

2.7 Urban Analysis : Townscape & Landscape

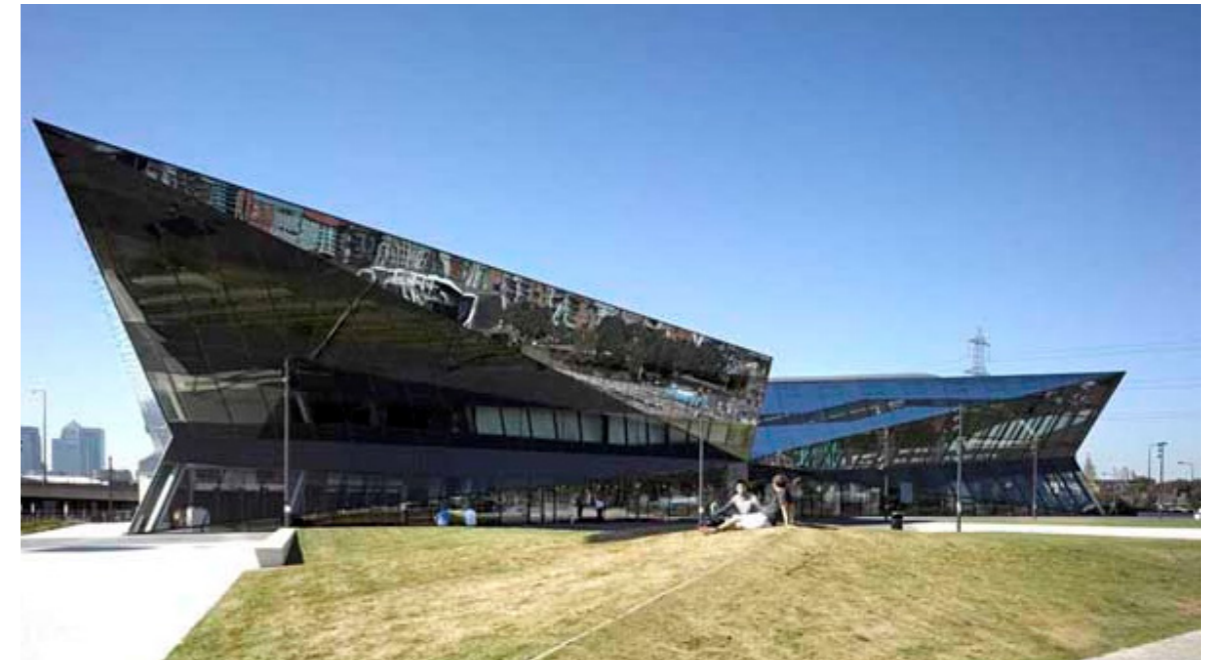
Silvertown Portal

2.7.1 There is little townscape of merit in the immediate vicinity of the northern portal at the moment, with the majority of existing buildings being industrial structures of relatively modern construction, which are very functional in their form and appearance.

2.7.2 There are a number of developments coming forward which will be tall buildings, including the now under construction Hoola scheme which is around 24 storeys. There is also a very distinctive multi-level infrastructure network in the area at the moment, with the elevated DLR running to the south of Dock Road, along with the A1011 Silvertown Way flyover, which is then connected back to Tidal Basin Way. Much of the architecture takes its cues from the industrial nature of the docklands. The most recent architecture is highly modernist with large amounts of steel and glass.

2.7.3 Vegetation in the vicinity is limited to some areas of scrub vegetation, in particular on the embankments and land adjacent to the DLR, and some limited trees and shrubs along the south side of Dock Road, which is mostly screening the adjacent land from the public highway.

Figure 2.12 Silvertown (Northern) portal - current urban context as viewed from the Emirates Air Line and the Siemens Crystal



2.7.4 There is a larger area of landscape close to the Pylon adjacent to Tidal Basin Roundabout, and also some areas of planting on the roundabout itself. However, the majority of the roundabout is covered with gravel rather than any form of green surface, which in turns makes for a more industrial character to the overall area.

Figure 2.13 Tidal Basin Pumping Station, Emirates Airline Royal Docks and the preserved dockside cranes



Greenwich Portal

2.7.5 As with the north, there is a lack of coherent townscape to speak of in the immediate area of the portal. The only non-industrial building is the Studio 338 nightclub building, which is an unremarkable white rendered building of 2-3 storeys. The only building of note is the Blackwall Tunnel Gatehouse, which is a Grade II listed building. This straddles the carriageway on the approach to the original Blackwall Tunnel.

