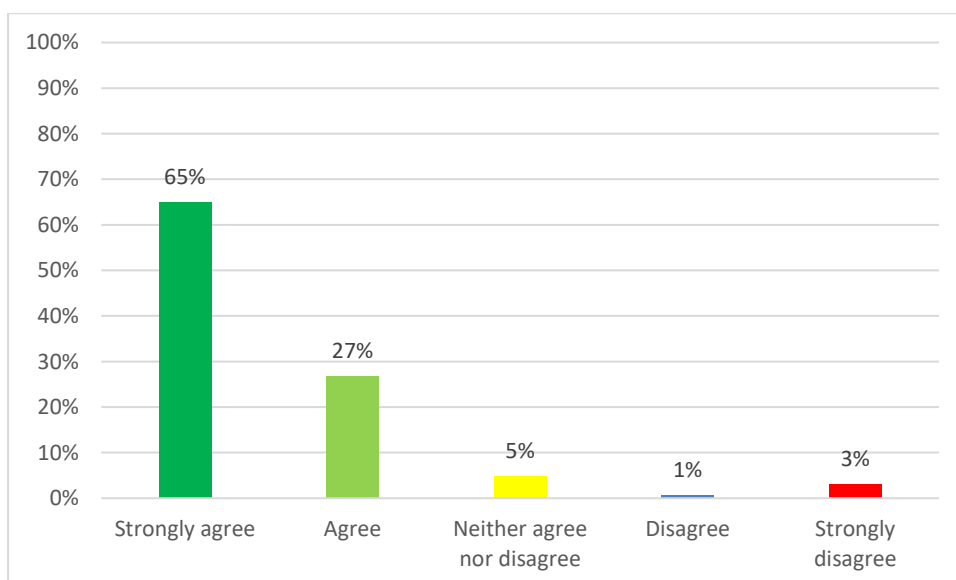
Support for options ('very important' + 'quite important')

Proposal for pedestrian safety improvements	Support
Improving planting and adding new trees to create a better street environment and help improve local air quality	96%
Improvements to existing crossings to make it safer for pedestrians	92%
Introducing new crossings to improve pedestrian connections in the area	86%
Creating new public places for the local community	81%
Creating wider pavements to create more space for pedestrians, and to activate the street with outdoor seating and new street furniture	80%

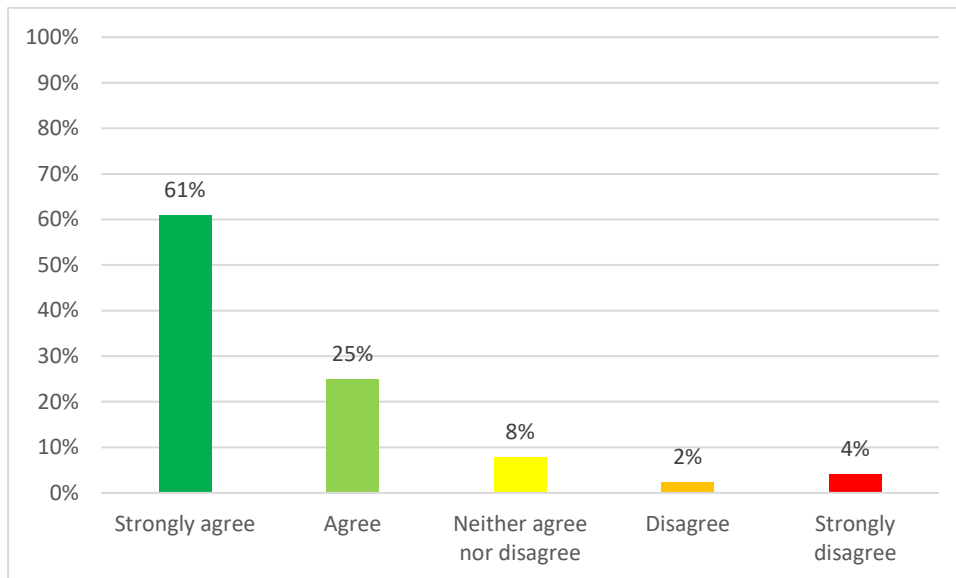
Improving planting and adding new trees to create a better street environment and help improve local air quality



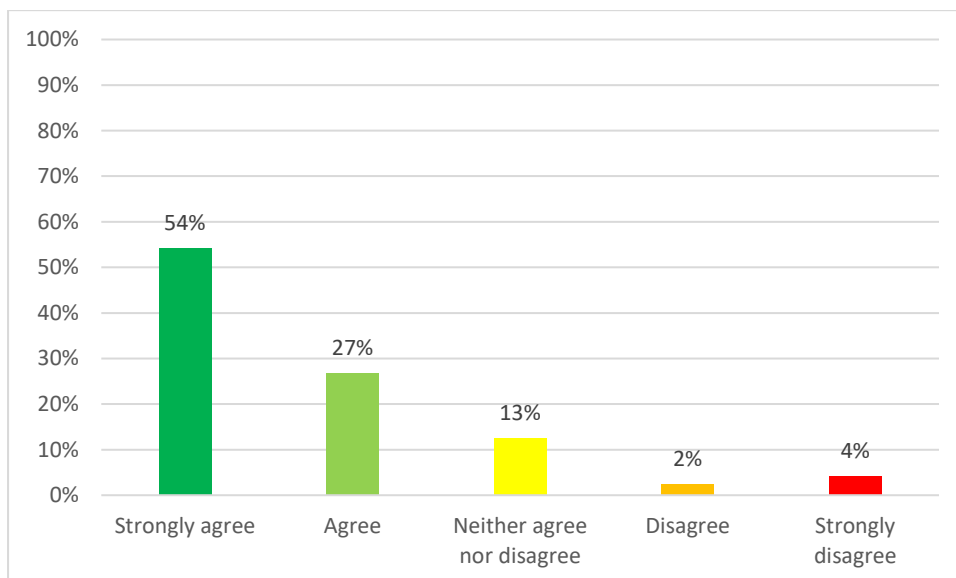
Improvements to existing crossings to make it safer for pedestrians



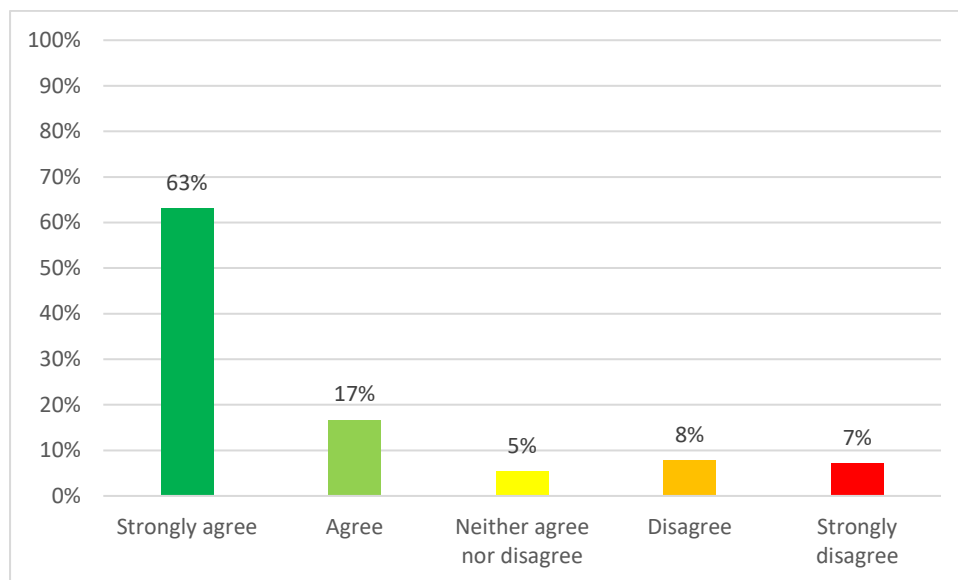
Introducing new crossings to improve pedestrian connections in the area



Creating new public places for the local community



Creating wider pavements to create more space for pedestrians, and to activate the street with outdoor seating and new street furniture

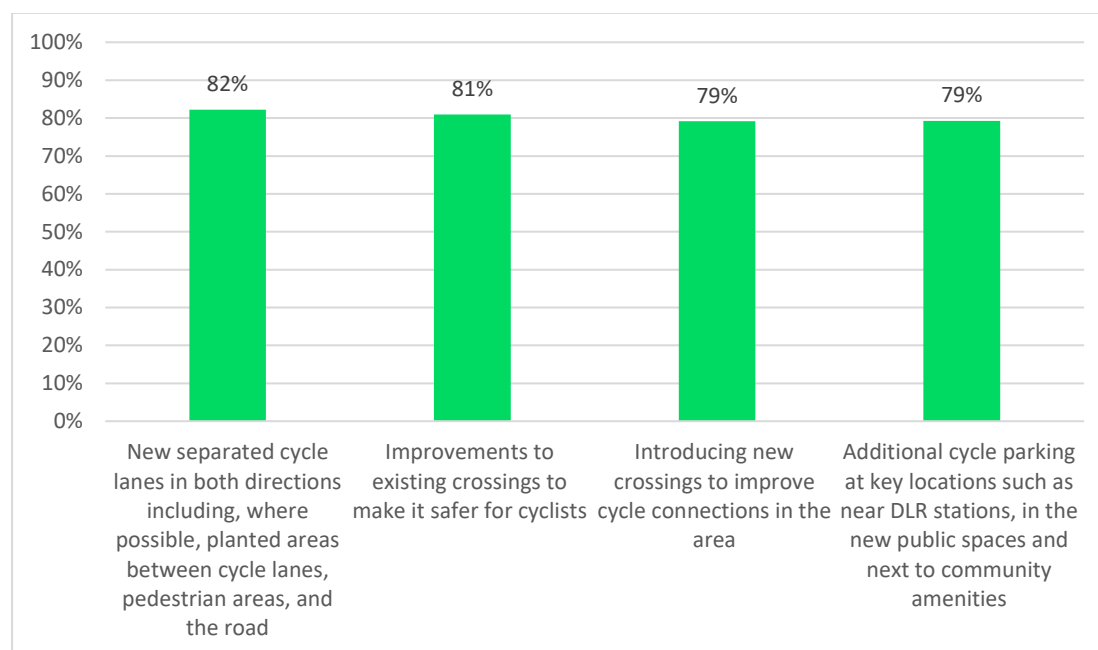


There were 47 free text comments for Section 2 question (b). A summary of these comments can be found in Appendix A.

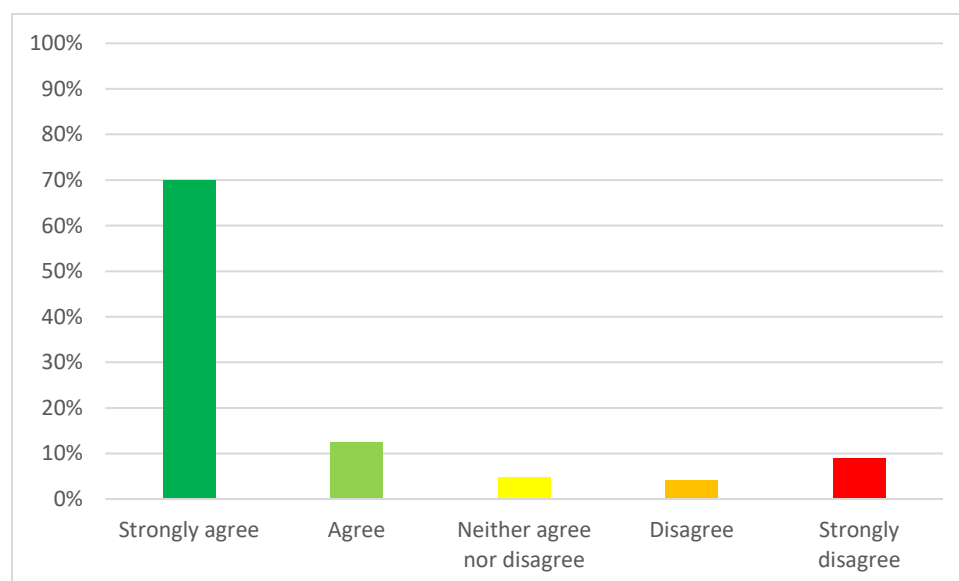
c) Proposals for cycle safety improvements

Question: Tell us how important the following are to you...

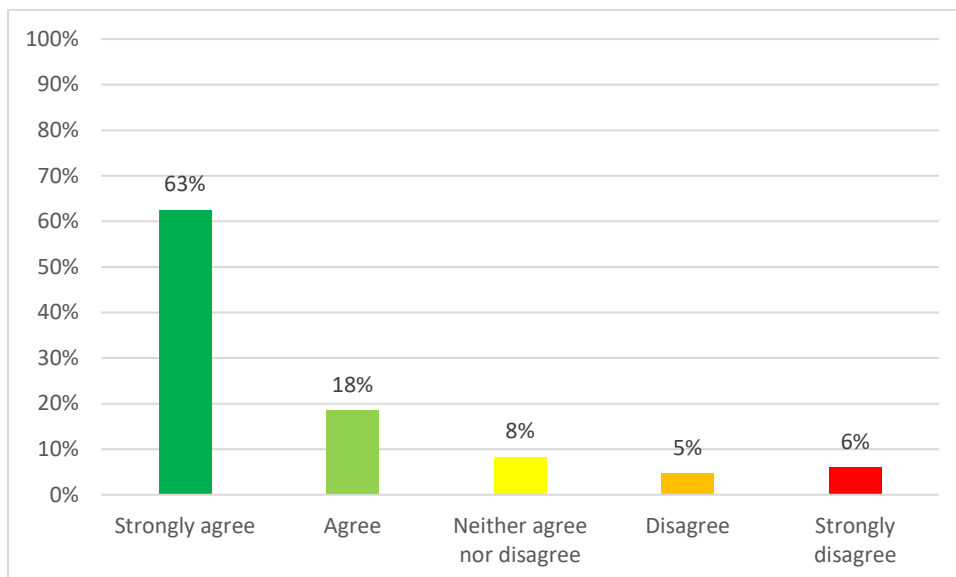
Overall support for each option (strongly agree + agree)



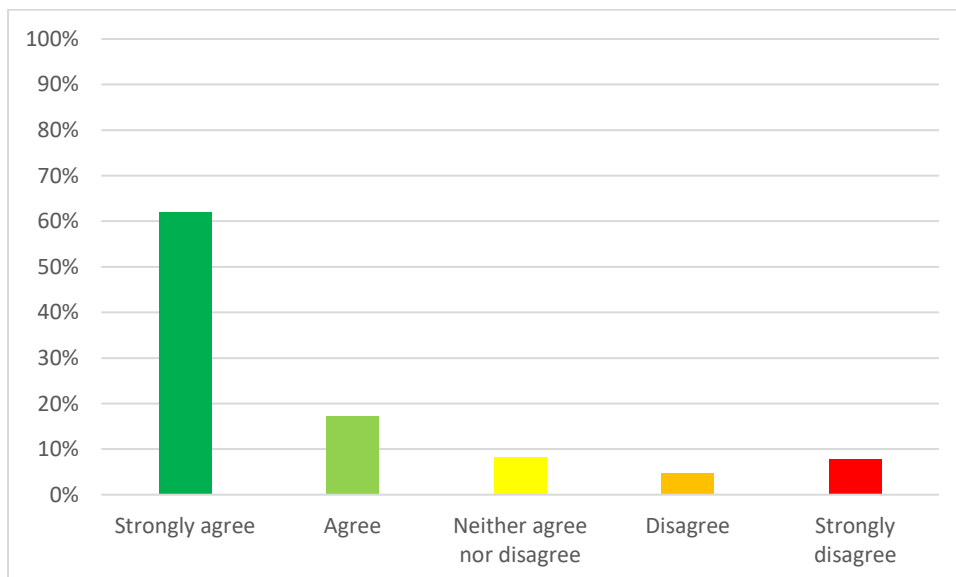
New separated cycle lanes in both directions including, where possible, planted areas between cycle lanes, pedestrian areas, and the road



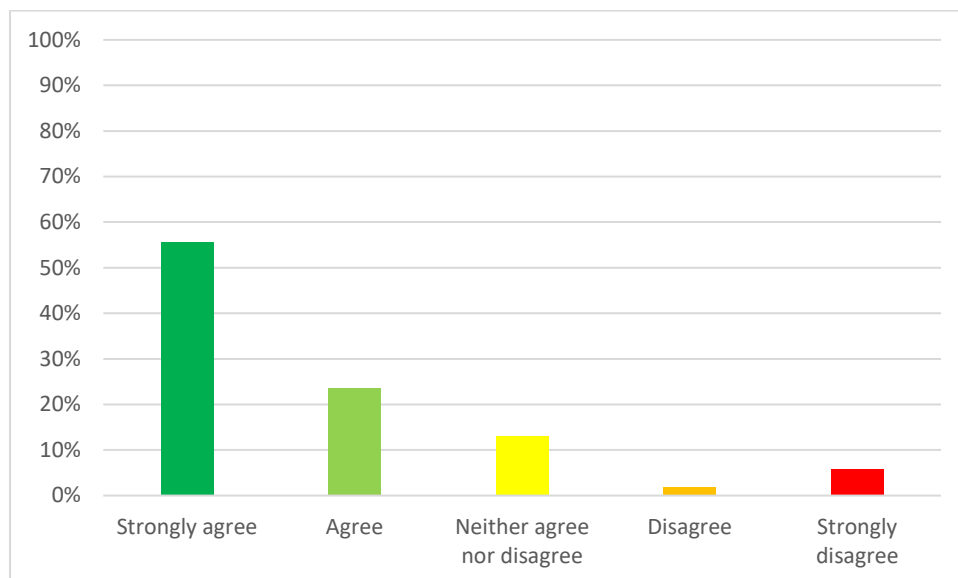
Improvements to existing crossings to make it safer for cyclists



Introducing new crossings to improve cycle connections in the area



Additional cycle parking at key locations such as near DLR stations, in the new public spaces and next to community amenities



There were 66 free text comments for Section 2 question (c). A summary of these comments can be found in Appendix A.

4.4 Section 3: Public spaces

d) New public spaces and existing public space improvements

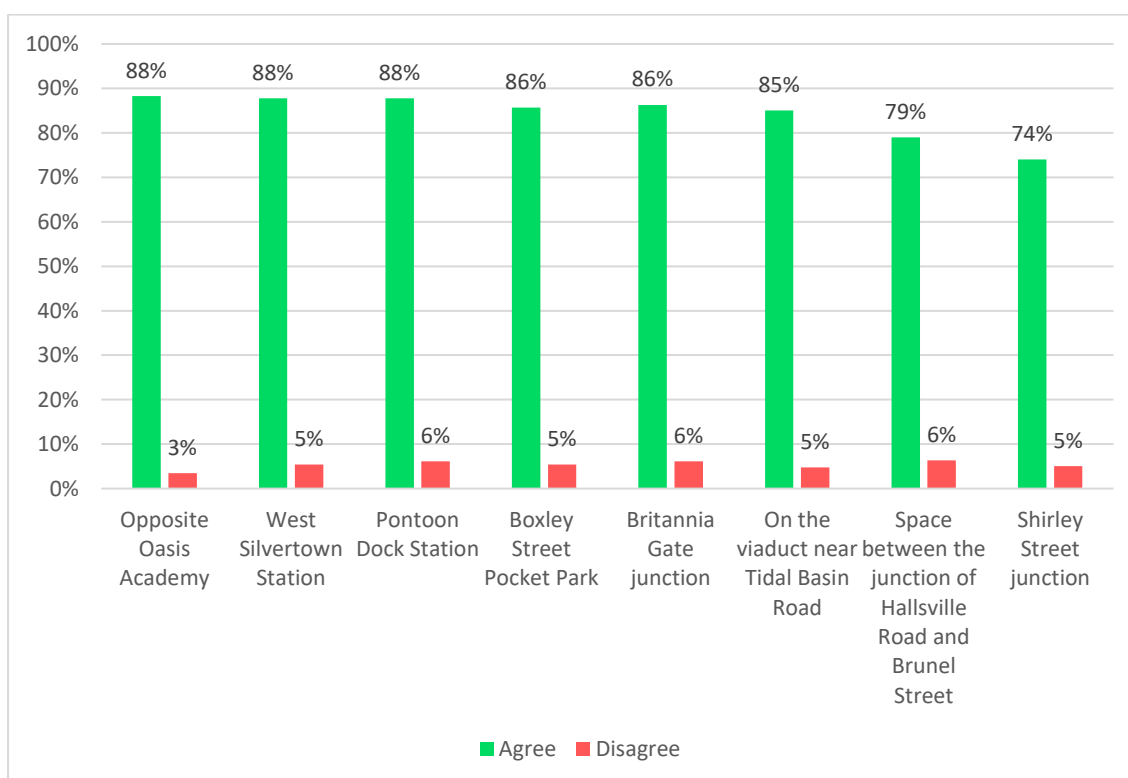
Question: Tell us how important the following are to you...