2.7.6 The original Blackwall Tunnel Approach (seen in the earlier section and figure 2.5) was a very urban street, with a boulevard style design, and buildings fronting onto the tree-lined road. It is possible that the mature trees alongside the Boord Street footbridge ramp are part of this original street scene. The image sets a precedent for the type of environment that the Silvertown Tunnel should be seeking to create - an environment that is not dominated by infrastructure.

2.7.7 East of the A102, the townscape is evolving into a modernist landscape with distinctive landmark buildings clustered around The O2 and Millennium Square.

Figure 2.14 Studio 338 Nightclub (from Boord Street Footbridge) with original Gasholder behind; The O2 Arena



Figure 2.15 The Blackwall Tunnel Gatehouse and Millennium Square



2.8 Urban Analysis : General Movement

Silvertown Portal

2.8.1 The surface features - roads, footpaths, cycle routes and associated landscape - would be designed to respond to the current context and with future context in mind, allowing suitable provision for new and enhanced routes that are likely to be realised as a result of the changes to the urban fabric. This would mean incorporating features that may be temporary, or using routes and alignments which may currently seem strange, but which in time would meet identified needs from future users.

2.8.2 The key to success for any movement network is connectivity and continuity, and at the moment while there is some segregated off-road cycle provision on the Lower Lea Crossing, there are sections where it is not joined up, such as along Dock Road, which make it less attractive for potential users. There is also no dedicated provision south of Tidal Basin Roundabout for cyclists wanting to go to Royal Victoria DLR Station or the Royal Docks, including the Emirates Air Line (EAL) which is the primary means of crossing the River Thames for cyclists and pedestrians in this area.

2.8.3 The 474 bus uses the Silvertown Way flyover, with a bus stop directly above the Tidal Basin Roundabout. A staircase at the north west corner of the roundabout provides access to this bus stop, which is advertised as the bus to use if you are visiting the Thames Barrier Park and arriving by cable car. Therefore, improving access to the bus stop is something the Scheme should aim to achieve in order to improve local connectivity within the Thames Riverside and Royal Docks area.

Greenwich Portal

2.8.4 The movement in this area is more limited due to the nature of the highways which are strategic and generally exclude pedestrians and cyclists. However, an important link is the connection at Boord Street, as this provides opportunities for pedestrians and cyclists to cross the multiple lanes of the A102 Blackwall Tunnel Approach. Widening of the A102 Blackwall Tunnel Approach to incorporate the Silvertown Tunnel slip roads would require the demolition of the existing footbridge. This would be replaced with a high quality link to meet the needs of both pedestrians and cyclists (the current facility does not meet modern standards).