Locations and proposals

Location	Proposal
Space between the junction of Hallsville Road and Brunel Street	Create a wider pedestrian area with high quality paving to match the existing, new street trees, new planting in raingardens, and an opportunity for outdoor seating
Shirley Street junction	A new pedestrian area with high quality paving materials, creative wayfinding to key local destinations, and an opportunity for public art
On the viaduct near Tidal Basin Road	A new pedestrian area with high quality paving materials, raised planters to introduce more greenery, creative wayfinding to key local destinations, and an opportunity for public art on the viaduct
Britannia Gate junction	Widening the pavement at the junction to create a large new open space and introduce a variety of new planting contributing to biodiversity and to improve local air quality
West Silvertown Station	Pedestrian area with high quality paving materials and new trees near the station forecourt. Partially remove the existing planters on the opposite side of the road to create more space for pedestrians, improve the diversity of planting and maintenance of the existing planter
Boxley Street Pocket Park	Improve the existing space so that it becomes a more attractive walking route and place to sit with well-maintained planting and tree canopies lifted to create more passive surveillance from the street. Potential to realign the path to create a direct link and crossing to Lyle Park

Opposite Oasis Academy	Pedestrian area with new high quality paving materials, raingardens, seating, and space for outdoor activities under the DLR viaduct
Pontoon Dock Station	Pedestrian area with new high quality paving materials to create a robust and durable station forecourt. This space will include new street furniture, cycle hire facilities, new trees and planting, and better lighting and creative wayfinding. It will introduce improved visual and physical links to Thames Barrier Park and provide a new space for events and community activities
At Connaught roundabout	Create a large new public space by removing the existing roundabout. This will include improved biodiversity with woodland raingardens and trees, new seating and lighting, and an opportunity for public art

Agree ('strongly agree' + 'agree') vs. disagree ('disagree' + 'strongly disagree')



There were 57 free text comments across the Section 3, question (d), 'other' and 'further comments'. A summary of these comments can be found in Appendix A.

e) How the local community would like to see the public spaces used

Question: Tell us how important the following are to you (number of responses)

	Informal Perfor- mance areas	Informal play areas	Facilities for pop up markets	Seating areas	Cycle parking	Public art	New/ improved lighting
At Connaught roundabout	2	5	6	12	15	21	25
Pontoon Dock Station	8	3	14	16	20	17	14
Opposite Oasis Academy	4	7	9	15	14	20	15
Boxley Street Pocket Park	4	9	12	18	10	13	19
West Silvertown Station	3	1	22	13	21	18	16
Britannia Gate junction	0	7	13	16	9	9	31
On the viaduct near Tidal Basin Road	3	2	9	14	18	21	24
Shirley Street junction	1	4	11	13	15	21	24
Junction of Hallsville Road and Brunel Street	1	7	16	21	22	17	25
TOTAL	26	45	112	138	144	157	193

There were 31 free text comments across the Section 3, question (e), 'other' and 'further comments'. A summary of these comments can be found in Appendix A.

4.5 Section 4: Improvements to key junctions

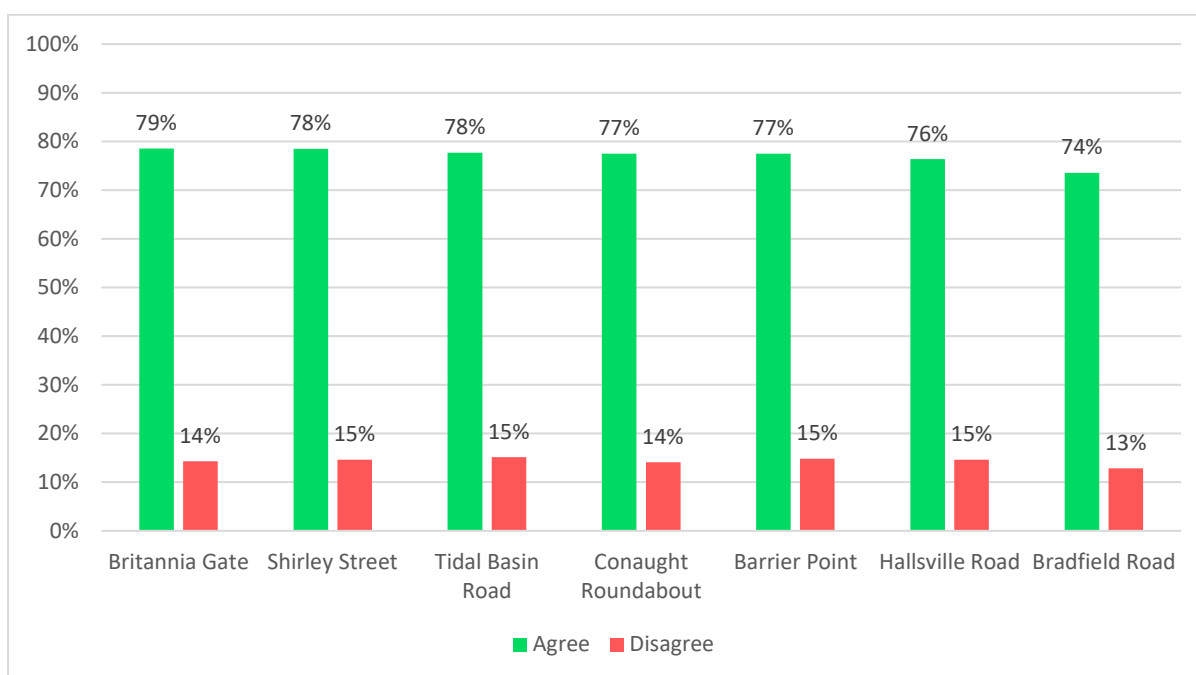
Question: Tell us how important the following are to you...

Locations and proposals

Location	Proposal
Hallsville Road junction with Silvertown Way	Narrowing the width of the roads to reduce speeds and improve safety for all road users. Signalised cycle and pedestrian facilities will also be added to the junction to improve safety and connectivity.
Shirley Street junction with Silvertown Way	Narrowing the width of the roads to reduce speeds and improve safety for all road users. The right turn into Shirley Street will be banned to improve traffic flows and to make it safer for pedestrians and cyclists to use this route.
Tidal Basin Road junction with Silvertown Way (on the viaduct)	Reconfigured to include signalised cycle and pedestrian facilities. The left turn out of Tidal Basin Road will be banned to improve traffic flows and to make it safer for pedestrians and cyclists to use this route.
Britannia Gate junction with North Woolwich Road	Narrowing the width of the roads to reduce speeds and improve safety for all road users. The re-design of the junction means that the traffic lights at this location can be replaced with a 'Give-way' junction. New crossings will be introduced at the junction entrance to improve walking and cycling connections. A traffic modelling outcome will monitor traffic flows on Britannia Gate, and this will inform a design review of the junction, if required.
Bradfield Road and Knights Road junctions with North Woolwich Road	Already narrowed as part of the interim measures. Further safety improvements will be considered as part of the forthcoming proposals, including the potential reversal of the existing one-way traffic flow on Bradfield Road and Knights Road to reduce queuing of large vehicles on North Woolwich Road

Barrier Point Road junction with North Woolwich Road	Narrowing the width of the roads to reduce speeds and improve safety for all road users. The re-design of the junction means that the traffic lights at this location can be replaced with a 'Give-way' junction. A raised continuous crossing at the junction will improve walking and cycling connections. Make Barrier Point Road a shared surface for motor vehicles, cyclists, and pedestrians as there are low traffic movements on this road.
Connaught Roundabout at Thames Road	Replace the roundabout with a 'Give-way' junction and Thames Rd will be realigned to maintain the existing vehicular access. This will create a large new public space with planting and seating, improved walking and cycling routes, and better crossing facilities.

Agree ('strongly agree' + 'agree') vs. disagree ('disagree' + 'strongly disagree')



There were 40 free text comments for Section 4 and these can be found in Appendix A.

4.6 Section 5: Interim measures and other comments

66 comments were received when asked about interim measures.

Some of the suggestions made were:

- A new pedestrian and cycle friendly river crossing
- New dedicated car club and EV charging spaces on local roads in the area
- More trees, bushes, hedges, and planting alongside roads to absorb air pollution
- More road sweeping, litter bins and general cleaning up in the area especially around the current construction sites where mud and dust are concerns.

33 comments were received when respondents were asked if they had any further comments on this section.

Further comments made included:

- More trees and green spaces in the local area
- Installation of charging points for e-bikes and e-scooters
- Street lighting should be LED to save energy
- There should be limits on HGVs on local roads
- Investment is needed in the docks area on the other side of Royal Docks
- There should be an extension to 'The Line' art trail.

5. CONCLUSION

Overall, the scheme has strong support amongst those engaged. A clear majority of respondents are either strongly supportive or supportive of objectives and proposals.

Newham Council's Highways team will review all individual comments and take them on board for further development of the scheme. Comments that provide further details that would be of benefit for designers of the scheme can be found in:

- Section 4.4 of this report
- Appendix A – Free text comments
- Appendix B – Community Engagement

As of March 2022, Oasis Academy school works are nearing completion and the school is due to open early spring 2022. It is the Council's intention to deliver highway improvement works in the locality of the school to make it safe and convenient for the school attendees.

Construction planning for further phases of the Royal Docks Corridor will begin once funding arrangements are made more clear.

Appendix A – Free text comments



Appendix A

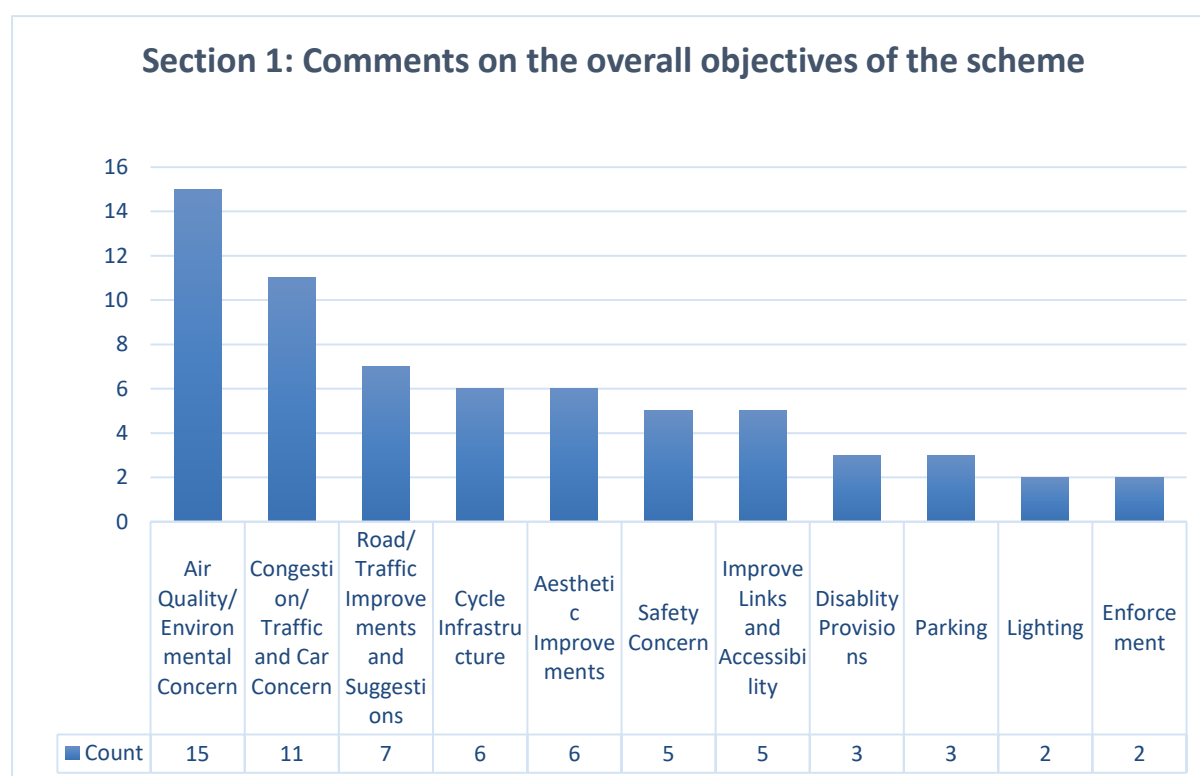
Royal Docks Corridor Community Engagement on Concept Designs July 2021

Free-text comments

Overview

185 responses were recorded for this survey which came via an online and hard copy. There was a total of 572 comments left across the 13 free text questions, which are analysed below in the graphs below. Please note that some comments contained more than one theme and therefore may have been counted under more than one heading.

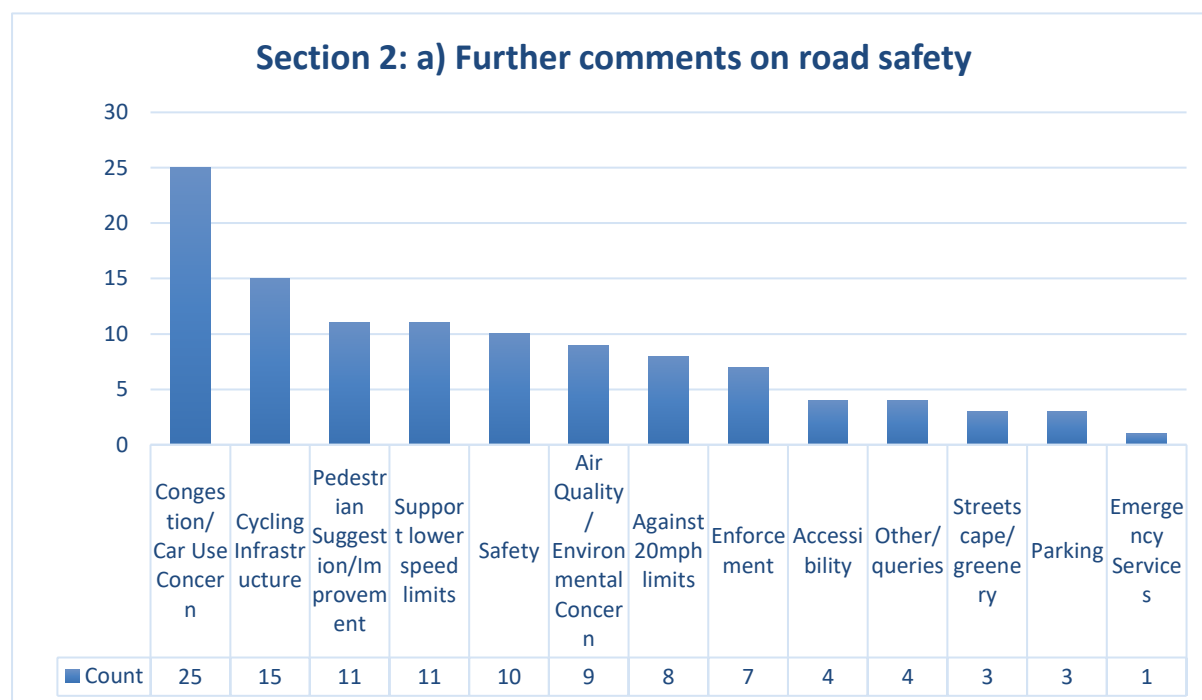
Section 1: Overall objectives of the scheme



- There were 47 free text comments for this section.
- The most important issue for respondents was air quality or environmental concern with 15 comments mentioning this. Comments regularly referenced HGV usage on roads as being an issue. Such comments included:
 - "Heavy traffic from Vehicles and HGVs is dangerous in terms of Speed, Noise Pollution and Air Pollution"*
 - "The dust issue needs urgently addressing. Even with your proposals, there are still HGVs/construction vehicles using the road every day"*
- The next most mentioned issue was traffic congestion with 11 comments mentioning such matters as increased congestion as a result of making the roads one way. Again, more air pollution occurring and HGVs was a primary concern.
- The third most mentioned issue with 7 comments related to road traffic improvements with comments mentioning better signalisation and more restriction needed to reduce air pollution.

- Other concerns included accessibility and links to local amenities, disability provisions and road/traffic improvements and suggestions.

Section 2: a) Further comments on road safety proposals



- There were 68 free text comments for this section.
- 25 comments were made on congestion/car use concern. Common comments were:

“Narrowing roads will increase congestion and pollution”

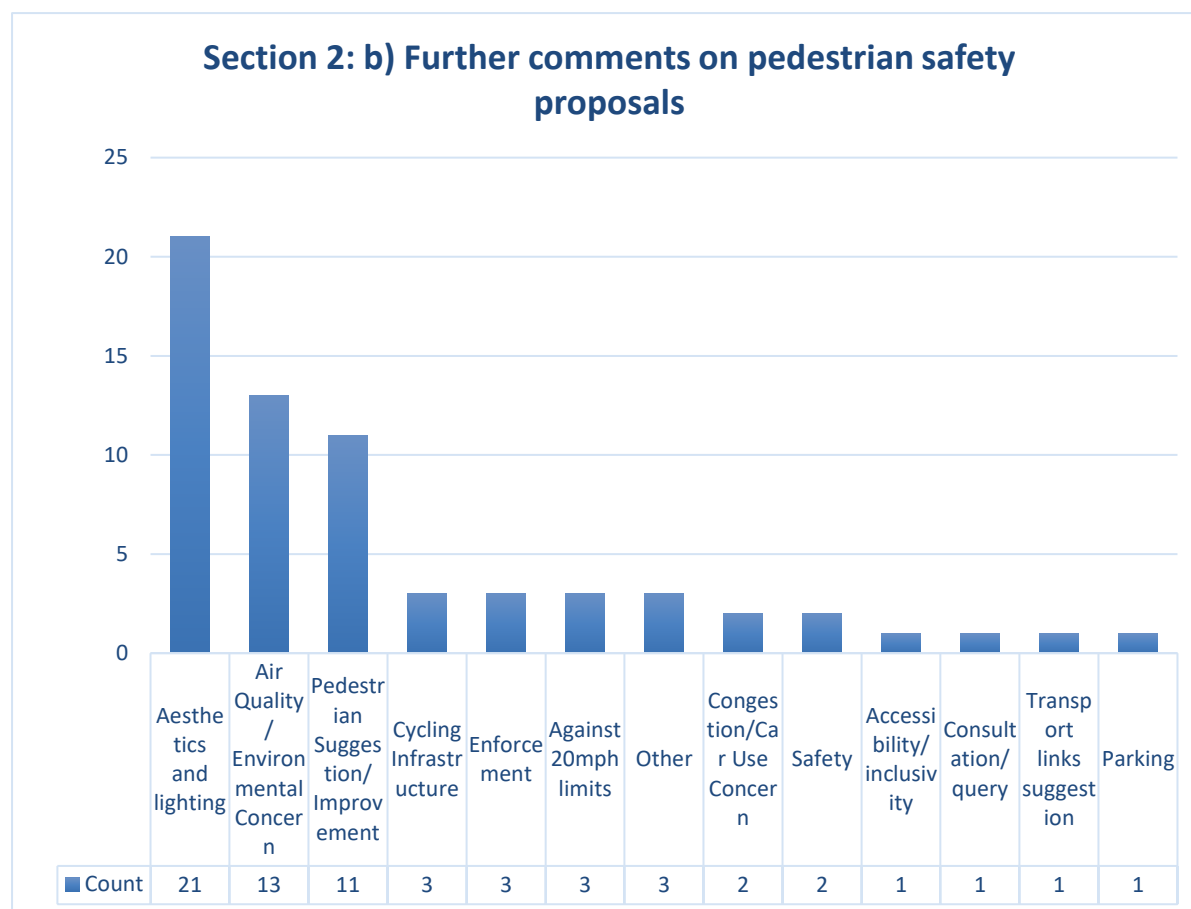
- Cycling infrastructure was mentioned by 15 of the respondents. Some examples of comments were:

“Cycle lanes must be protected from side road traffic”

“Vital that the wide junctions are re-designed to reduce crossing distances for pedestrians and cyclists AND also to reduce motor vehicle turning speeds”

- 11 respondents mentioned comments regarding pedestrian suggestions/improvements and mentioned supporting lower speed limits.
- Other comments received included, safety, air quality or environmental concerns, being against the 20mph limit, enforcement, accessibility, streetscape/greenery, parking, and access for emergency services.

Section 2: b) Further comments on pedestrian safety proposals



- There were 46 free text comments for this section.
- The highest number of comments received was 21 supporting aesthetics and lighting.