Figure 2.17 Fragmented cycle infrastructure on Tidal Basin Roundabout



Figure 2.16 Limited Cycle provision on Dock Road, creating a gap in the network



Figure 2.18 Limited Cycle provision on Dock Road, creating a gap in the network



Figure 2.19 Vehicular and public transport movement - Silvertown

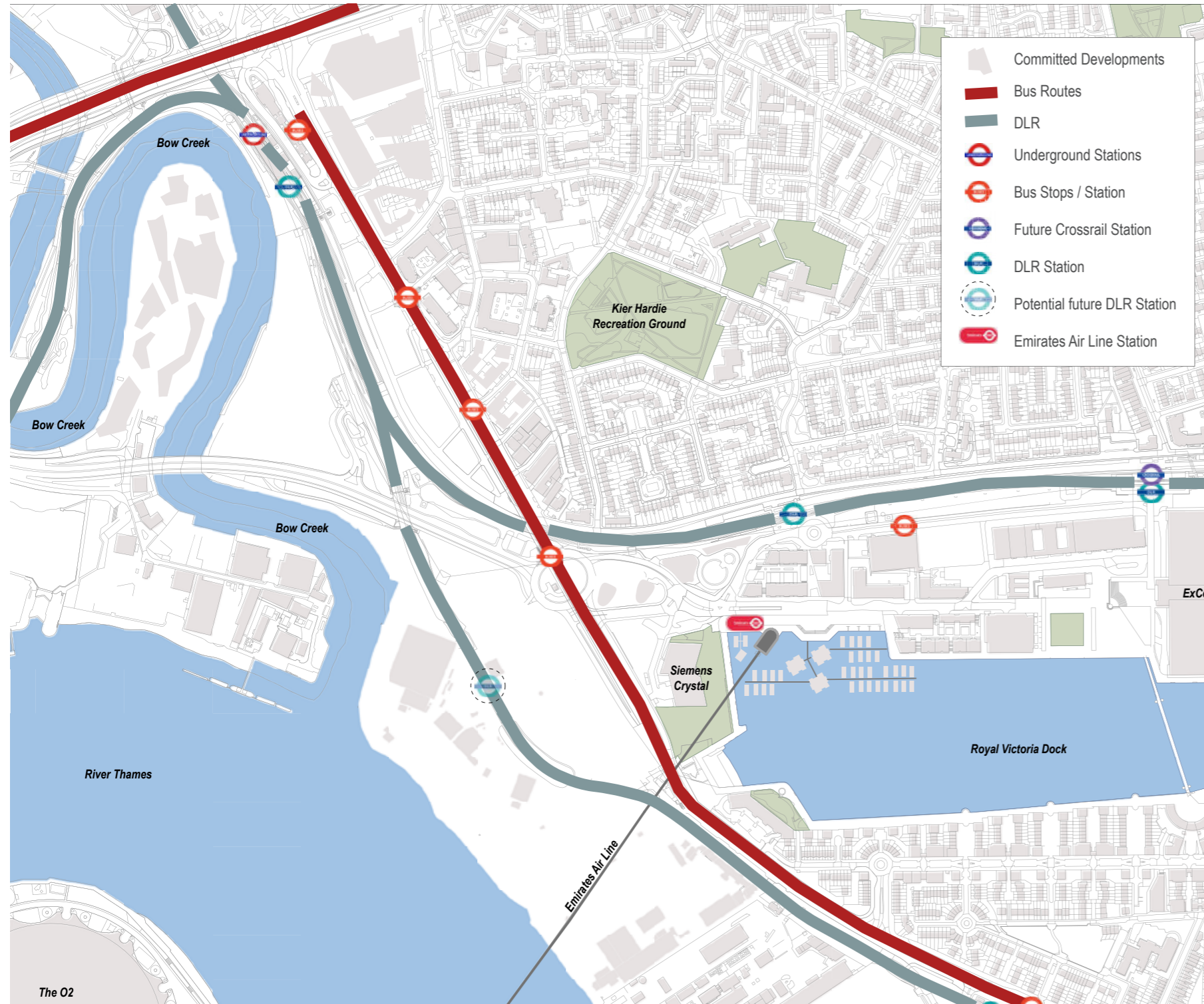


Figure 2.20 Vehicular and public transport movement - Greenwich

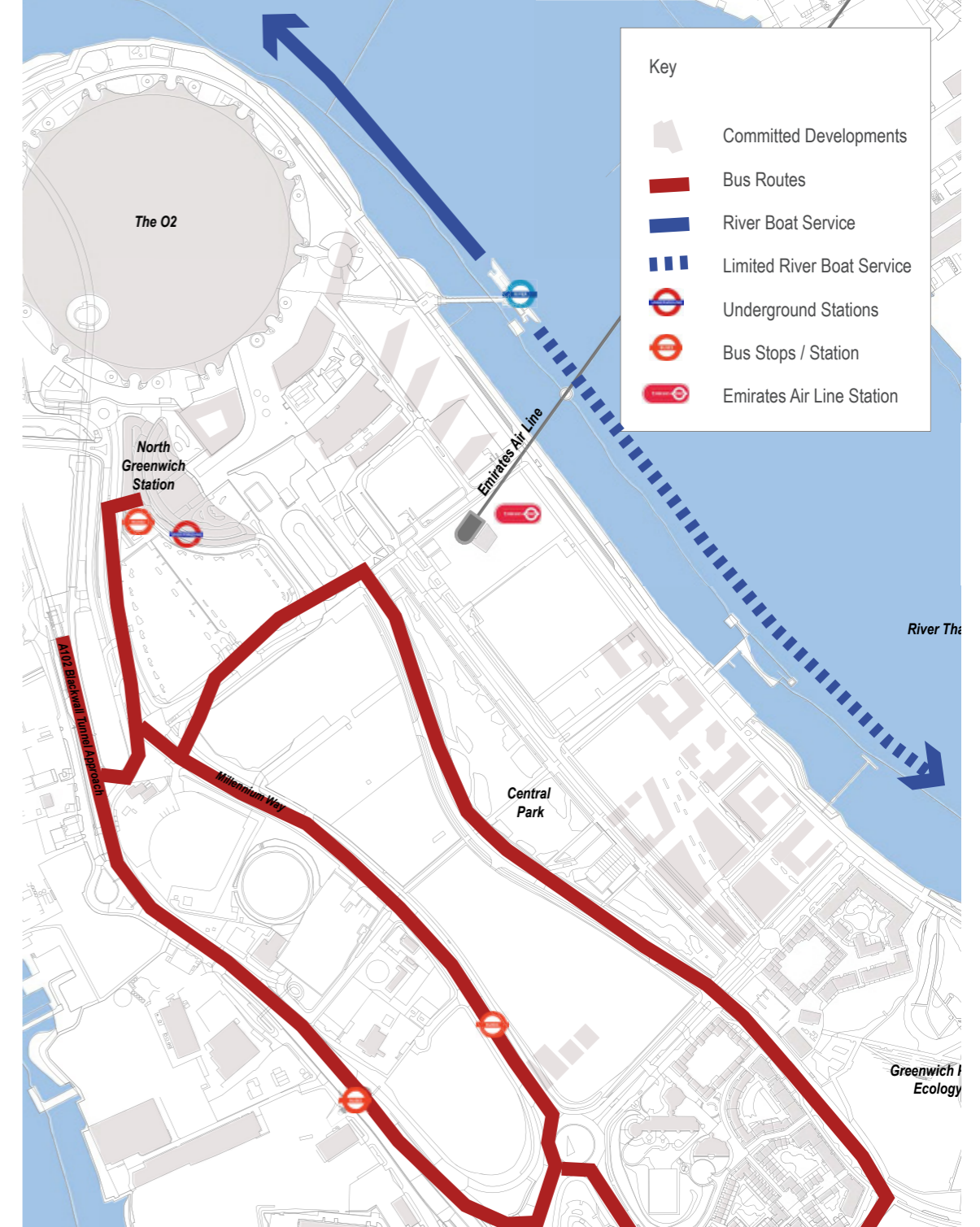
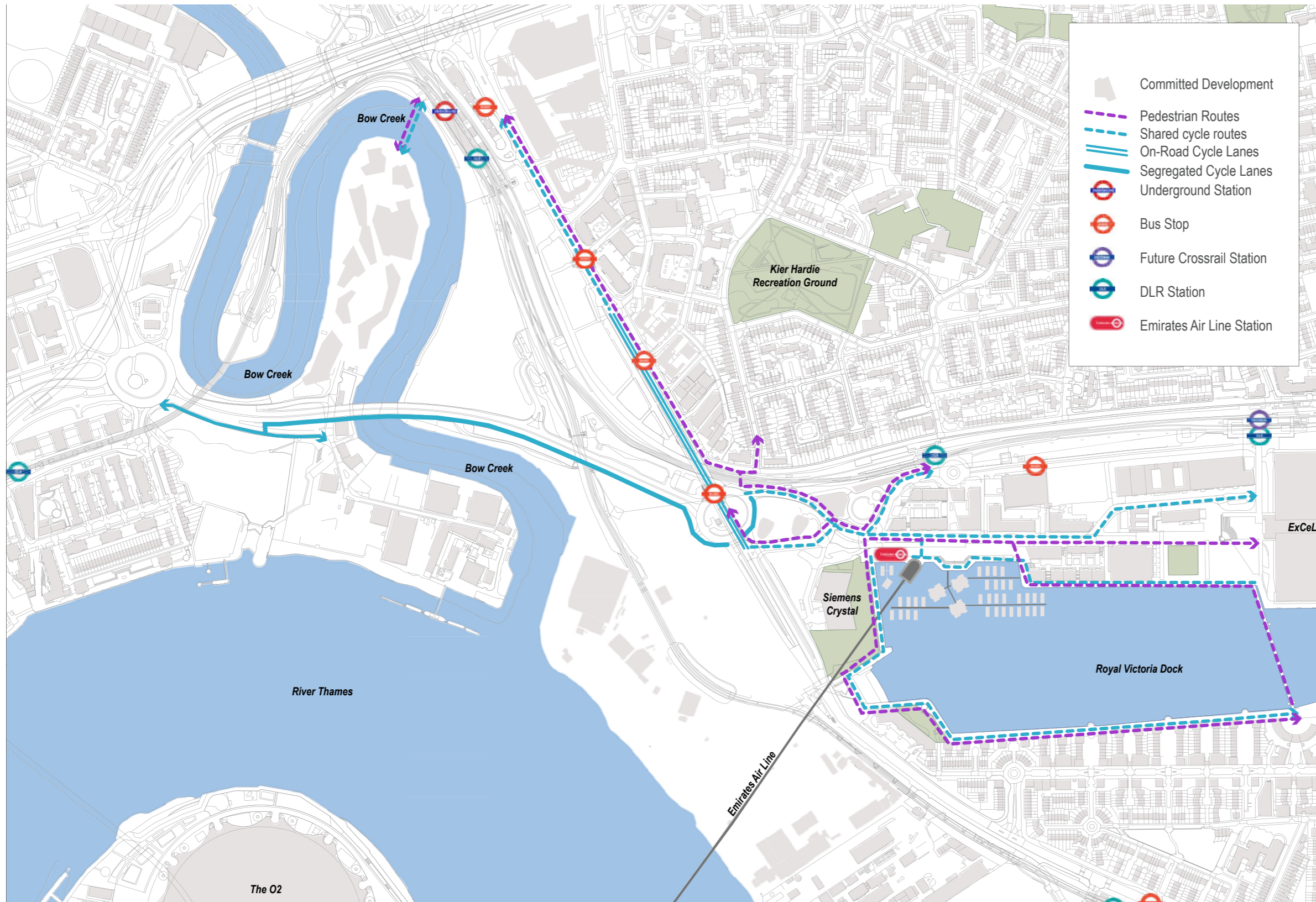