"More trees and green space"

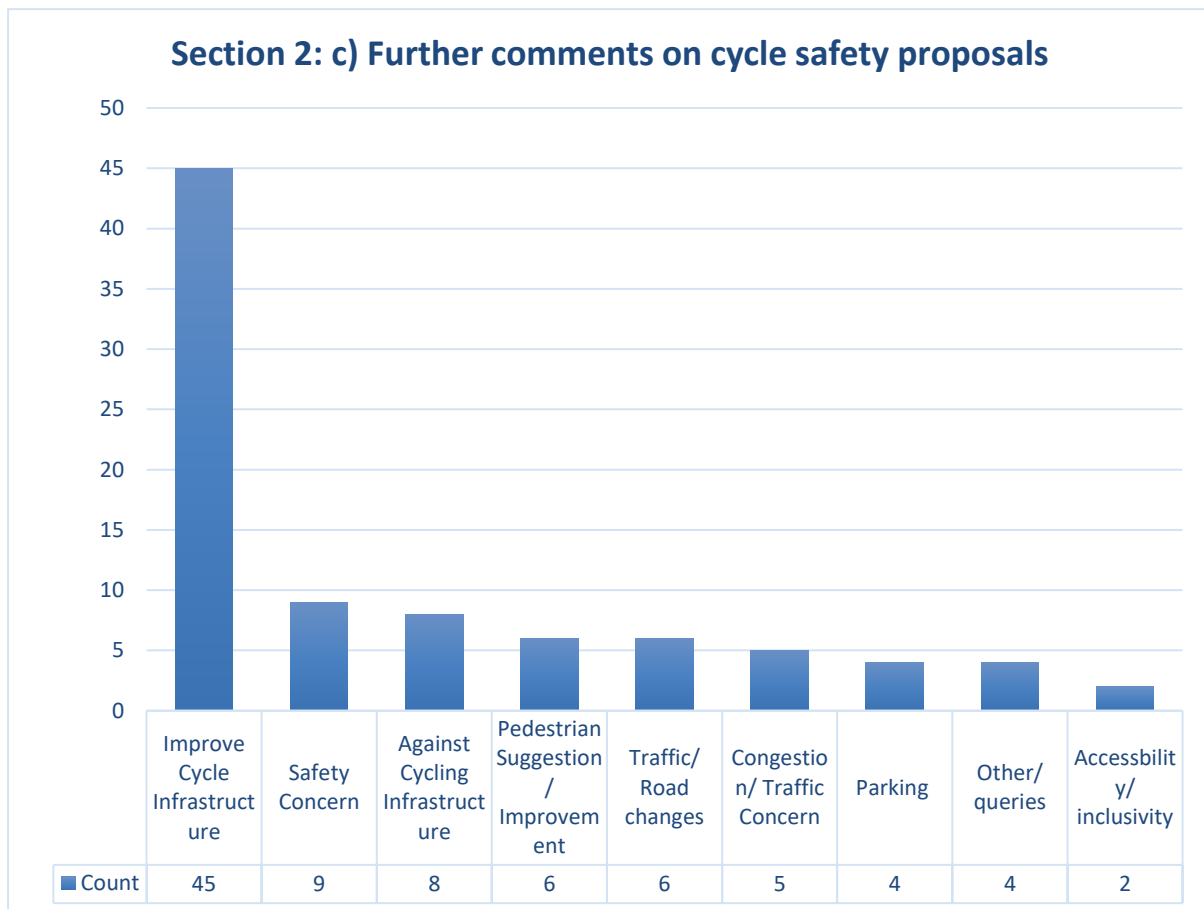
"There is simply no green, community spaces in the area"

- The second most mentioned theme was 13 responses regarding air quality/environmental concern.

"The air quality in the area is poor, and the new tunnel traffic is a risk"

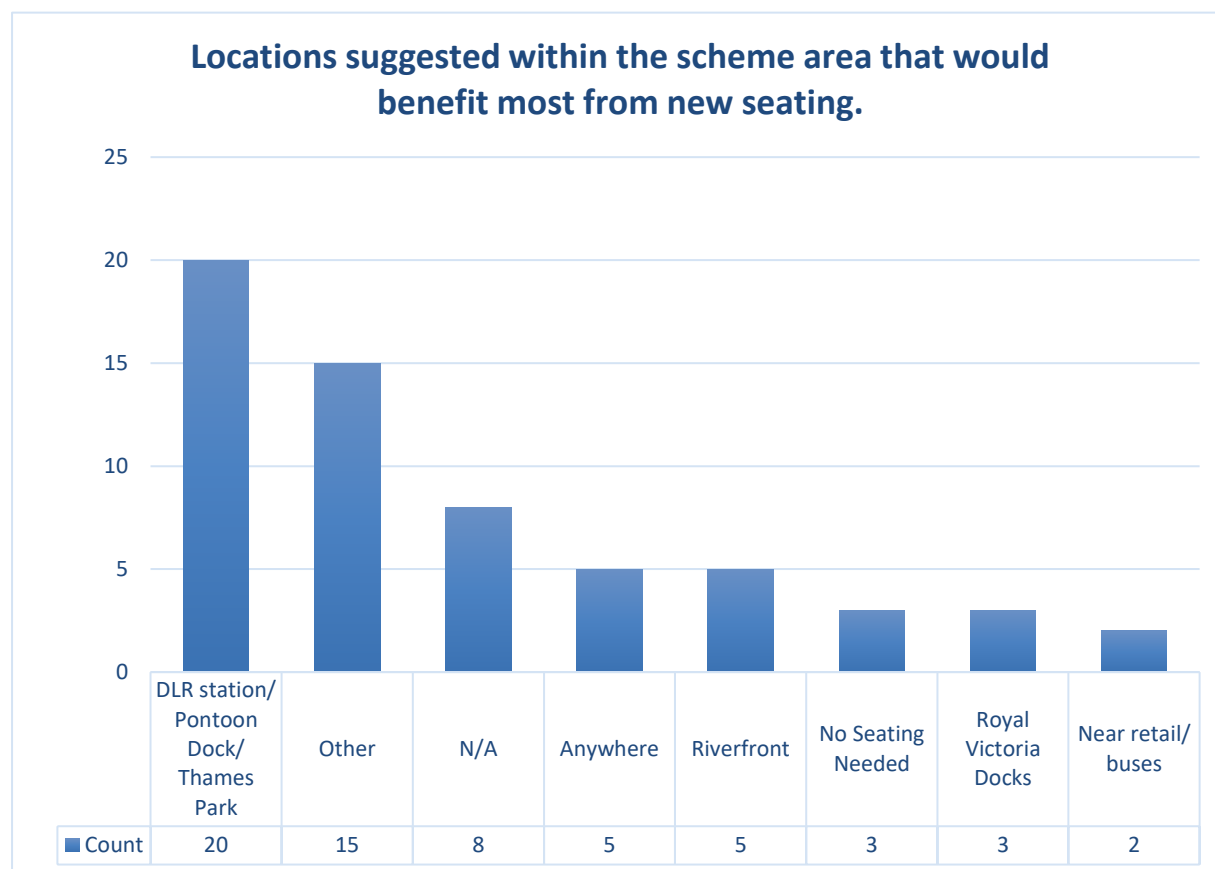
- 11 responses mentioned pedestrian suggestions/improvements such as more pedestrian crossings and raised tables to make the area safer for pedestrians.
- Other comments received included cycling infrastructure, enforcement, against the 20mph speed limits, congestion/car usage concern, safety, accessibility consultation, transport links and parking.

Section 2: c) Further comments on cycle safety proposals



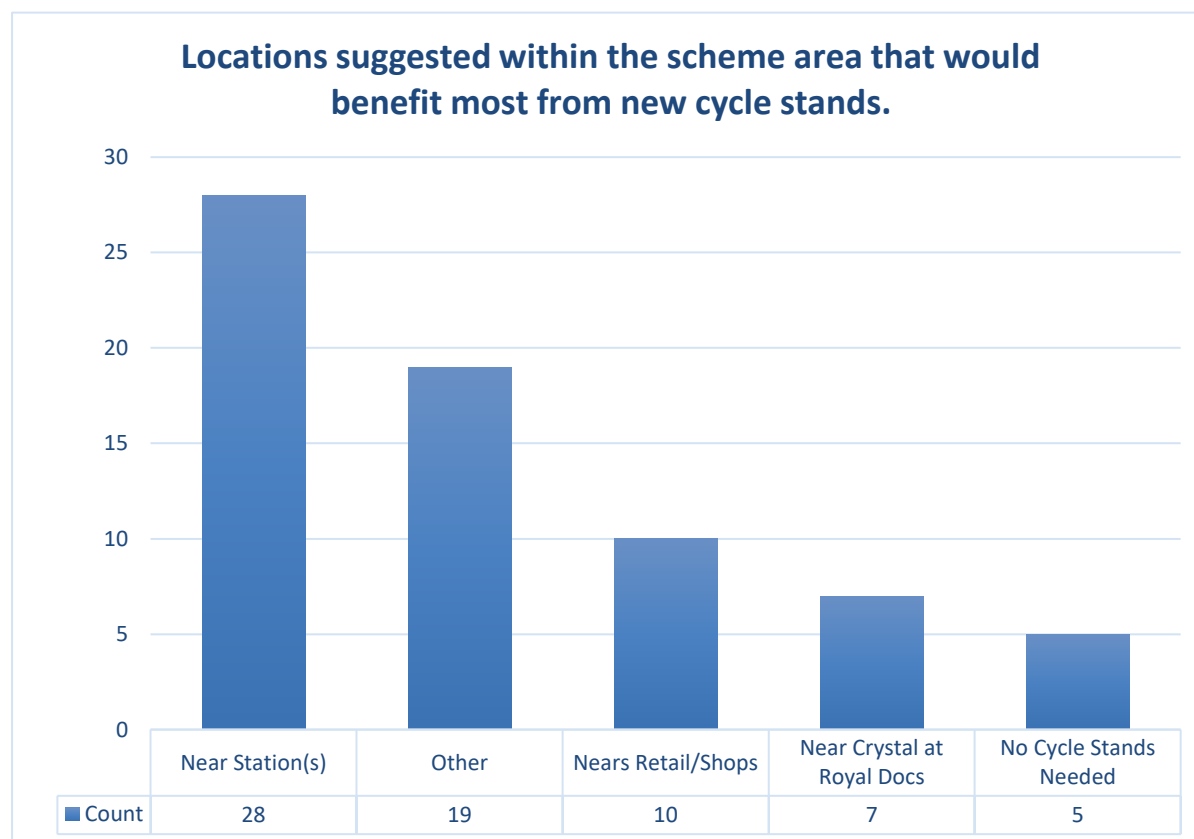
- There were 66 free text comments for this section.
- 45 comments mentioned improvements to cycle infrastructure.
“Improve cycle connections to existing networks such as CS3”
“There need to be cycle shelters installed (lockable, rentable spaces)”
- 9 respondents said they were concerned about safety.
“Cycle lanes need to be segregated to improve safety”
- 8 comments were against cycling infrastructure stating such things as cycle lanes increasing congestion and already having existing cycle lanes.
“Do not add cycle lanes. Causing more traffic. The amount of cyclist users are minimal”
- Other comments received were pedestrian suggestions/improvements, traffic/road changes, congestion/traffic concerns, parking and accessibility/inclusivity.

Respondents were asked to suggest locations for new seating within the scheme area



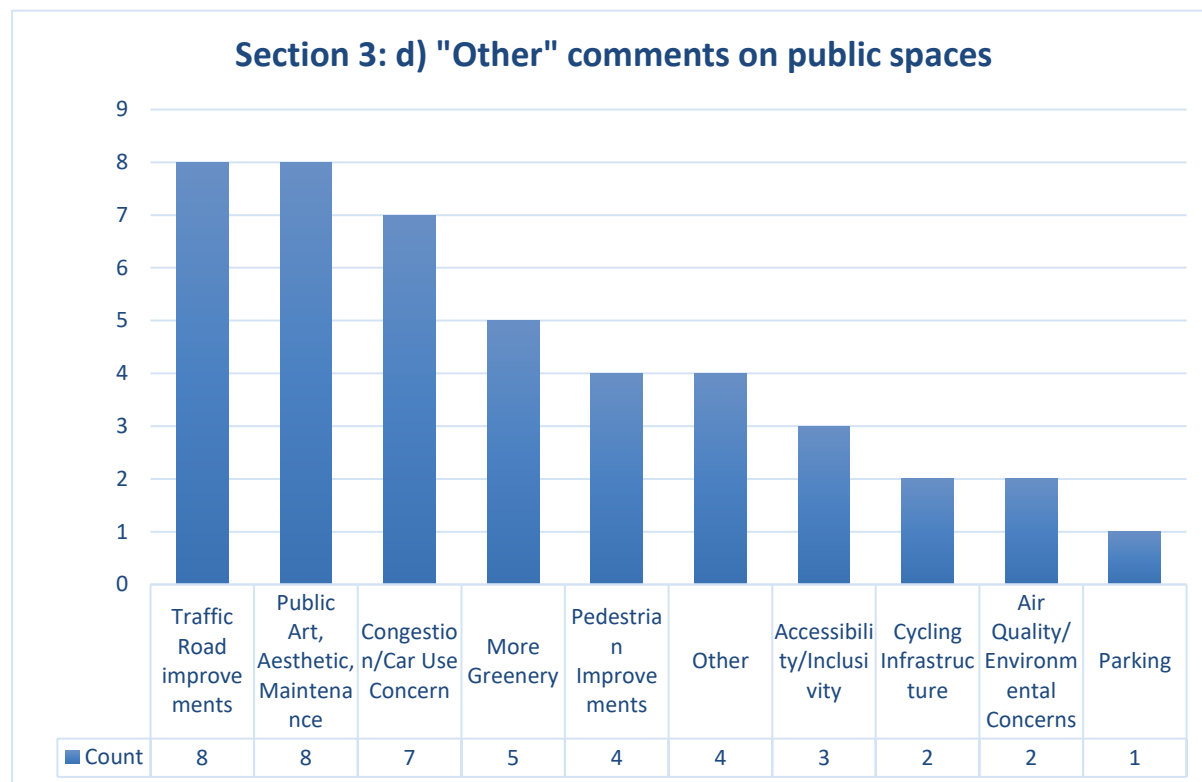
- There were 55 free text comments for this section.
- The highest suggestion made for new seating was in the DLR station/Pontoon Dock/Thames Park with 20 responses.
- 15 comments received suggested other locations such as near DLR Stations, Britannia Village and Lyle Park.
- 8 comments were not applicable as they did not suggest alternative locations.
- 5 comments suggested seating to be placed anywhere as long as there was more seating in the area to support frailer members of the community.
- 5 comments suggested seating along the riverfront.
- 3 comments said no seating was needed and 3 comments suggested the Royal Victoria Docks as a location for new seating.
- 2 comments suggested seating near retail/buses.

Respondents were asked to suggest locations for new cycle stands within the scheme area



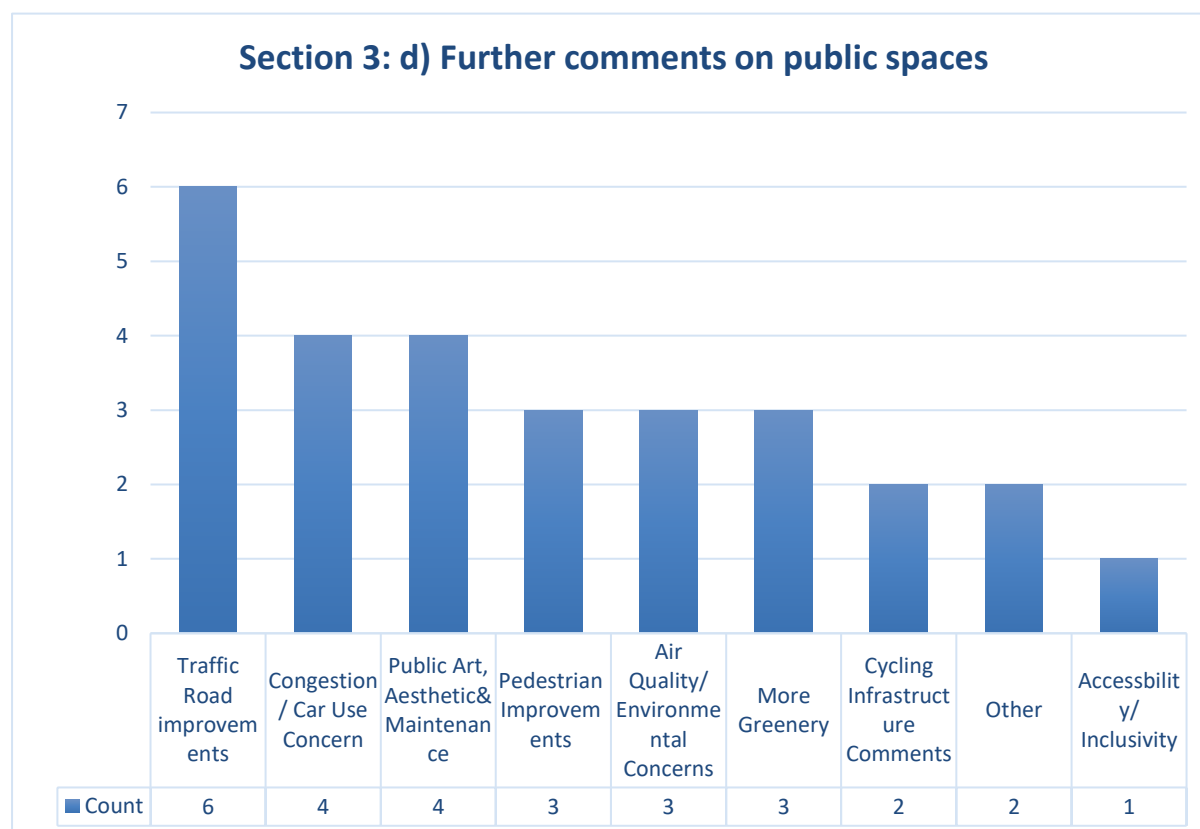
- There were 56 free text comments for this section.
- The most selected location for new cycle stands was near the station with 28 respondents.
- 19 suggestions were made for other locations such as all over the scheme area, Lyle Park, West Silvertown Station and other specific locations.
- 10 comments suggested new cycle stands near retail/shops.
- 7 comments suggested new cycle stands near the Crystal building at Royal Docks.
- 5 had commented on not needing any more cycle stands in the area.

Section 3: d) Public spaces - "other" comments



- There were 33 free text comments for this section.
- 8 comments were received mentioning traffic/road improvements. These were suggestions regarding specific areas within the scheme.
 - "Wesley Avenue requires a system to reduce the speed of the cars"*
 - "Please consider creating a bus gate along North Woolwich Road"*
- 8 comments were received mentioning public art, aesthetics and maintenance.
 - "The upkeep of existing plants and greenery is essential"*
- 5 comments supported more greenery in public spaces.
- Other comments referred to pedestrian improvements, accessibility/inclusivity, cycling infrastructure, air quality and parking.

Section 3: d) Public spaces – further comments



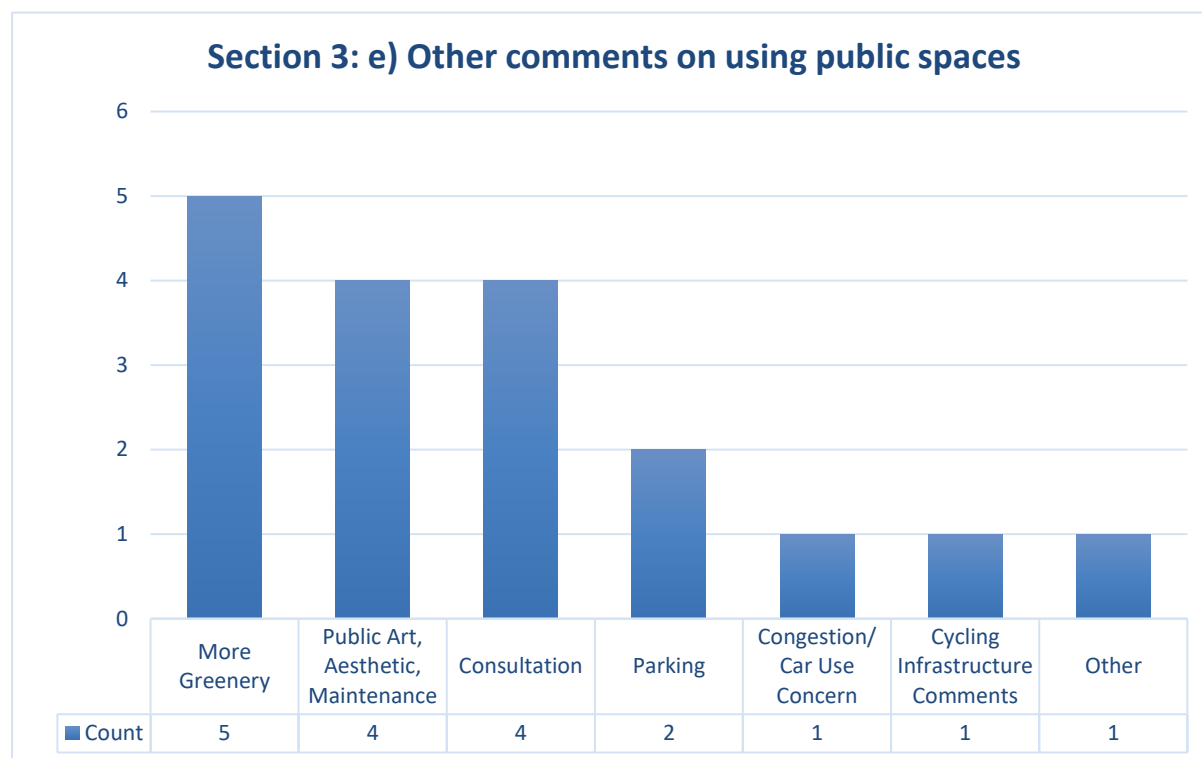
- There were 21 free text comments for this section.
- 6 respondents commented on traffic/road improvements. Comments listed specific areas/roads that they thought required improvements.