Figure 2.21 Pedestrian and cycle movement today - Silvertown



2.9 Urban Analysis : Pedestrian & Cycle Connectivity

Silvertown Portal - Today

2.9.1 The study area contains part of the London Cycle Network Route 13, which in turn is part of the National Cycle Network, forming a section of the route which will, when complete, join Tower Bridge to Fakenham in Norfolk. At a local scale, Dock Road provides an important cycle connection from Silvertown to the Lower Lea Crossing and onwards towards Canary Wharf. However, for the majority of the route it is on carriageway, in an area with numerous HGVs which discourages many potential users.

2.9.2 Other sections of segregated or on-carriageway marked cycle lane exist, but these are generally fragmented and currently fail to offer a joined up route option for local cyclists. Additionally there are a number of shared or on-street cycle routes that provide connectivity around the Royal Docks and to key attractions within the Docks, such as the Siemens Crystal and ExCeL.

2.9.3 Pedestrian connections are mostly focused on the routes that link the transport stops / stations with the key residential or employment areas. As there is no residential land in the Safeguarded area at present, the demand from pedestrians is limited to the few

people that walk to the employment sites from public transport. This is mostly the bus stops on A1011 Silvertown Way and the DLR at Royal Victoria, with some connecting to the Emirates Air Line station.

Silvertown Portal - Future

2.9.4 In the future, there could potentially be considerable additional development in the vicinity. This would mean that there would be demand from new residents to the south of the proposed Tunnel Portal to access the transport stops on the north side - such as the Crossrail Station at Custom House - and also for cyclists looking to move west into the City or east to explore the Royal Docks and destinations beyond.

2.9.5 The potential for new routes through the development would also be explored through the masterplanning process, with a desire from LB Newham and TfL to see a more joined up approach to cycling in the area, with segregated or shared pedestrian / cycle routes used as much as possible.

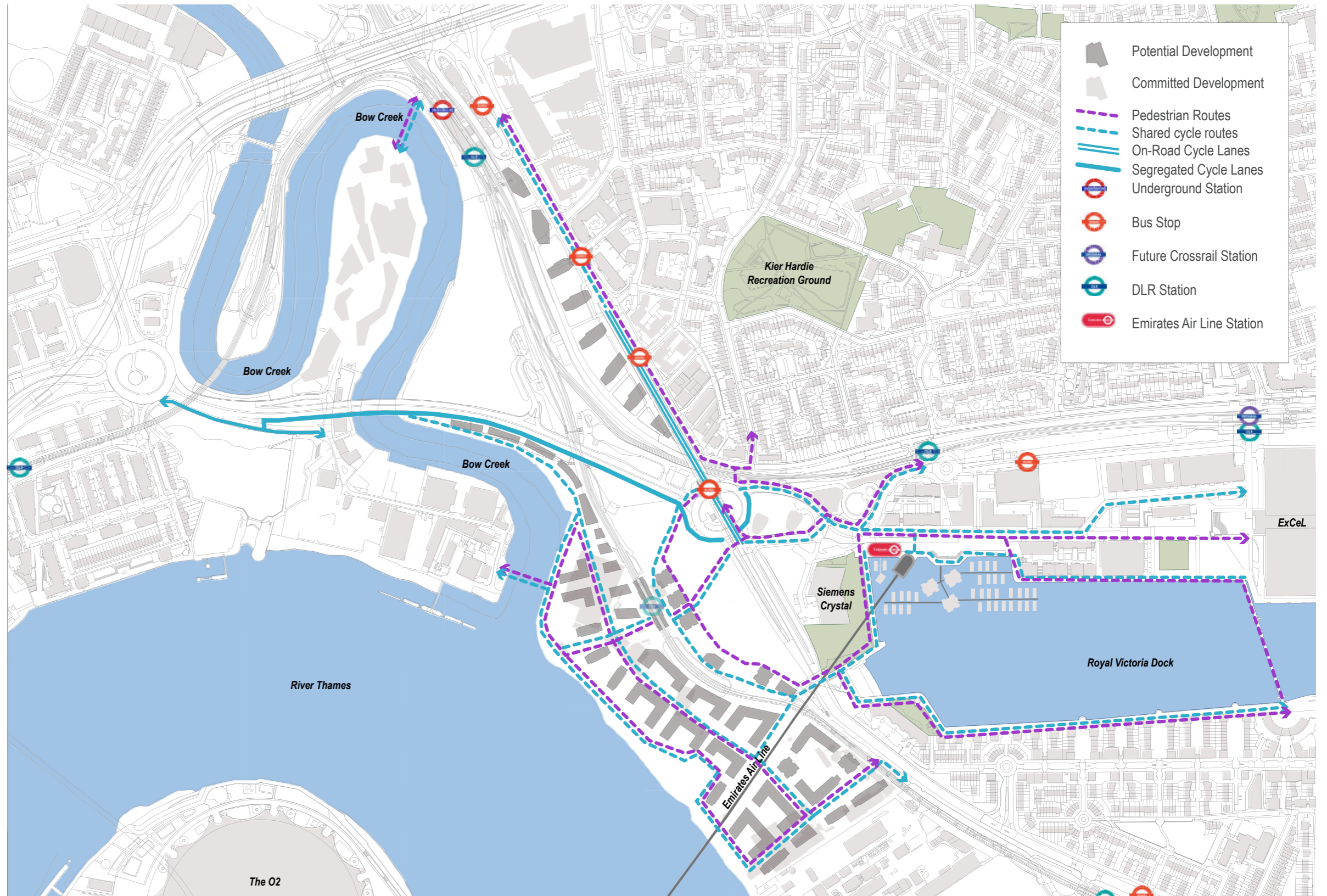
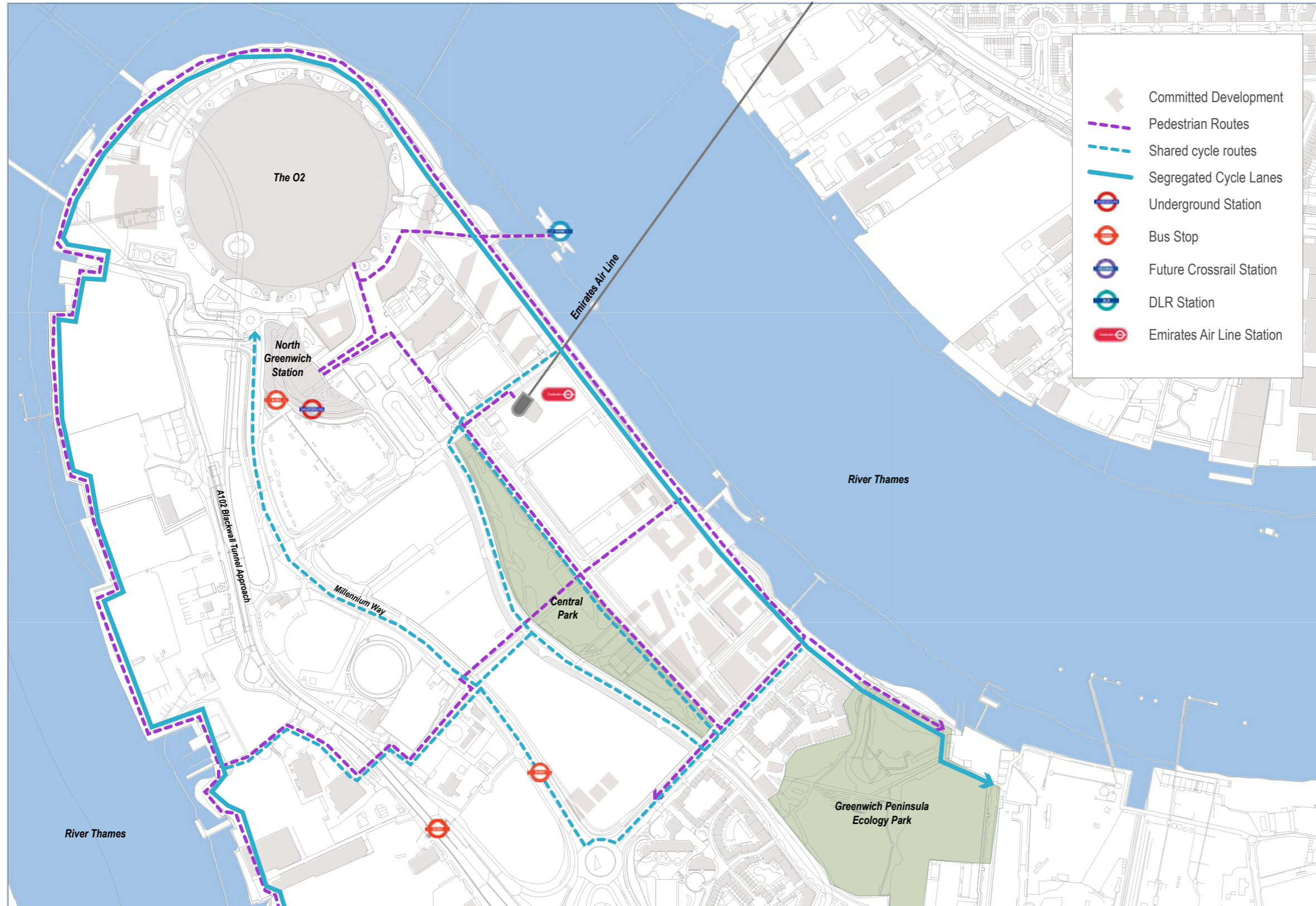