“Sort the infrastructure out first”

“The junction of A1011 and Hallsville Road is particularly unpleasant and needs work”

- 4 respondents commented on congestion/car use as a concern. Comments related to the scheme increasing congestion and worsening air pollution as a result.
- 4 respondents mentioned public art and other aesthetics in public spaces. Comments detailed upkeep of greenery and including more planting in the area.
- Other comments supported pedestrian improvements such as crossings and pavement improvements. cycle infrastructure and more greenery. Some of the comments indicated concerns about air quality or other environmental concerns.

Section 3: e) Public spaces – other comments on how the local community would like to see the public spaces used

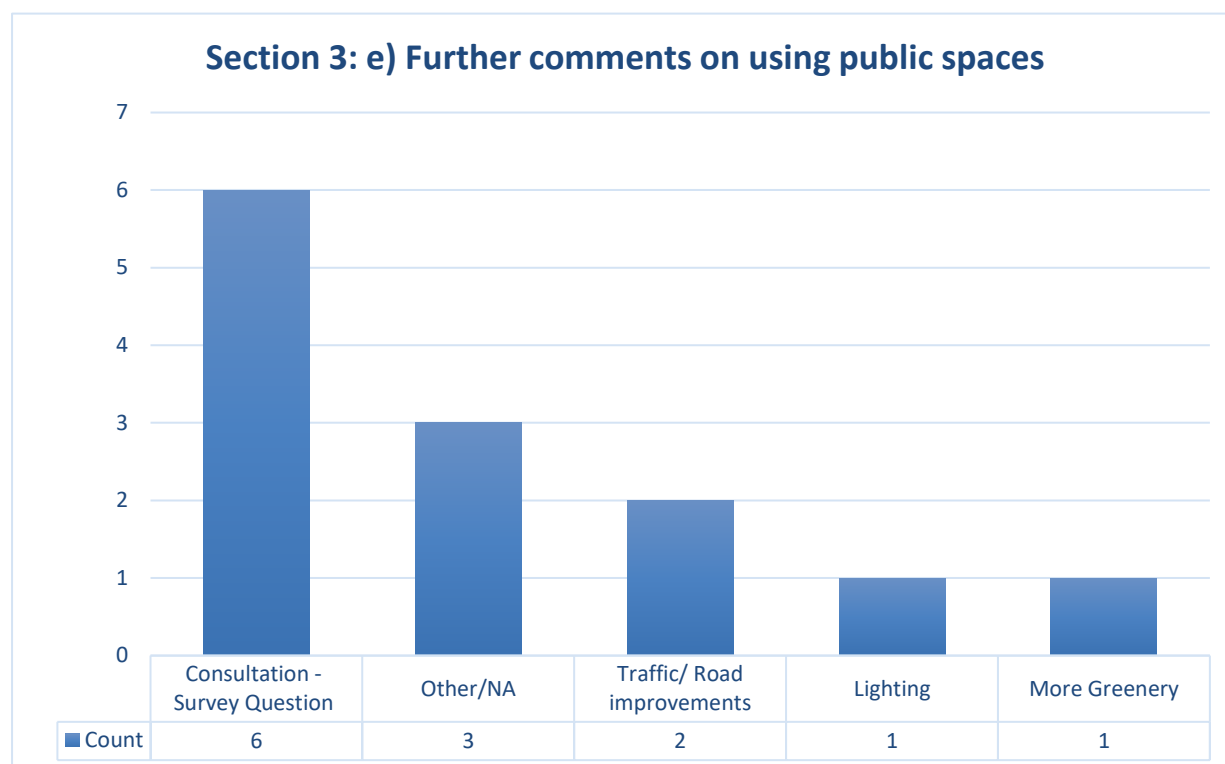


- There were 16 free text comments for this section.
- 5 comments mentioned more greenery in public spaces.

"More Green-Spaces are required. All the above areas are starting to look like concrete jungles."

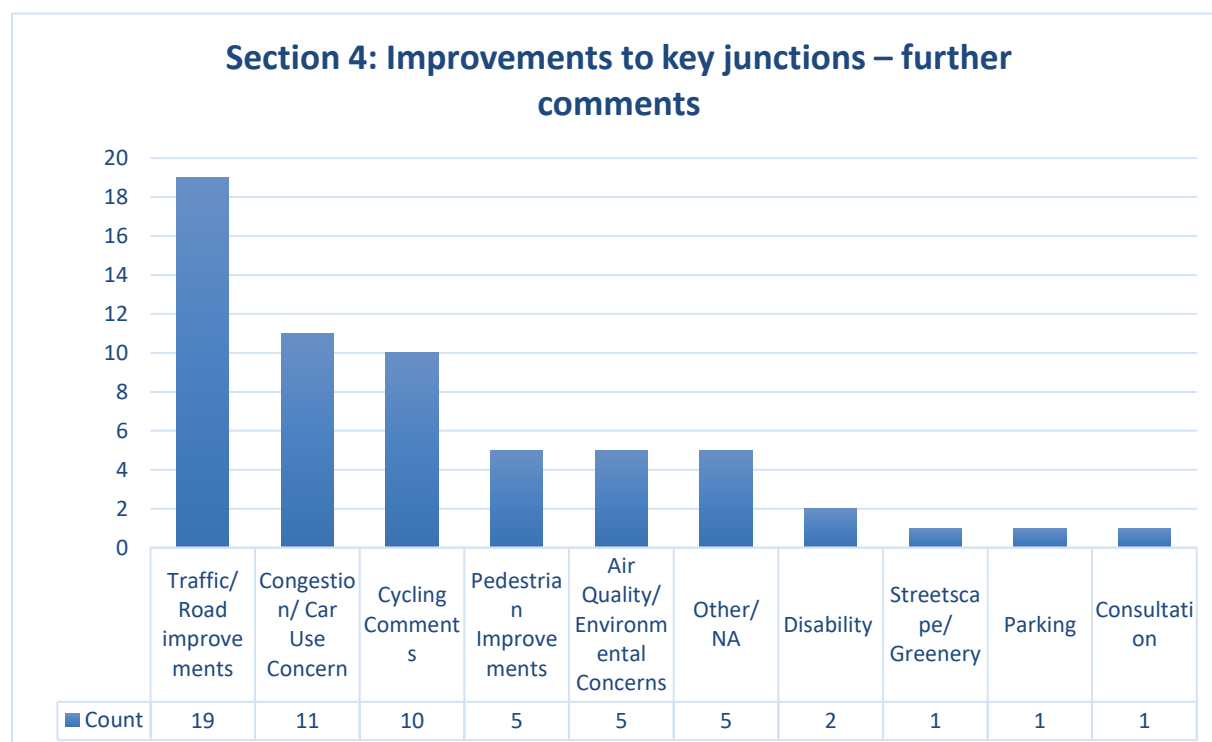
- 4 comments mentioned public art, aesthetics and maintenance in public spaces.
- 4 comments referred to the consultation process.
- 2 comments referred to parking.
- 1 comment was left regarding congestion/car use concern and cycling infrastructure.
- 1 comment was not relevant to the question.

Section 3: e) Public spaces – further comments on using public spaces



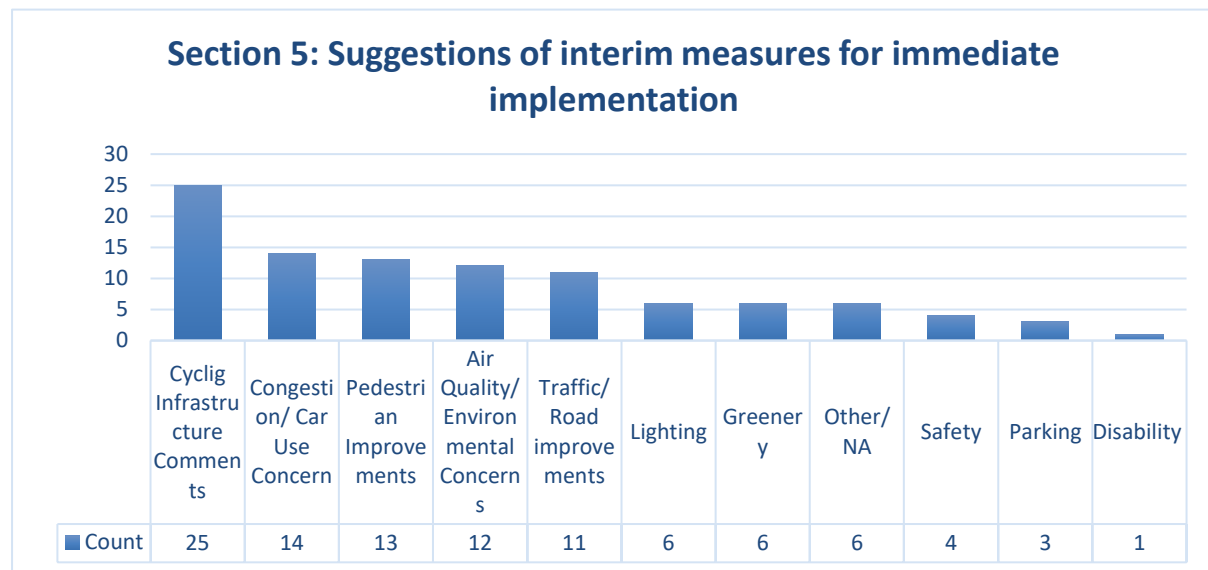
- There were 13 free text comments for this section.
- 6 comments received were regarding the consultation questions being phrased vaguely, not allowing more than option to be selected for some questions and not understanding question 17.
- 2 comments were made about traffic and road improvements such as fixing potholes and general maintenance.
- 1 comment mentioned needing better lighting in the area and 1 comment mentioned introducing more greenery.
- Other comments received were unrelated to the question.

Section 4: Improvements to key junctions – further comments



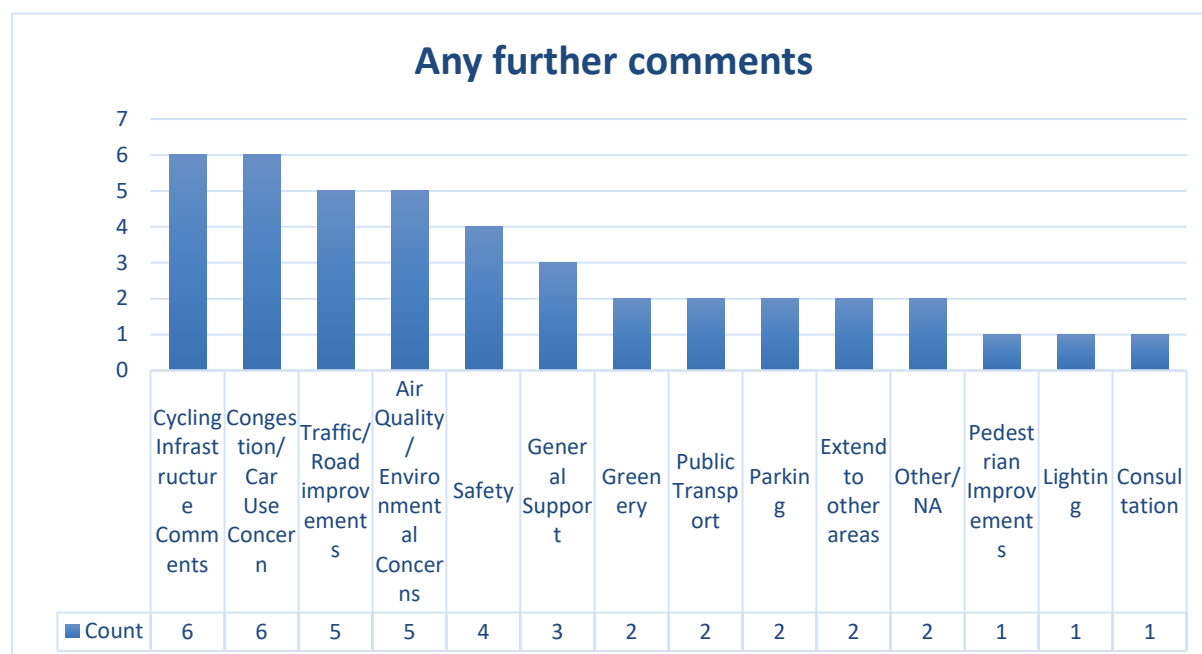
- There were 40 free text comments for this section.
- 19 comments mentioned traffic and road improvements. Each comment provided very specific details as to what the respondent thought was required at a specific location.
- 11 comments mentioned congestion/car use concern. Comments were made referring to specific roads within the area and generally commenting on how they feel the scheme will increase traffic.
- 10 comments mentioned cycling with a recurring concern being the safety of cyclists when crossing side roads and connecting to existing networks like CS3.
- 5 comments suggested pedestrian improvements such as crossings and pavement improvements in specific locations within the scheme area. Such roads mentioned include Barrier Point Road junction, Shirley Street, Hallsville Road and Connaught Roundabout/Connaught Road.
- 5 comments raised concerns with air quality, often quoting pollution caused by HGV vehicles.
- Other comments made by respondents referred to disability, streetscape/greenery, parking and consultation.

Section 5: Interim measures and any other comments



- There were 64 free text comments for this section.
- 25 comments mentioned improvements to cycle infrastructure. Some comments included:
 - Better Lighting.
 - Connecting to existing cycle highways (CS3).
 - Better, wider, segregated cycle lanes.
- 14 comments were expression of concern about congestion and car use with comments mentioning that more traffic calming measures are required.
- 13 comments raised the need for pedestrian improvements, introducing more crossings and making the area a safer and more pleasant area for pedestrians.
- 12 comments raised concerns with air quality. Comments commonly raised pollution produced by normal vehicles and HGVs creating large amounts of dust.
- 11 comments mentioned traffic and road improvements. Comments included:
 - Restrictions to HGVs, comments relating them posing a danger to cyclists and causing dust/dropping waste along the roads.
 - Speed limit reduction and traffic calming measures such as speed cameras and speed humps.
 - Cleaner streets.
- Other comments received supported pedestrian improvements such as crossings and pavement improvements, new lighting, more greenery, and concerns about safety. There were also 3 requests for more parking and 1 comment to consider the needs of the disabled when designing the proposal.

Any further comments



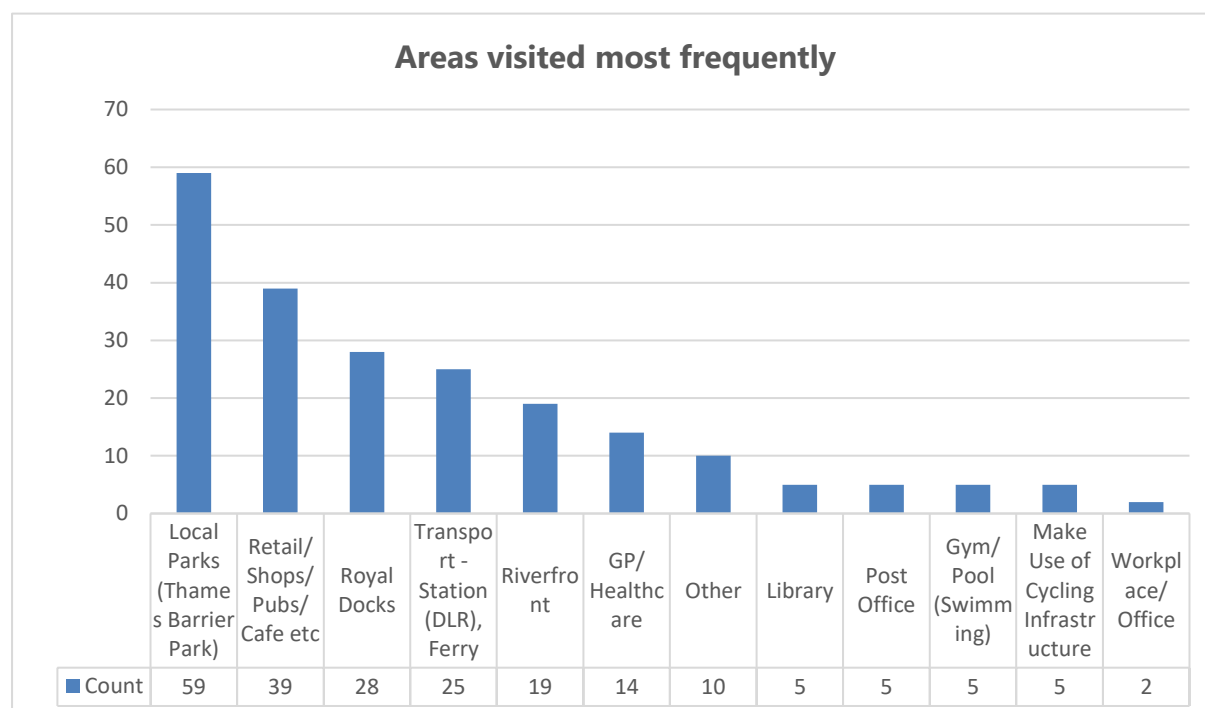
- There were 33 free text comments for this section.
- 6 comments mentioned cycling infrastructure and congestion/car use concerns.

"Please make sure cyclists are protected at junctions as well"

"The narrowing of roads along the corridor will create more traffic congestion (especially home delivery including Uber Eats and Deliveroo)"

- 5 responses suggest traffic/road improvements and 5 comments mentioned air quality/environmental concerns.
- 4 respondents raised concerns about safety commenting on making the general area safer through slower vehicle speeds and better policing.
- The remaining comments touched upon general support for the scheme, more greenery, more bus services, more parking, extending this scheme to other areas, more crossings, better street lighting and a general comment regarding the consultation, querying whether results will be made public.

Which local facilities do you visit most frequently?



- There were 131 free text comments for this section.
- 59 said they visit the local parks.
- 39 said they visited retail, shops, pubs, cafes, etc.
- 28 visited the Royal Docks.
- 25 visited transport locations.
- 19 visited the riverfront and 14 visited GPs or other healthcare facilities.
- Other locations included the library, post office, gym or swimming pool or workplaces.

Appendix B – Map-based comments



Royal Docks Corridor Improvement Scheme Community Engagement

Summer 2021

Introduction

Through engaging with the community, Royal Docks Team (RDT), in partnership with Newham Council (LBN), are proposing various improvements by considering the wants and needs of the community.

Community engagement for the Royal Docks Corridor has been undertaken through several channels to reach as many residents and businesses as possible. These channels encompass face to face engagement, online engagement, and printed publications to ensure accessibility. Further details of the engagement activities are below.

1. Over 10,000 leaflets including background information, and a plan of the project area were distributed by LBN to local households.
2. Online engagement platform:
 - Online Survey
 - Question and Answer Forum
3. Three engagement sessions were held for local residents to come and give their comments verbally and discuss the proposals. These sessions were held at different times and locations, with two being virtually held online:
 - Thursday 8 July, Virtual meeting between 2-4pm
 - Saturday 17 July, at Thames Barrier Park, next to the café, 12-4pm
 - Thursday 22 July, virtual meeting between 5-7pm
4. The RDT and LBN conducted three walkarounds with the Public Spaces Community Working Group, Newham Cyclists and Enabled Living & Vision Impaired community group.

The deadline for feedback was Friday 30th July, although feedback received after this deadline was still considered, where possible.

In total, 180 responses were received for the online survey as well as seven, via drop-in session, which were manually entered into the online survey. Feedback was collated from the walkarounds with the community groups and points were also noted from the online drop-in sessions that LBN held independently.

125 respondents identified themselves as residents, 82 of the respondents said they use the local facilities in the area, 34 said they work in the area, and 84 say they travel through the area onto other places. People were able to choose more than one option.

Feedback from the various engagement sources mentioned is organised around five themes. The five themes include elements where there is the greatest opportunity for the public to influence the outcome and input creatively.

Further details of the five engagement themes are below.