Figure 2.22 Future pedestrian and cycle movement - Silvertown

Figure 2.23 Pedestrian and cycle movement today - Greenwich



Greenwich Portal - Today

2.9.6 The key pedestrian routes are between the three transport nodes - North Greenwich Bus & Underground Station, the Emirates Air Line and the O2 Thames Clipper Pier - and the existing and under construction residential buildings. There is also a short and high volume route between the stations and The O2 itself.

2.9.7 The Thames Path which runs around the perimeter of the peninsula is another key walking and cycling route, forming part of the National Cycling Network Route 1 from Dover to the Shetland Islands.

2.9.8 The Boord Street footbridge is part of the main east - west connection across the peninsula, and provides the only means of pedestrian access between the two halves which are otherwise severed by the busy A102 Blackwall Tunnel Approach, which itself does not accommodate walking or cycling.

Figure 2.24 Future pedestrian and cycle movement - Greenwich

Silvertown Portal - Future

2.9.9 In future the quantum of residential floorspace on the peninsula will increase significantly, as will commercial and retail floorspace, which will mean more people moving to, from and around the area. Of greatest significance to movement routes will be the new development on the western side of the peninsula, which at present will still have to rely on the bridge at Boord Street to connect across to the eastern half of the peninsula. This will increase demand for a crossing facility, and underpins the need for a new bridge as part of the Scheme.

2.9.10 An additional route around the peninsula will also be created within the development, effectively operating to mirror the waterside path, and help to relieve some of the pressure on that facility.