Creative Wayfinding & Public Art

- Wayfinding and public art (e.g. murals, creative lighting, signage)
- NWR Public art programme



Sustainability & Planting

- Planting options
- Community growing/greening
- Sustainability/climate adaptation



Animating & Activating Space

- Street furniture (e.g. seating/bicycle stands)
- Informal play
- Activate spaces under DLR Viaduct



Diversity, Accessibility, Inclusion & Identity

- Enabling all to feel safer, welcomed, attracted to the space
- Enabling access & movement for all (amenities/transport)



Cycling & Connectivity

- Links and junctions
- Future connective developments



Images by Kiron Ponnath

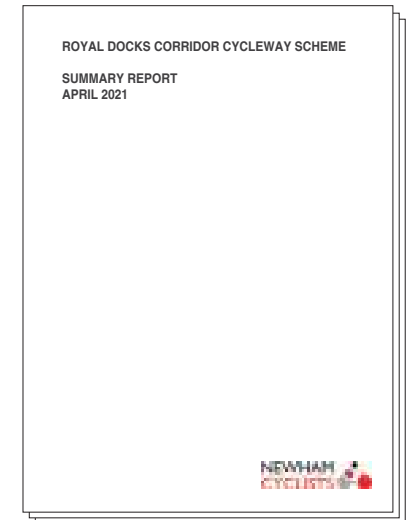
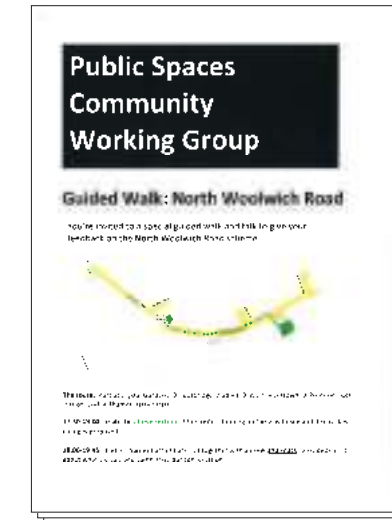
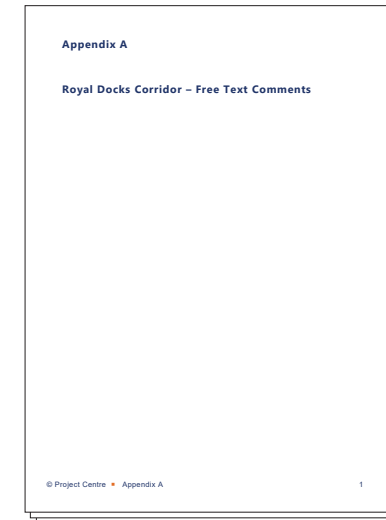
Reference Documents

The engagement summary has extracted community feedback from several channels that represent as many residents and businesses as possible encompassing face to face engagement, online engagement, and printed publications ensuring accessibility.

The documents referenced collate responses from these sources -

- Leaflet distribution
 - The London Borough of Newham (LBN) distributed leaflets to the consultation area.
- Public Drop-in sessions
 - LBN hosted two in person drop-in sessions as well as one virtual session.
- Social Media
 - LBN advertised the engagement via their official Twitter account on the following dates:
 - 2nd July 2021
 - 6th July 2021
 - 7th July 2021
 - 20th July 2021
 - 27th July 2021
 - 28th July 2021
- Online
 - A webpage hosting all the information was created where people could view all the information, proposals, artist visualisations and fill in the online survey – www.consultprojectcentre.co.uk/royaldockscorridor. This page was also accessible from a main landing page, hosted by Project Centre Limited (PCL) for LBN, containing all current engagements on various proposals (consultprojectcentre.co.uk/ournewhamstreets). The online survey comprised of five sections which people were able to choose which they would like to respond to. A full breakdown and analysis of these responses can be found in section 4.
- Hardcopy Surveys

LBN also made available hard copy surveys for their in-person drop-in sessions. These were then scanned over to PCL who manually entered the information into the online survey. Some questions on the online survey were only requesting one response, however some of the written responses gave more answers than was able to be input. For this reason, those responses were left blank.



*please refer to the Appendix for full reports



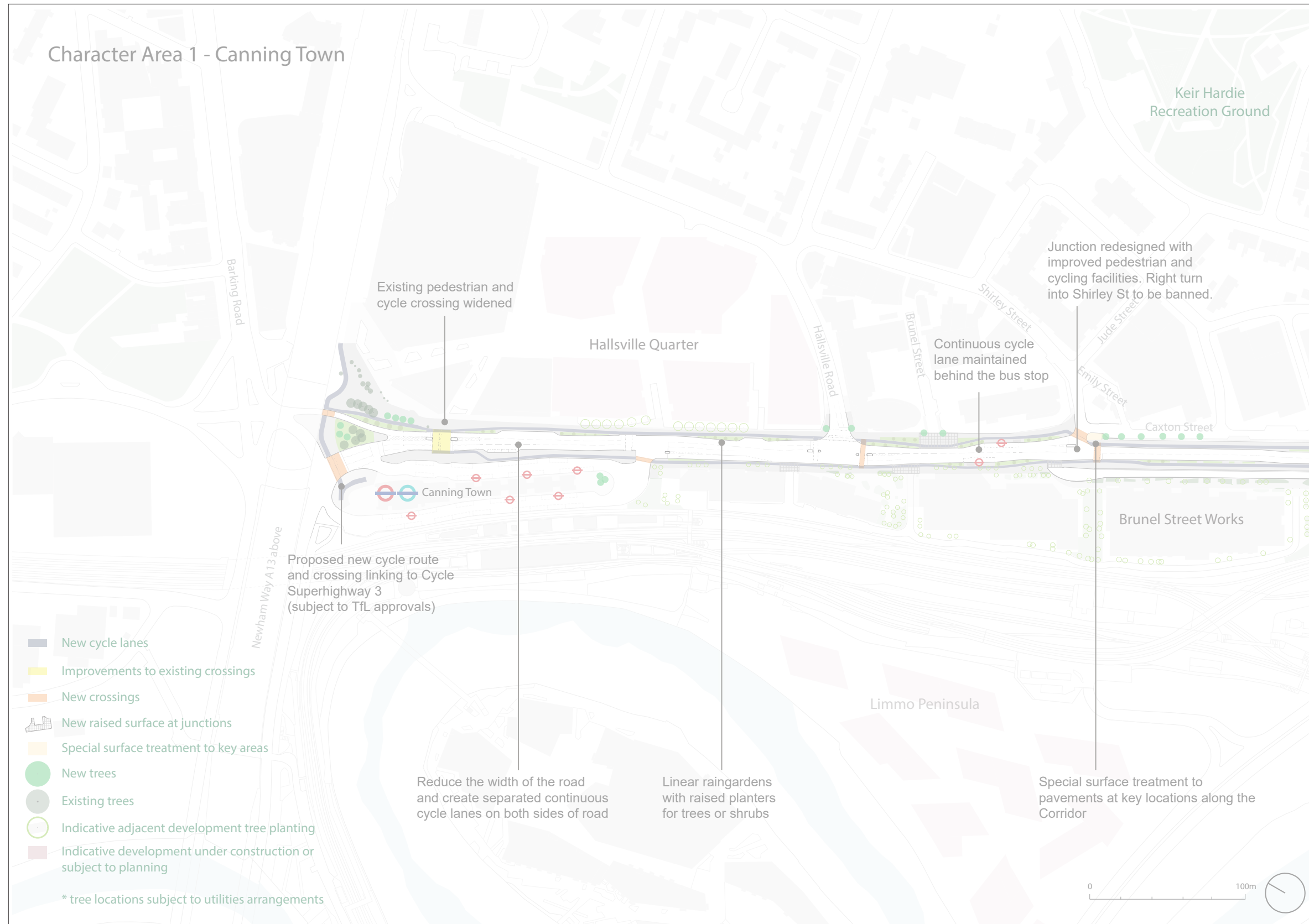


Character Area 1

Engagement Feedback

Character Area 1: Canning Town - Creative Wayfinding and Public Art

Character Area 1 - Canning Town was not included in the walkaround tours therefore these plans have less place specific feedback. Feedback from the surveys has been included where appropriate. Feedback captions start from next page.

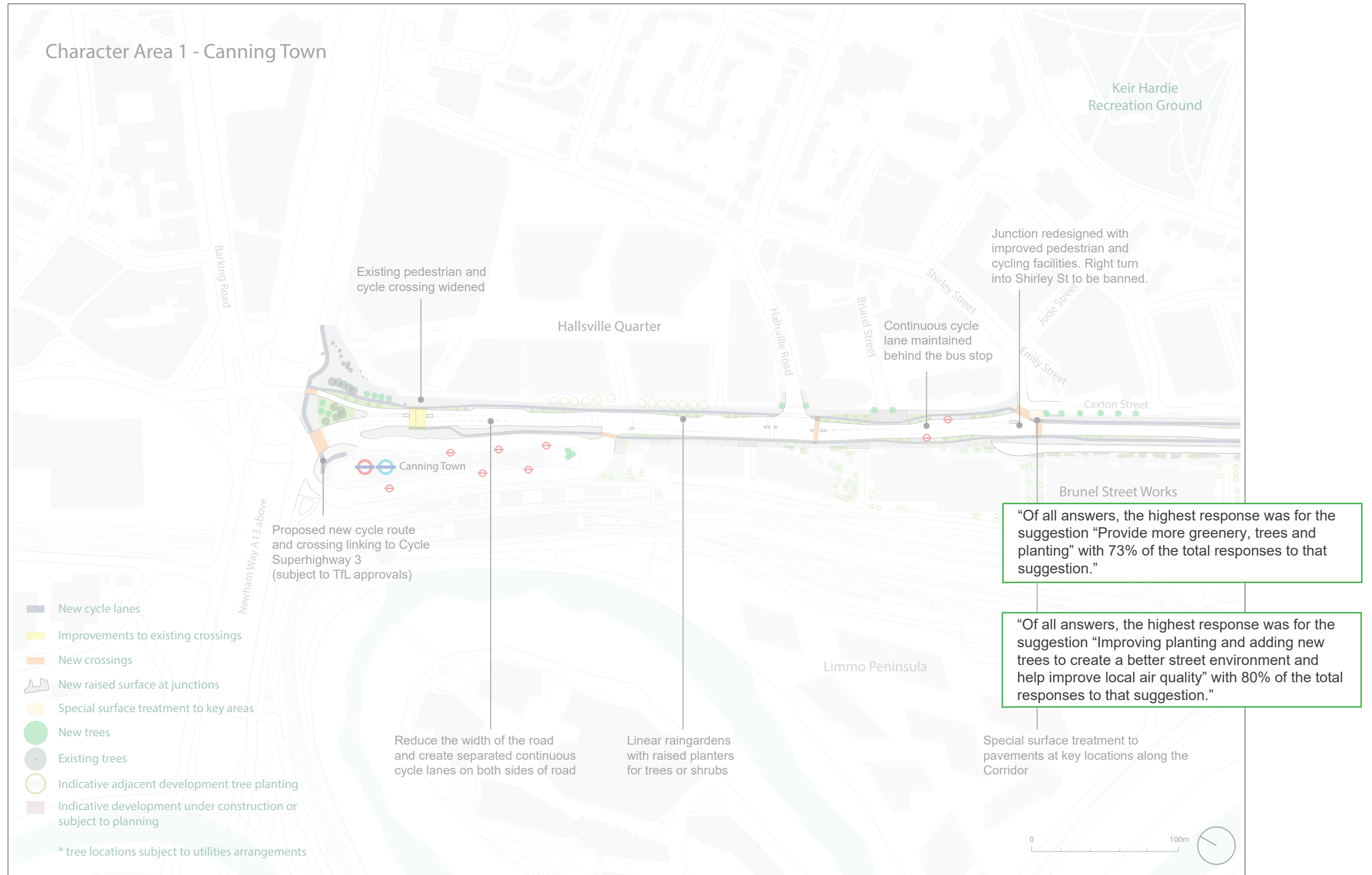


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**feedback marker locations are approximate

Engagement Feedback

Character Area 1: Canning Town - Sustainability and Planting

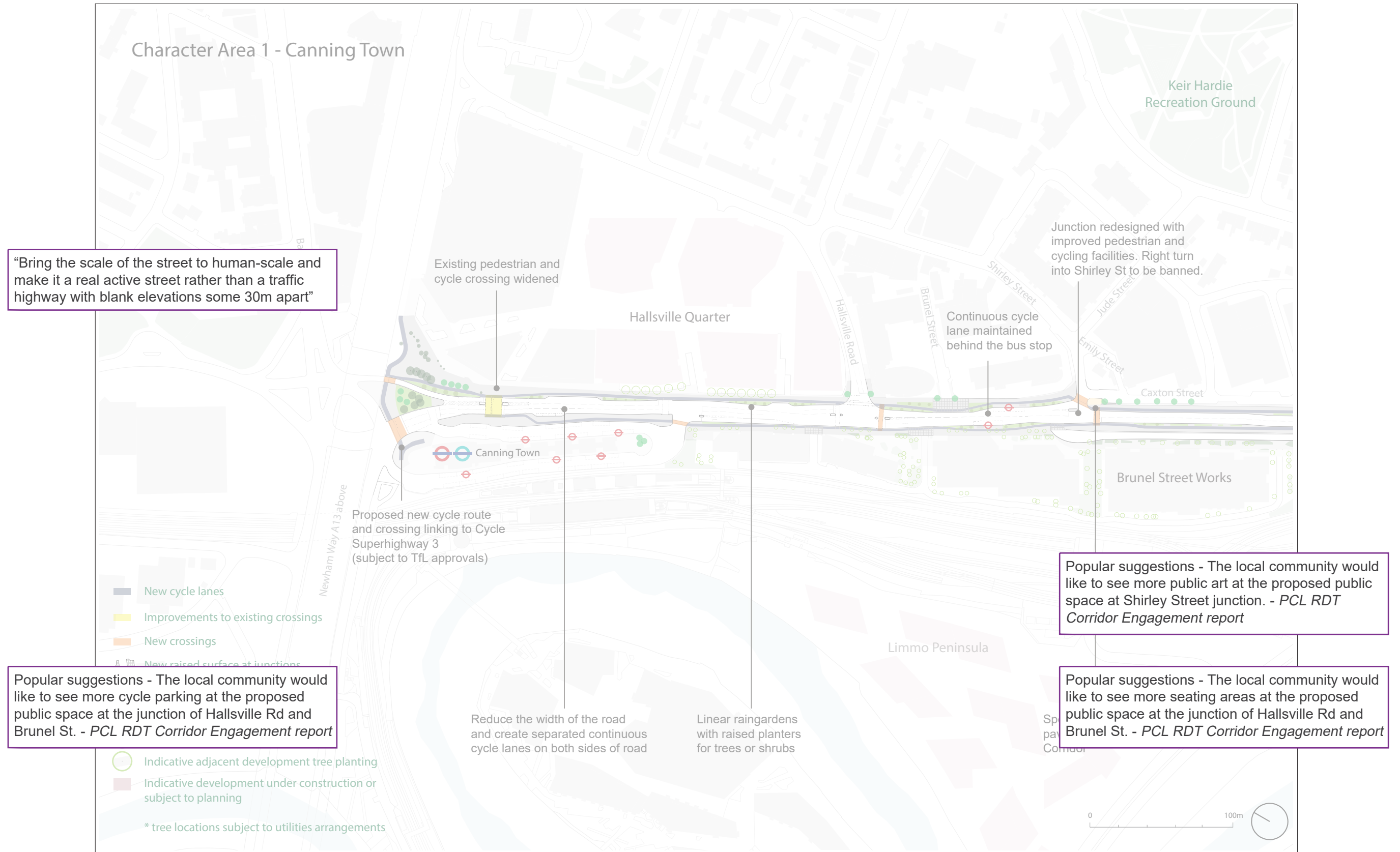


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**feedback marker locations are approximate

Engagement Feedback

Character Area 1: Canning Town - Animating and Activating Space

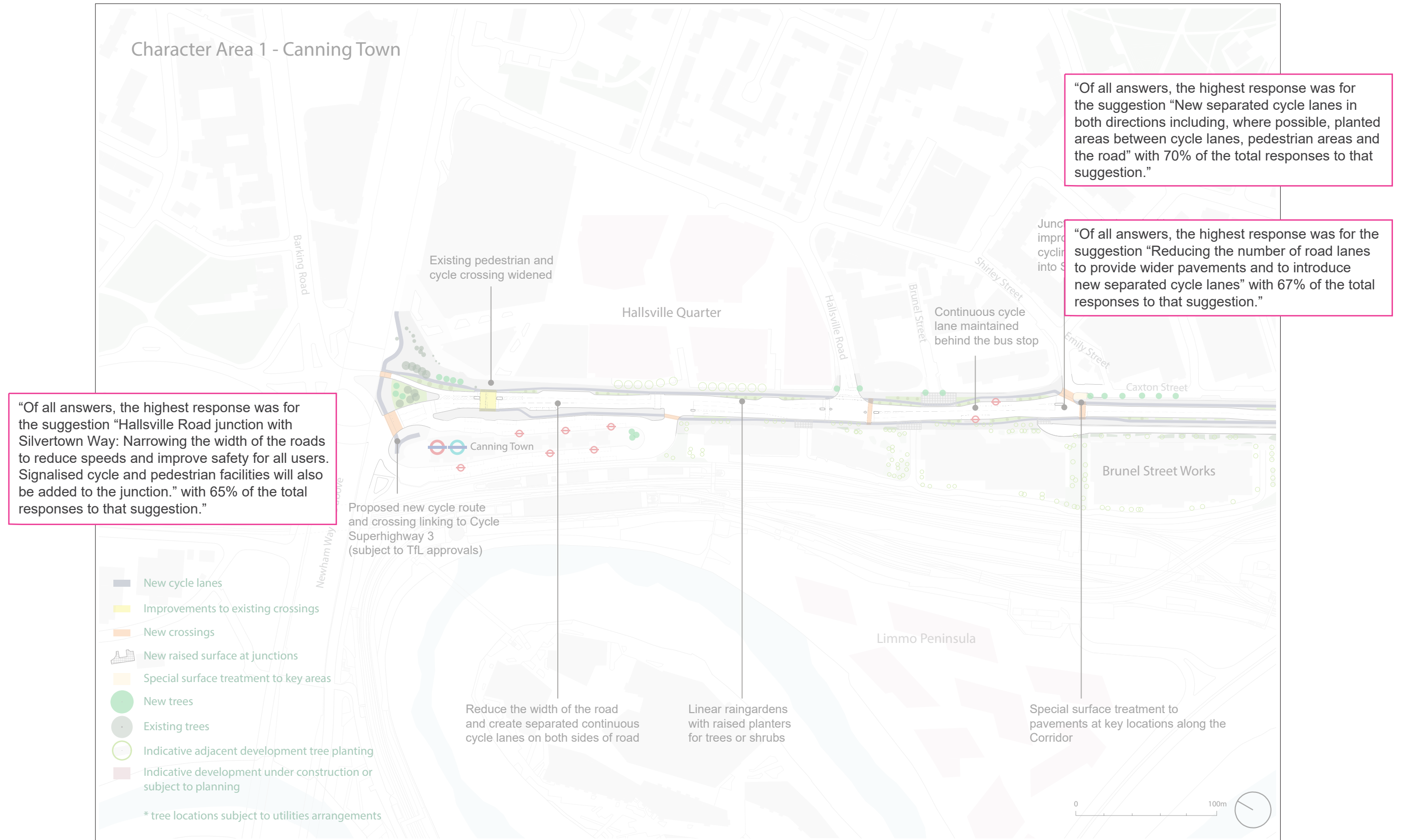


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**markers are approximate

Engagement Feedback

Character Area 1: Canning Town - Diversity, Accessibility, Inclusion and Identity

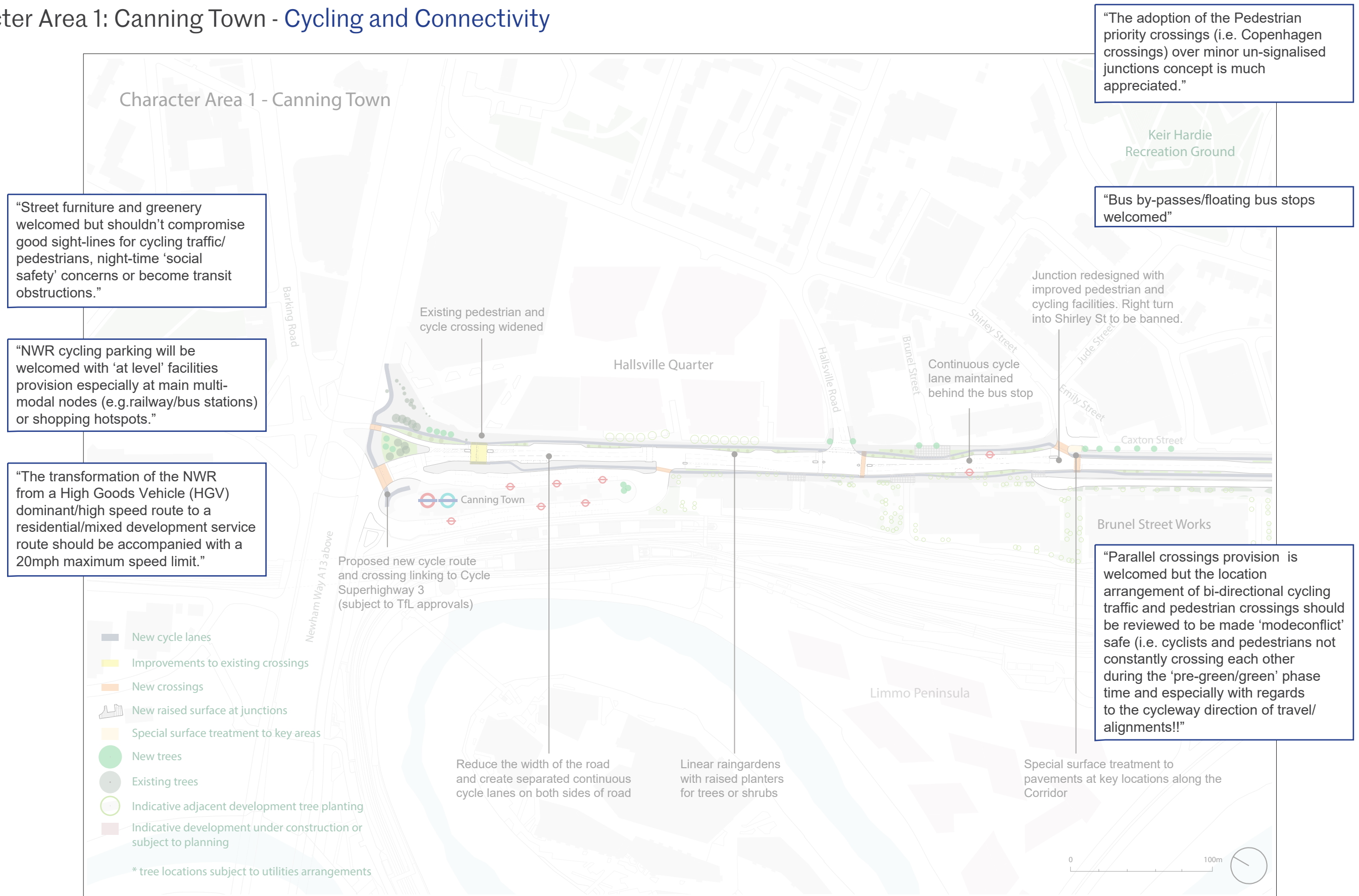


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**feedback marker locations are approximate

Engagement Feedback

Character Area 1: Canning Town - Cycling and Connectivity



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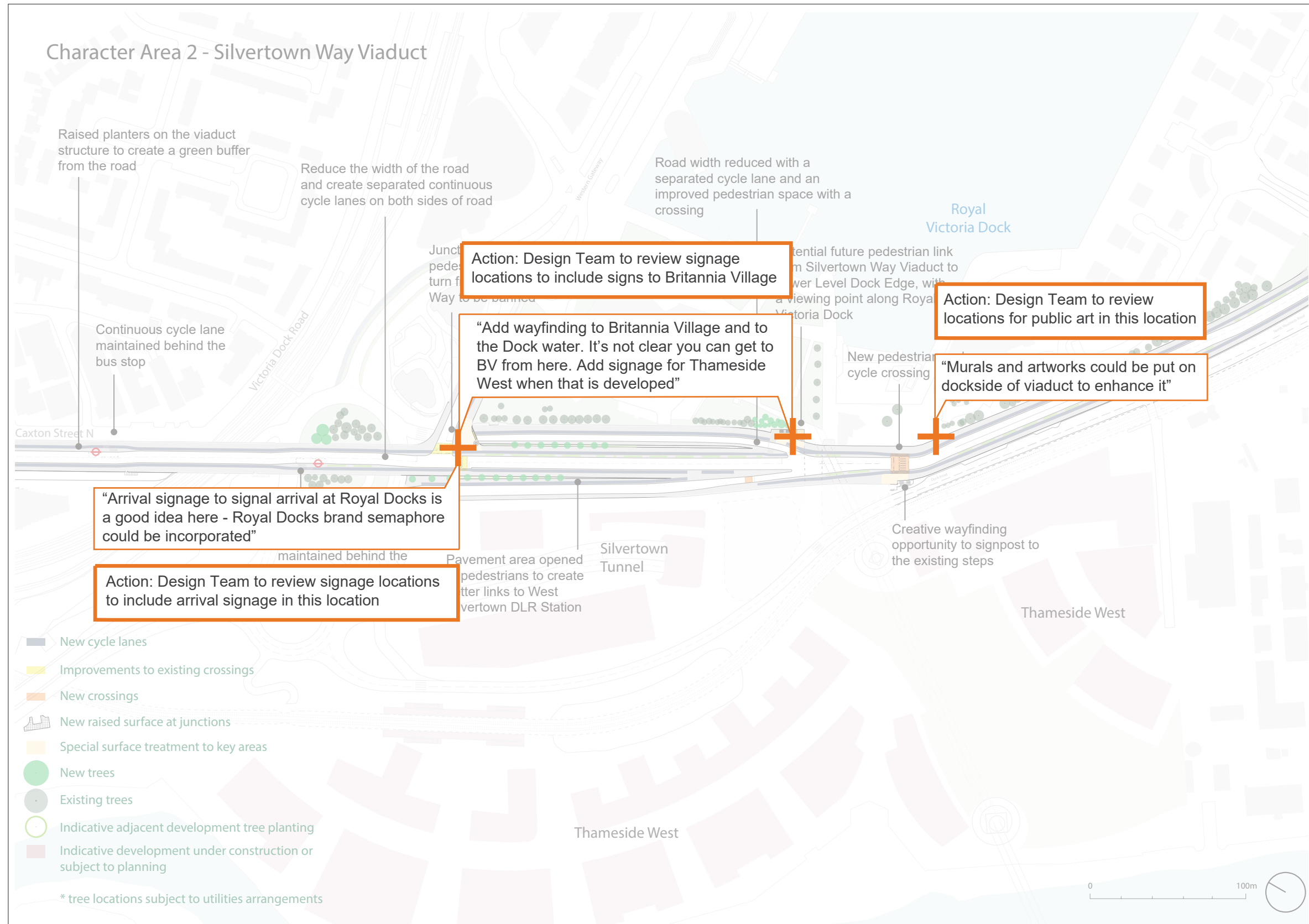
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Character Area 2

Engagement Feedback

Character Area 2: Silvertown Way Viaduct - Creative Wayfinding and Public Art

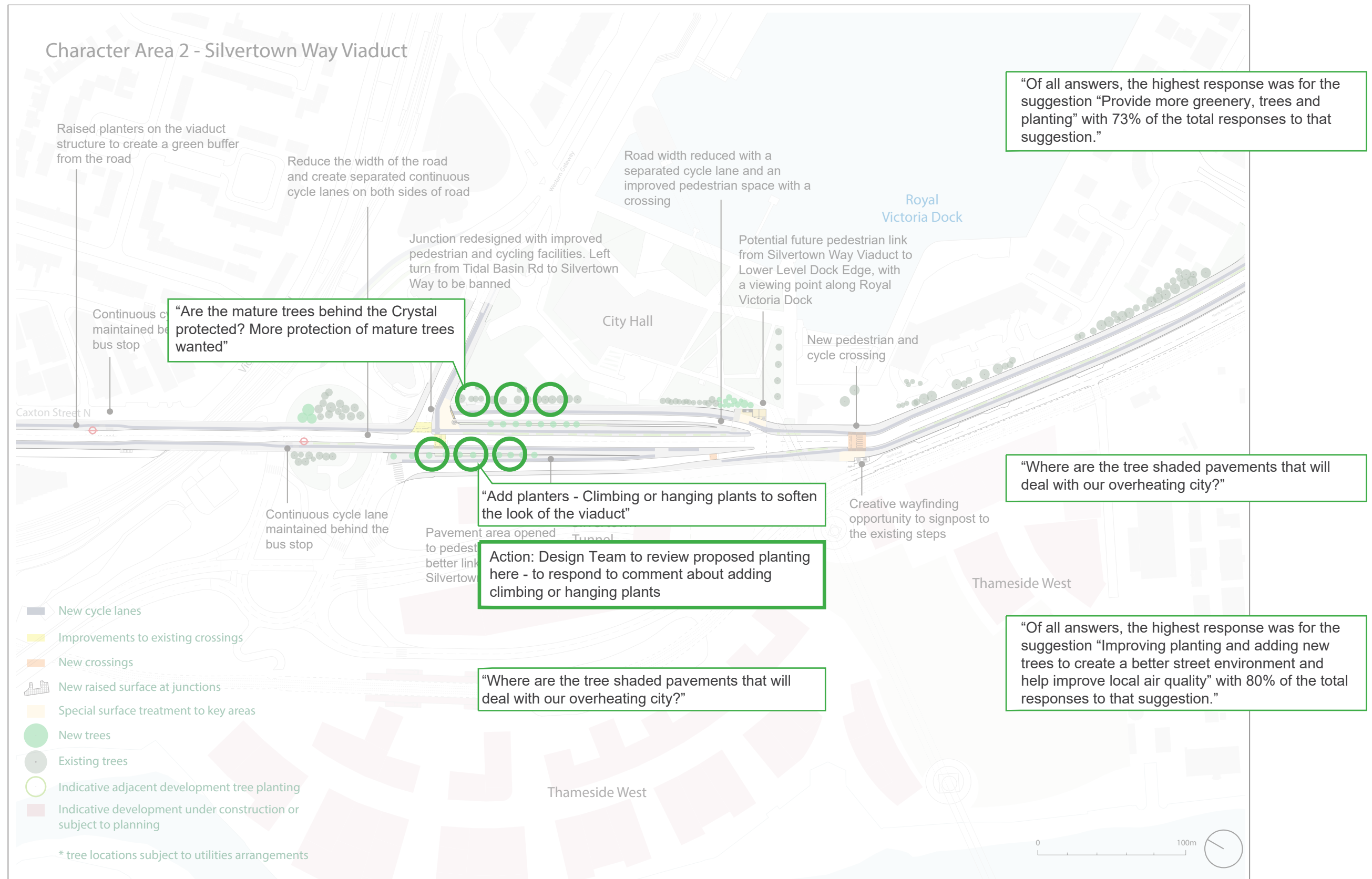


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Engagement Feedback

Character Area 2: Silvertown Way Viaduct - Sustainability and Planting

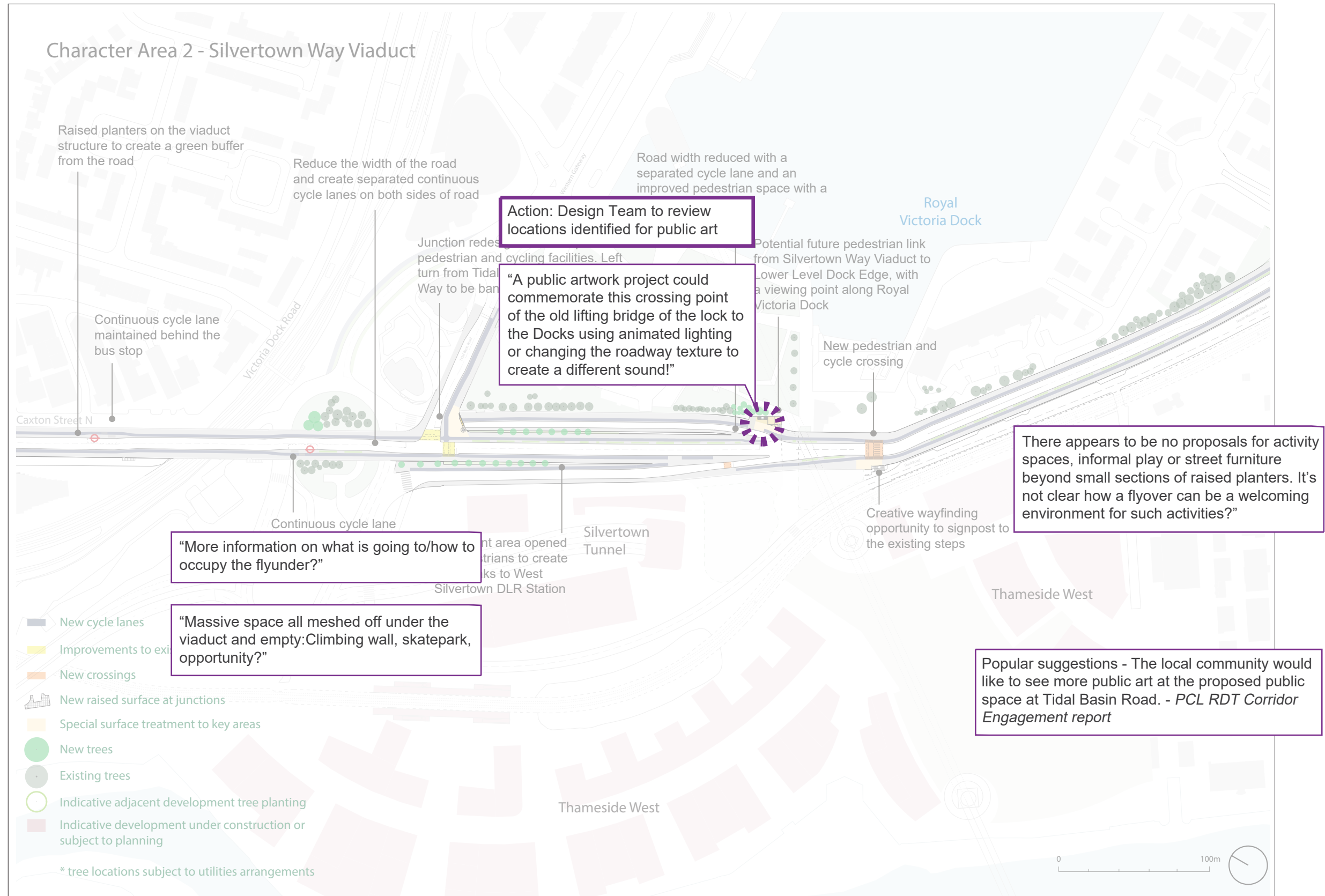


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**feedback marker locations are approximate

Engagement Feedback

Character Area 2: Silvertown Way Viaduct - Animating and Activating Space

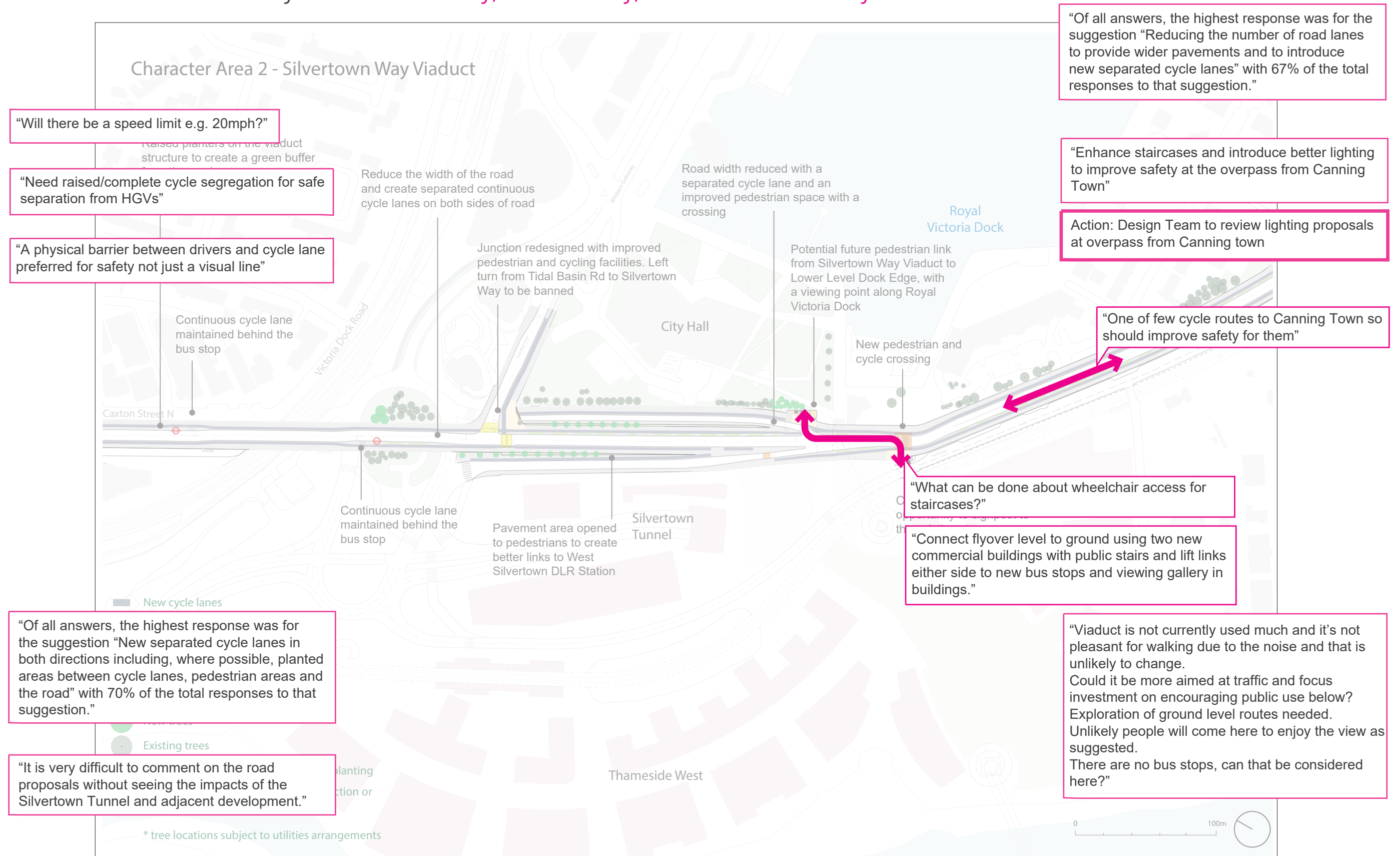


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**feedback marker locations are approximate

Engagement Feedback

Character Area 2: Silvertown Way Viaduct - Diversity, Accessibility, Inclusion and Identity

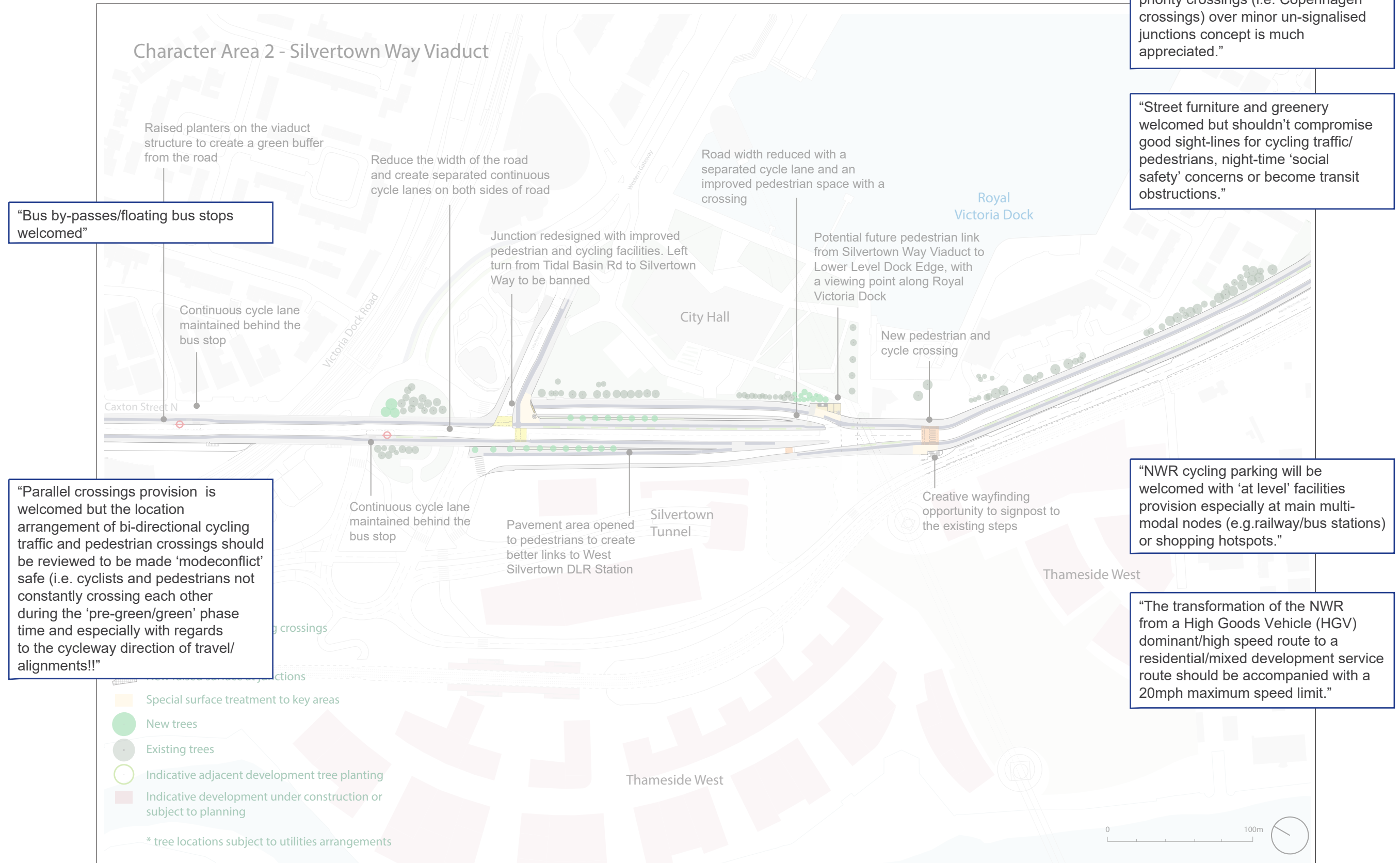


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Engagement Feedback

Character Area 2: Silvertown Way Viaduct - Cycling and Connectivity



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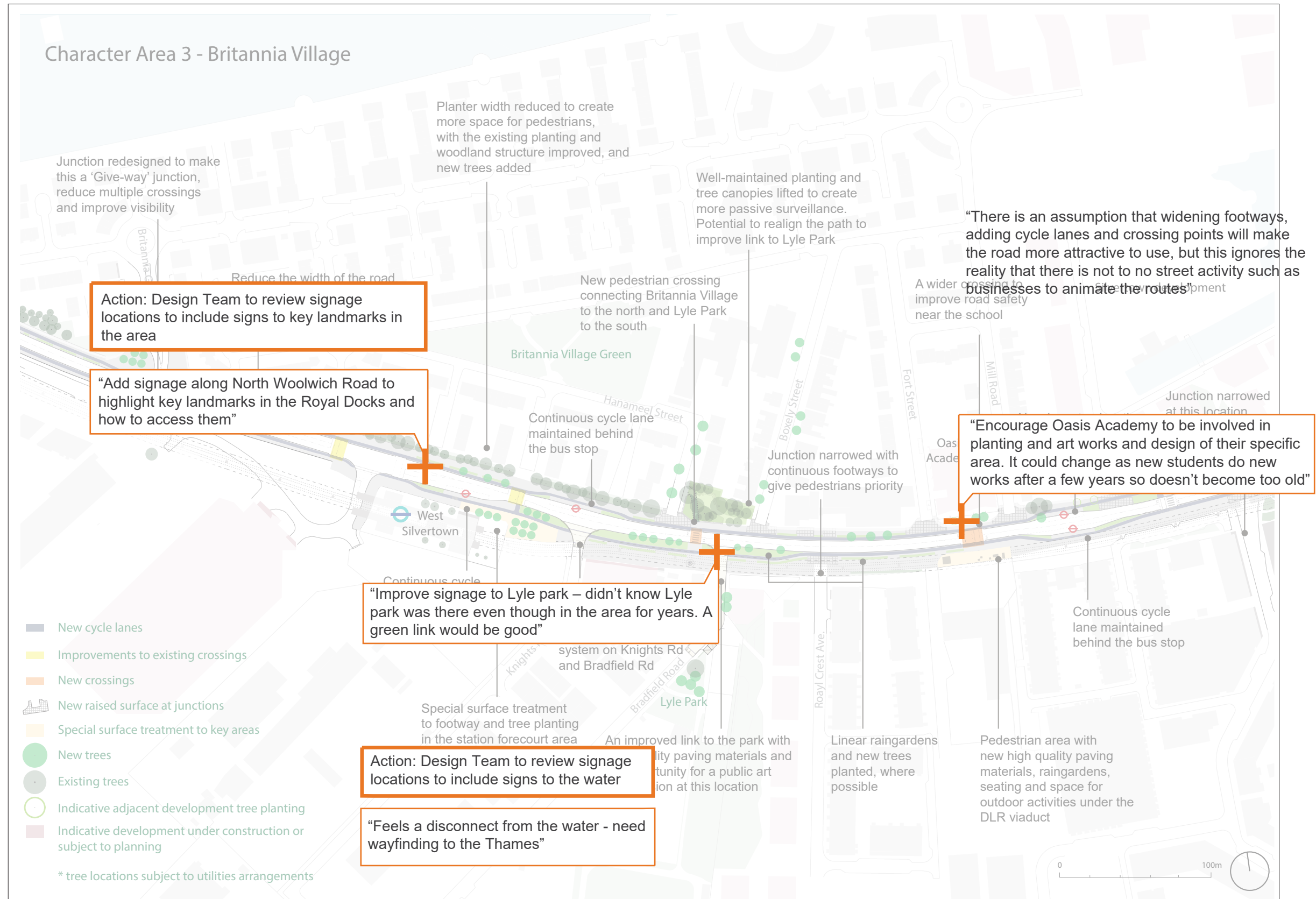
**feedback marker locations are approximate



Character Area 3

Engagement Feedback

Character Area 3: Britannia Village - Creative Wayfinding and Public Art

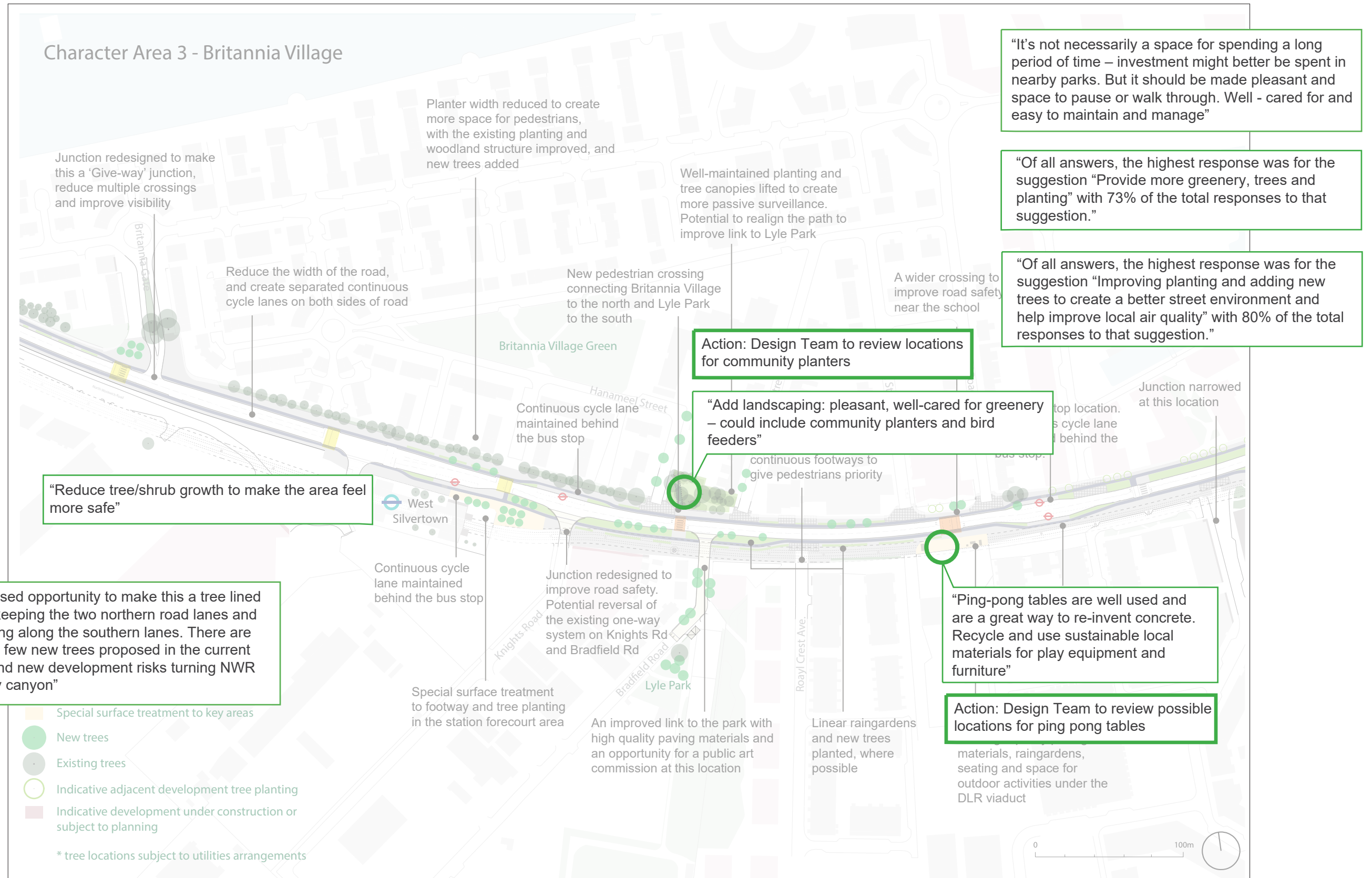


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**feedback marker locations are approximate

Engagement Feedback

Character Area 3: Britannia Village - Sustainability and Planting

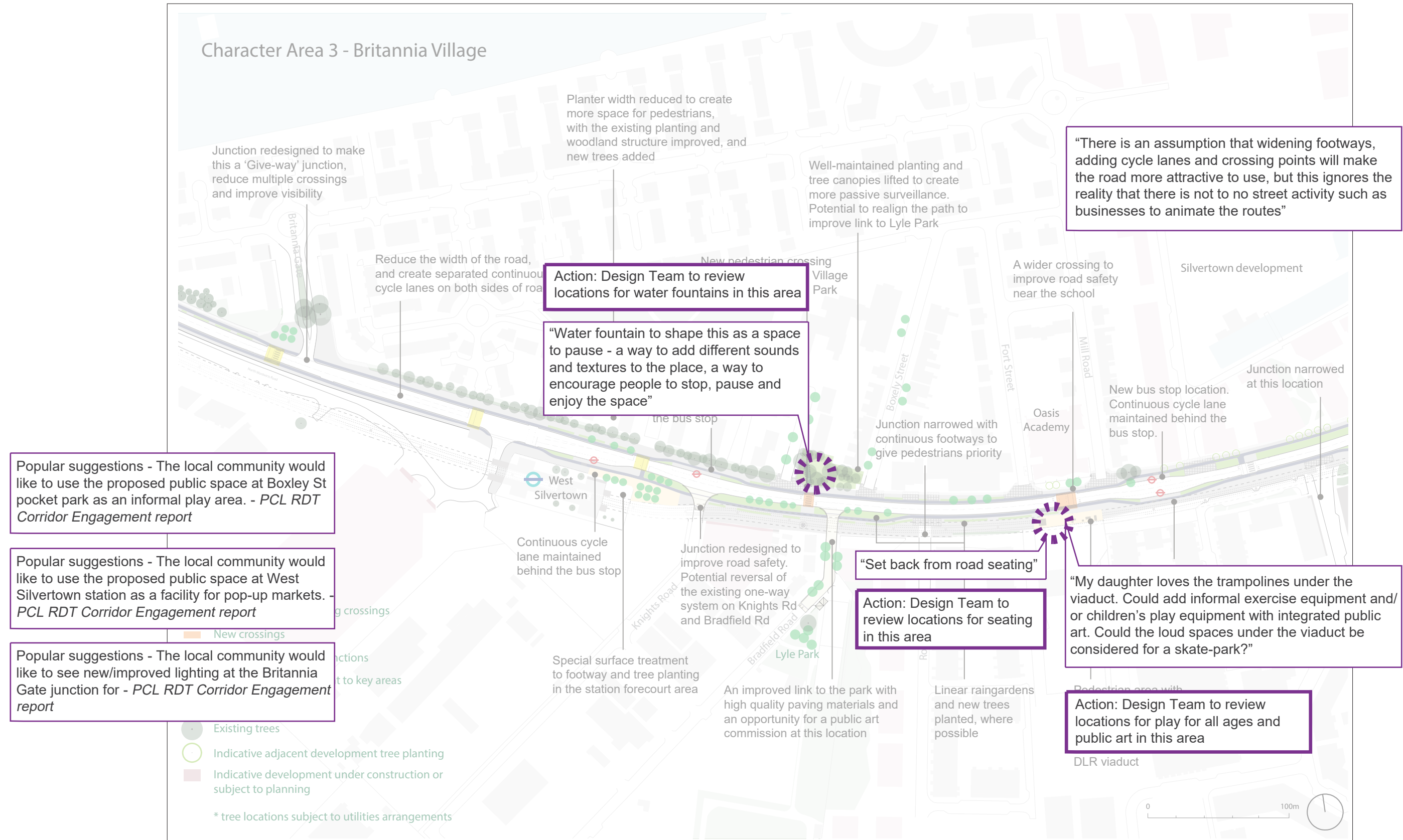


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Engagement Feedback

Character Area 3: Britannia Village - Animating and Activating Space

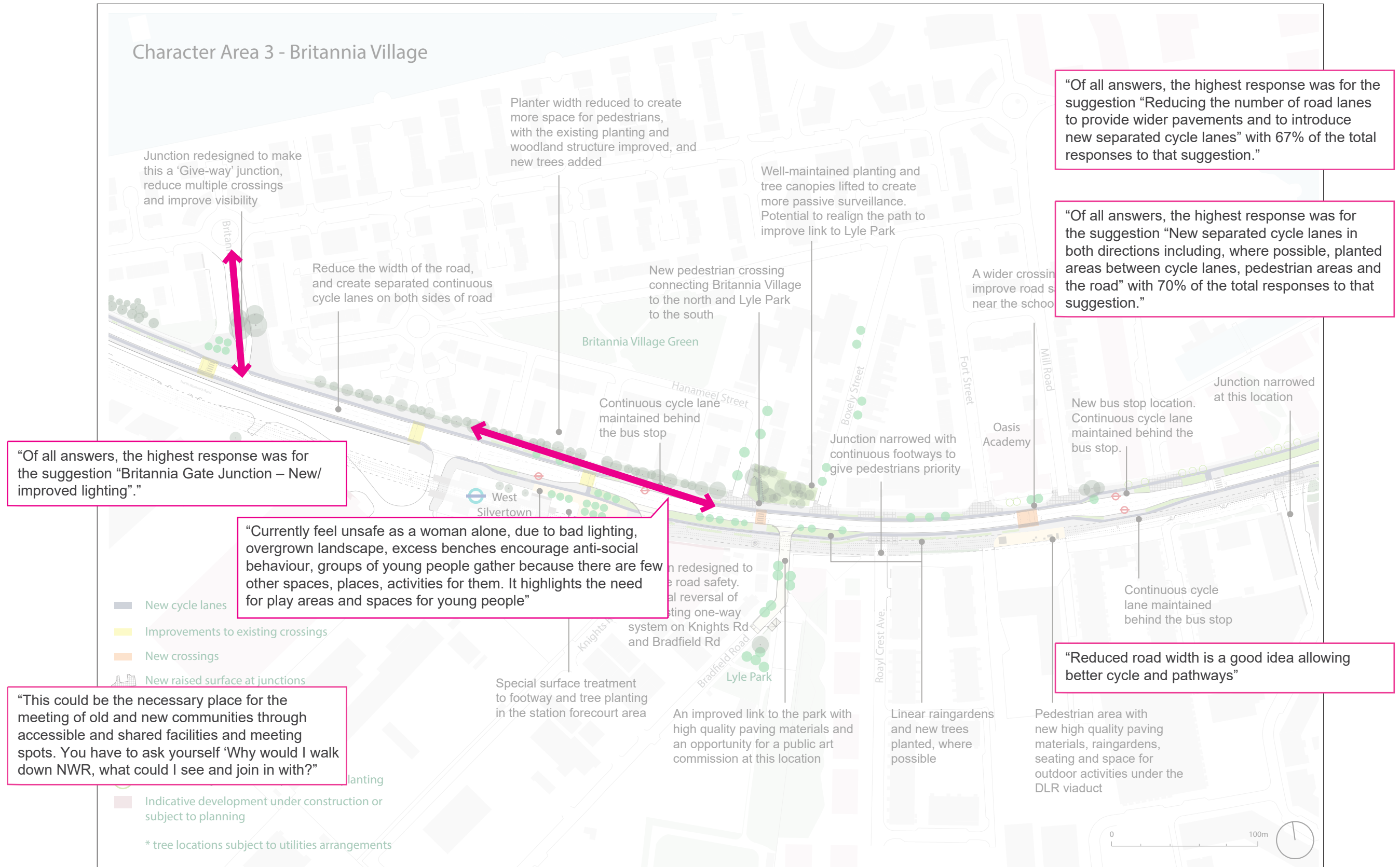


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**feedback marker locations are approximate

Engagement Feedback

Character Area 3: Britannia Village - Diversity, Accessibility, Inclusion and Identity

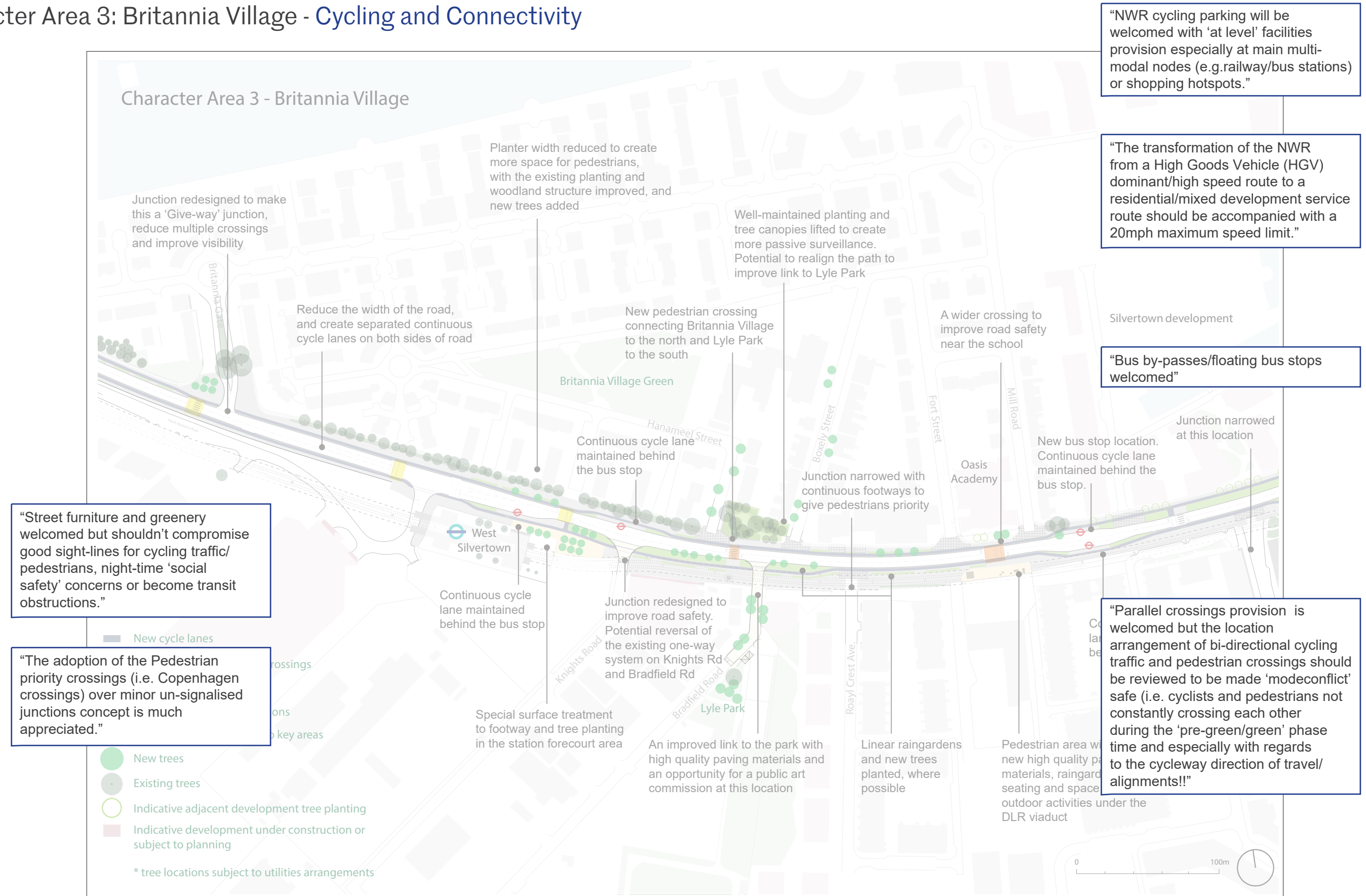


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Engagement Feedback

Character Area 3: Britannia Village - Cycling and Connectivity



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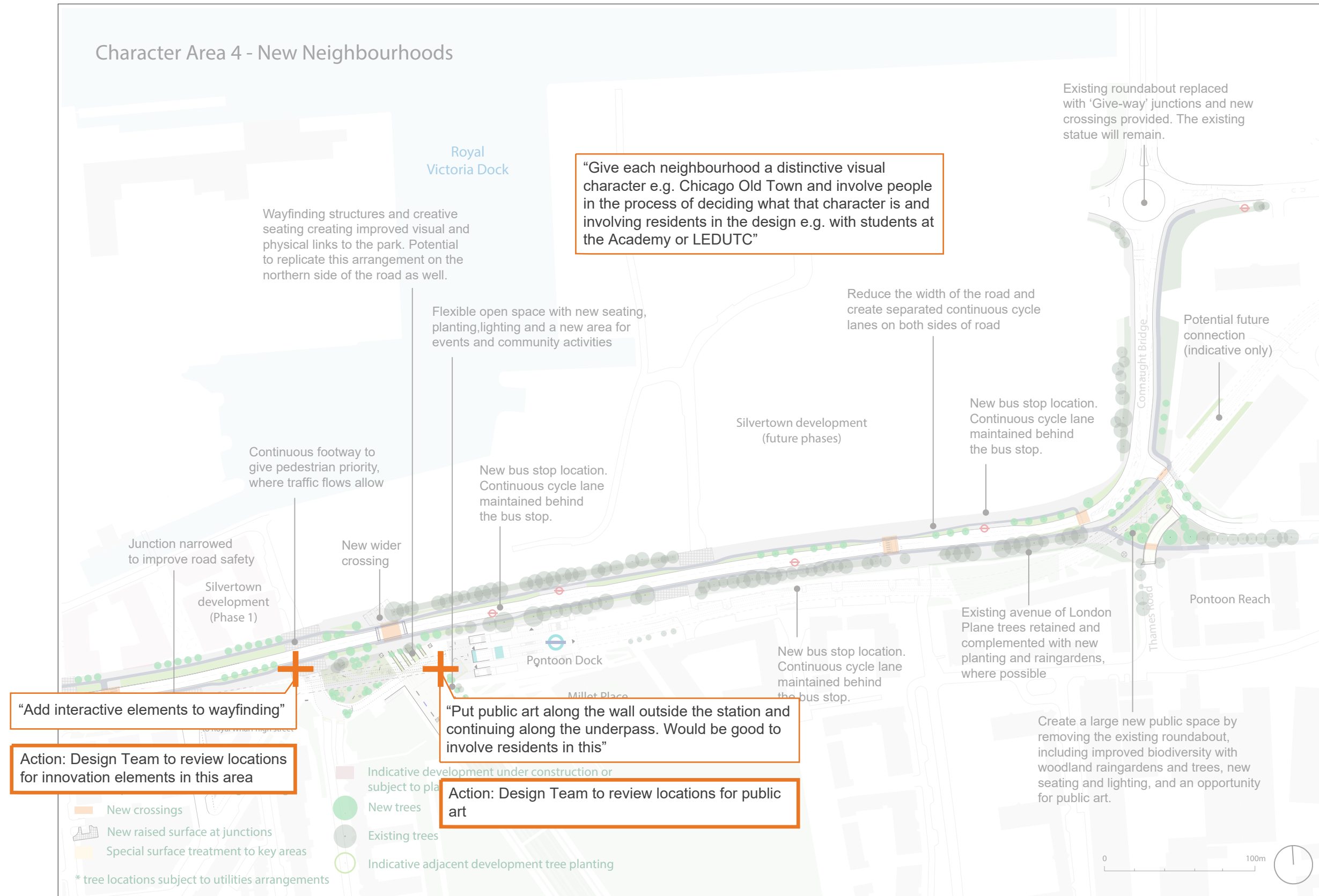
**feedback marker locations are approximate



Character Area 4

Engagement Feedback

Character Area 4: New Neighbourhoods - Creative Wayfinding and Public Art

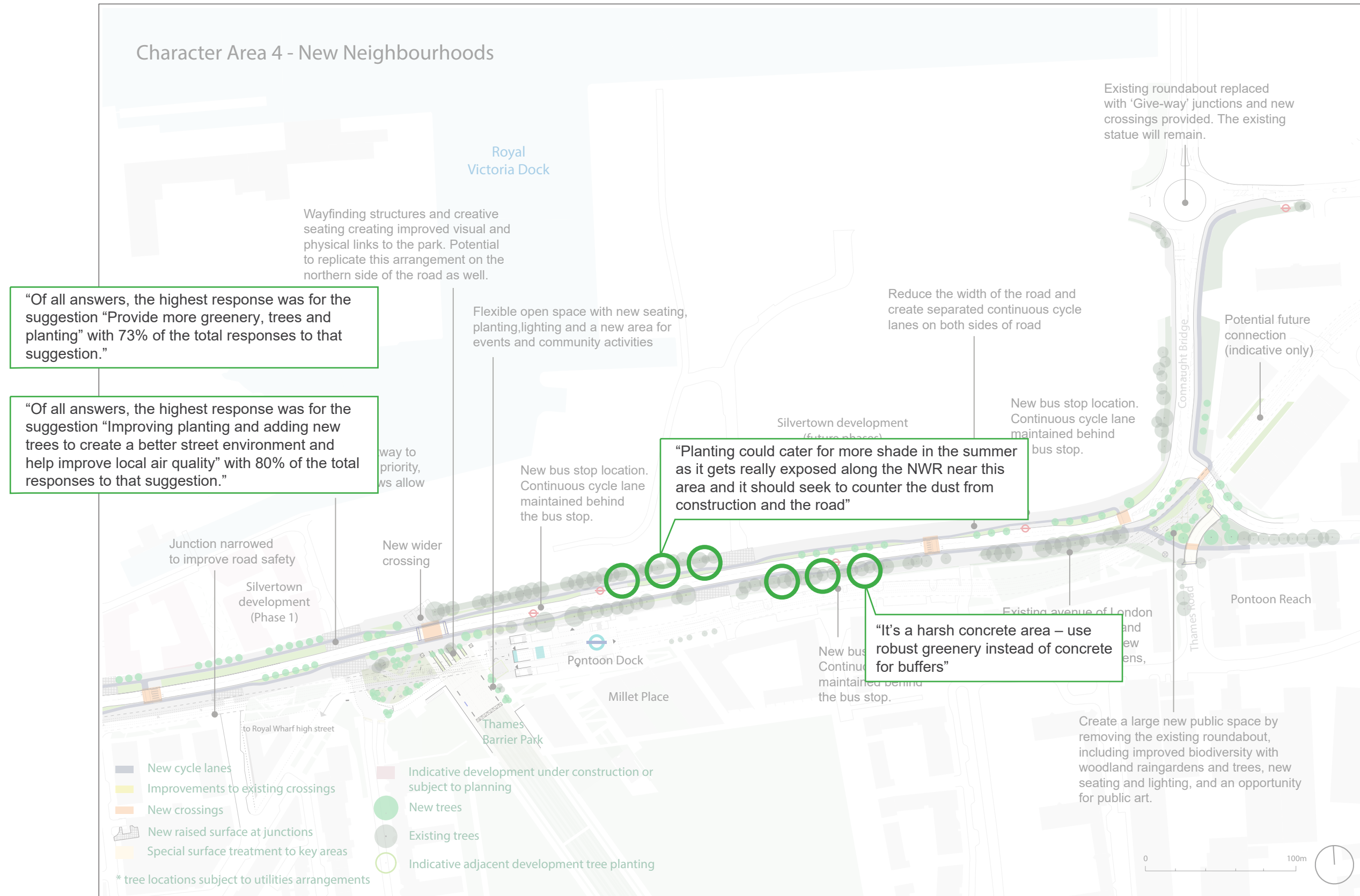


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Engagement Feedback

Character Area 4: New Neighbourhoods - Sustainability and Planting

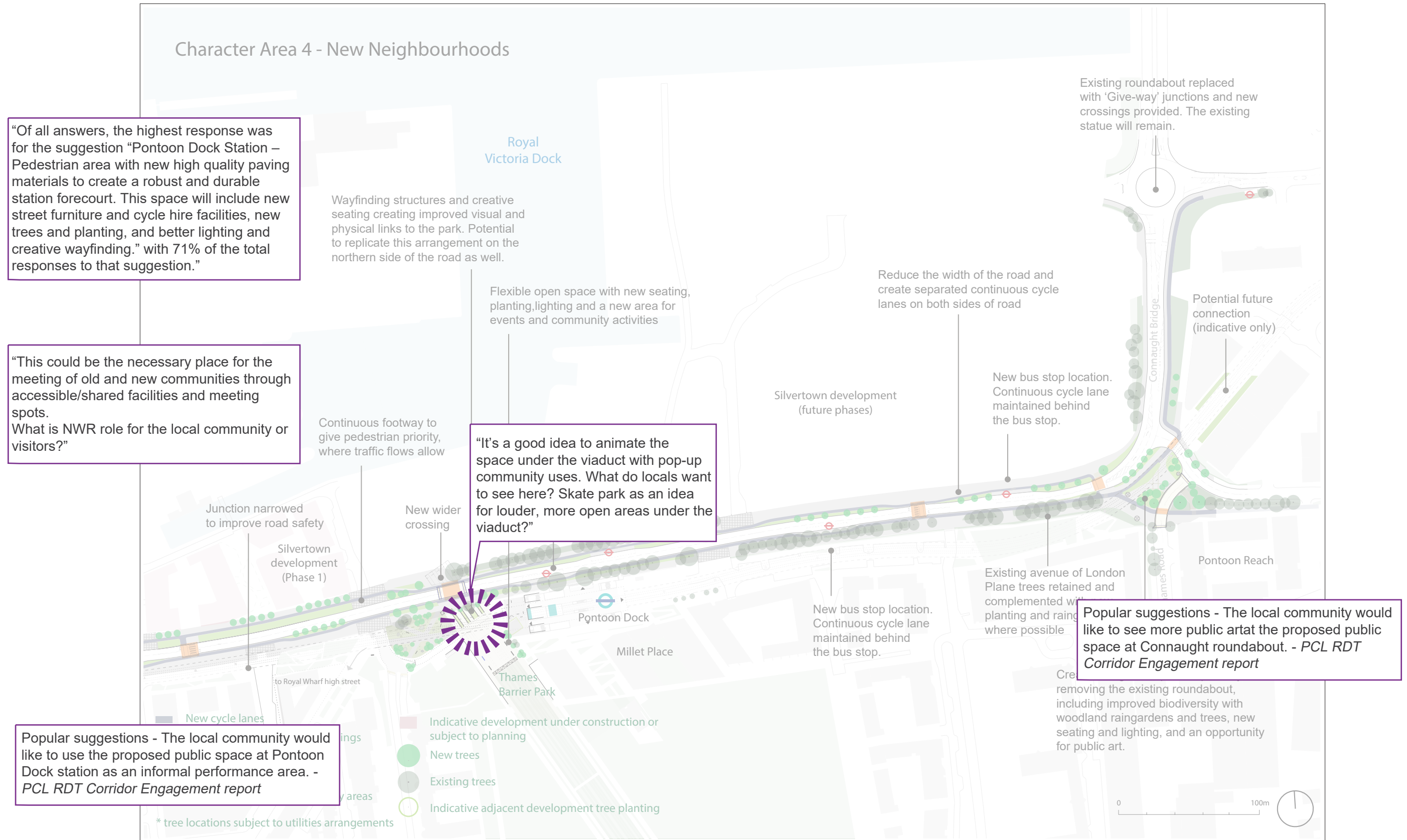


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Engagement Feedback

Character Area 4: New Neighbourhoods - Animating and Activating Space

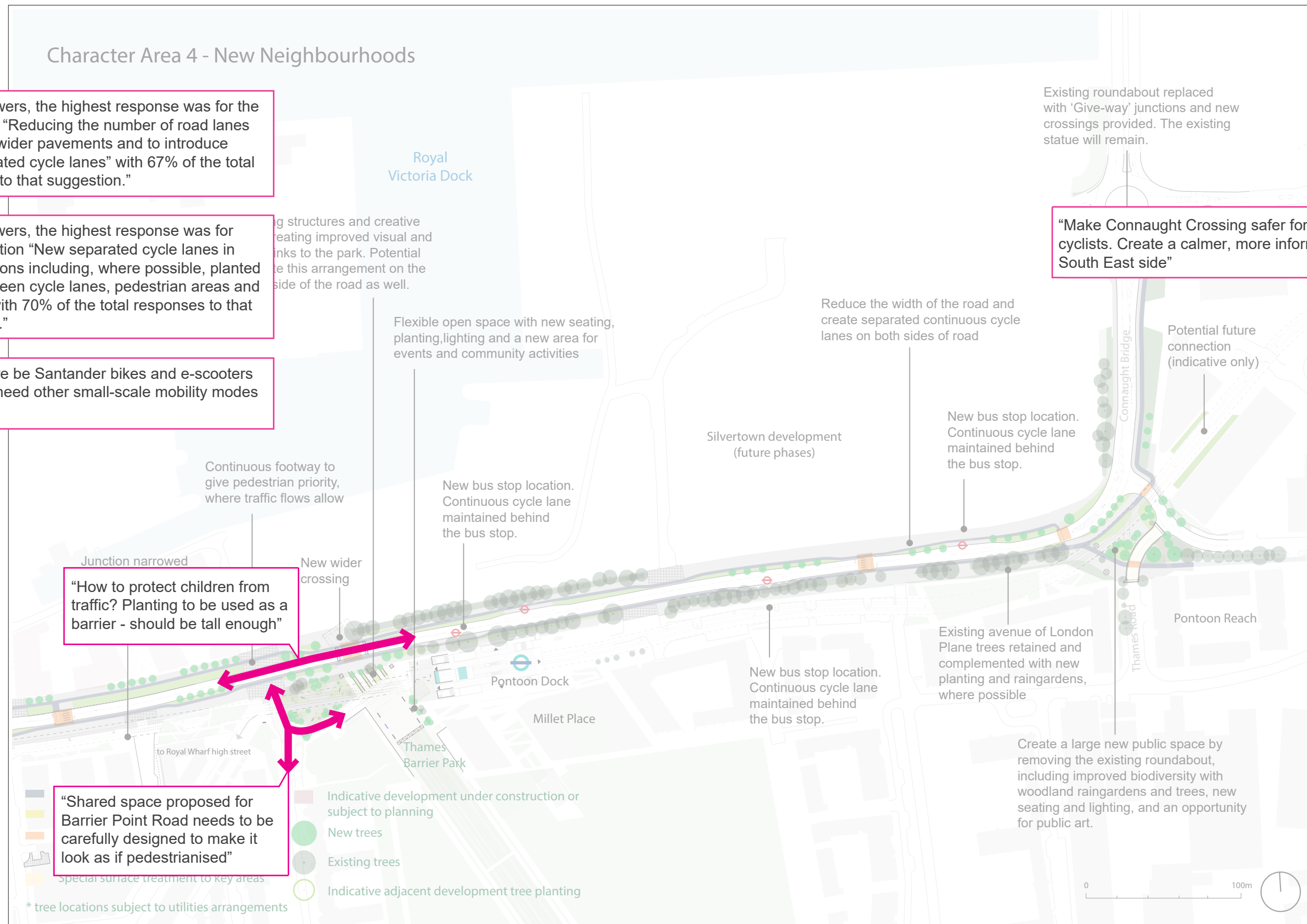


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Engagement Feedback

Character Area 4: New Neighbourhoods - Diversity, Accessibility, Inclusion and Identity

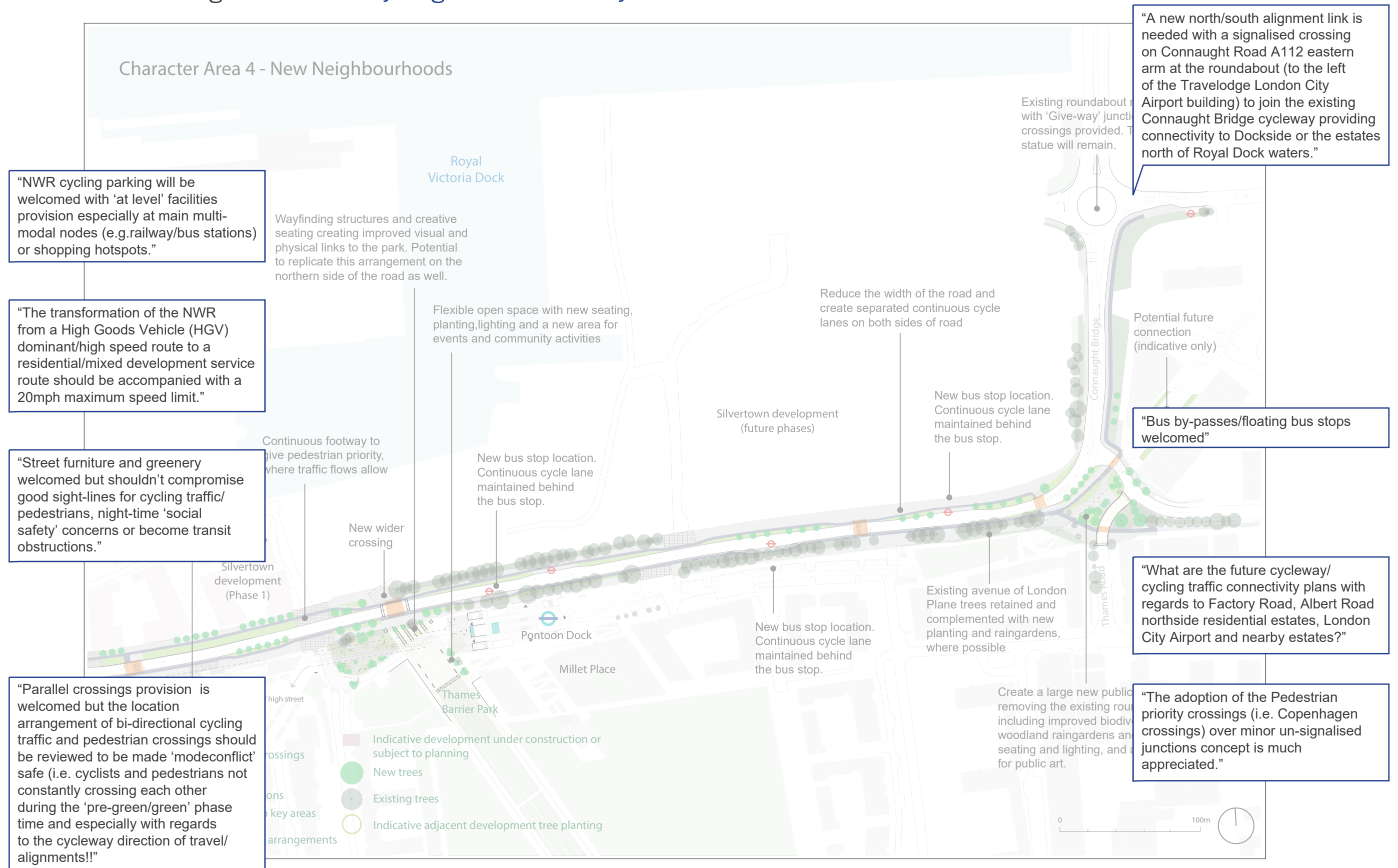


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**feedback marker locations are approximate

Engagement Feedback

Character Area 4: New Neighbourhoods - Cycling and Connectivity



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**feedback marker locations are approximate

Interim Measures and Other Comments

62 comments were received when asked about interim measures.

Some of the suggestions made were:

- A new pedestrian and cycle friendly river crossing
- New dedicated car club and EV charging spaces on local roads in the area.
- More trees, bushes, hedges, and planting alongside roads to absorb air pollution.
- More road sweeping, litter bins and general cleaning up in the area especially around the current construction sites where mud and dust are concerns.

32 comments were received when respondents were asked if they had any further comments on this section.

Further comments made included:

- More trees and green spaces in the local area
- Installation of charging points for e-bikes and e-scooters
- Street lighting should be LED to save energy
- There should be limits on HGVs on local roads
- Investment is needed in the docks area on the other side of Royal Docks
- There should be an extension to ‘The Line’ art trail.



Creative Wayfinding & Public Art

- Wayfinding and public art (e.g. murals, creative lighting, signage)
- NWR Public art programme



Sustainability & Planting

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- Sustainability/climate adaptation



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In partnership with the Royal Docks Team

