A TOPOGRAPHY OF DIFFERENCE

The Lower Lea Valley is a 'made' landscape, which plays an intimate role in provisioning the city around it. Naturalistic landscape scenography is not appropriate and so, park space is created from adopting and 'contaminating' the elements of infrastructure and monocultural land uses, which have had free reign in the valley, forcing them to perform a richer, more urbane role. Elements such as railway tunnels, by-pass structures and gasholders are co-opted into making places for a day out in the valley.

The landscape strategy for the park:

- Draws out the extraordinary landscape narratives that have shaped the valley, juxtaposing 'native' riverine landscape with an 'exotic' overlay, referencing, for example, the global trading of the docks, and the adaptation of colonising plants to industrial sites.
- Responds to and enhances particular landscapes that already exist in the Lower Lea Valley.
- Supports and encourages new activities throughout the Lea River Park, to appeal to both visitors and local residents to create a diverse user group.
- Creates new landscapes that help to reveal the overlaid uses that have shaped the landscape.
- Creates 'edible landscapes', referencing the Lower Lea Valley's role in provisioning London.
- Uses tree planting to create 'urban connectors' leading into the park, and to mark the course of the River Lea.



CHARACTER AREAS

The character of the river valley undergoes a series of marked changes along its length. From the reservoirs of the north to the confluence with the Thames, these shifts can be identified as distinct character areas which describe the relationship between the river and the landscape in which it sits. This analysis has formed the basis of planning the new park, responding to the existing landscape in each area in a particular way. Later pages will illustrate how the various park areas relate to and reference the particular characteristics of their site.

These character areas are:

MILL MEADS

1. Short Wall
2. Three Mills Green
3. Three Mills

TWELVETREES

4. Isthmus
5. Victorian Infrastructure

WORKING RIVER

6. Cody Wilds
7. Poplar Reach
8. Working Wharves

EXOTIC WILD

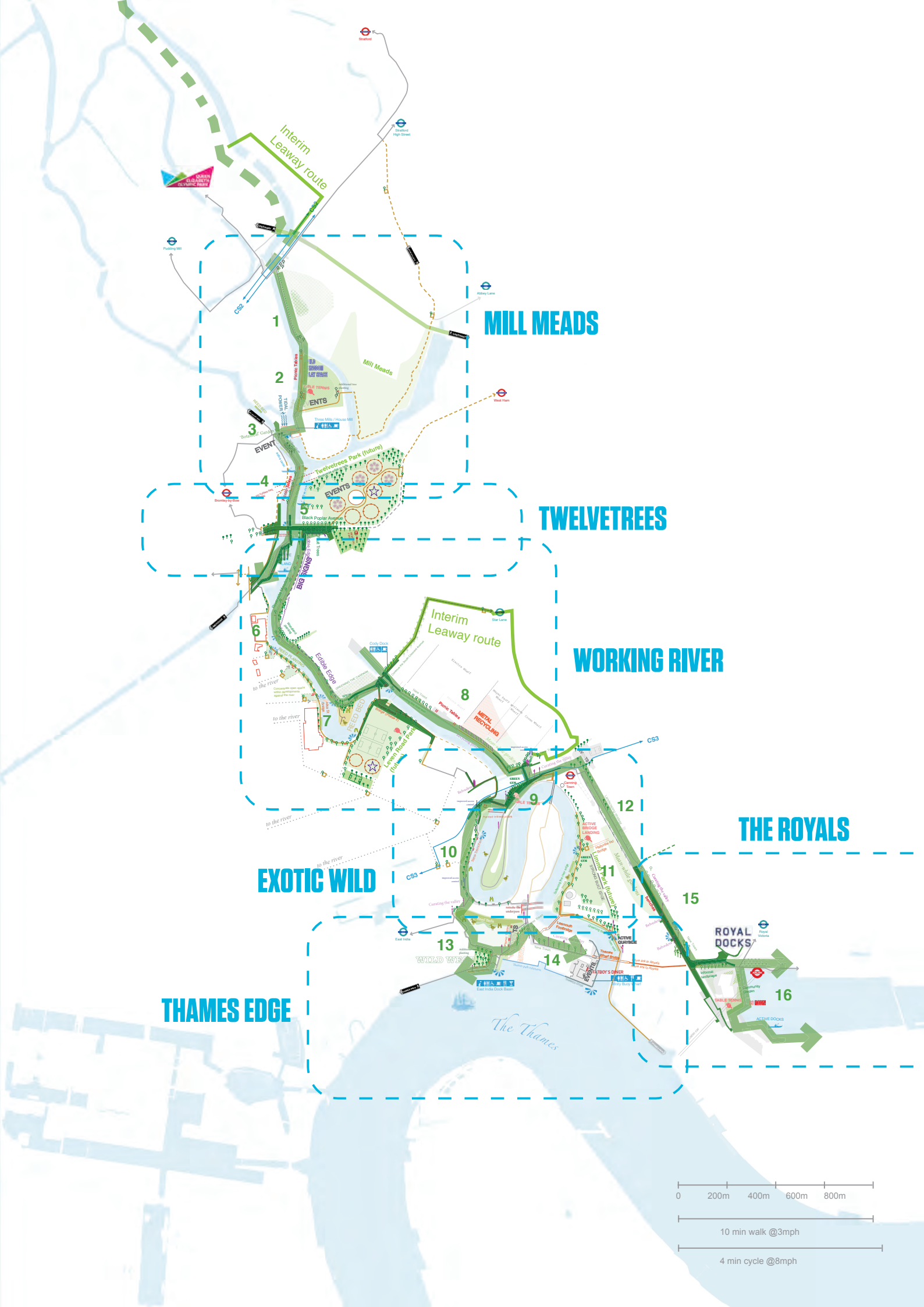
9. Canning Town Riverside
10. Silvocea Way
11. Limmo
12.. Silvertown Way

THAMES EDGE

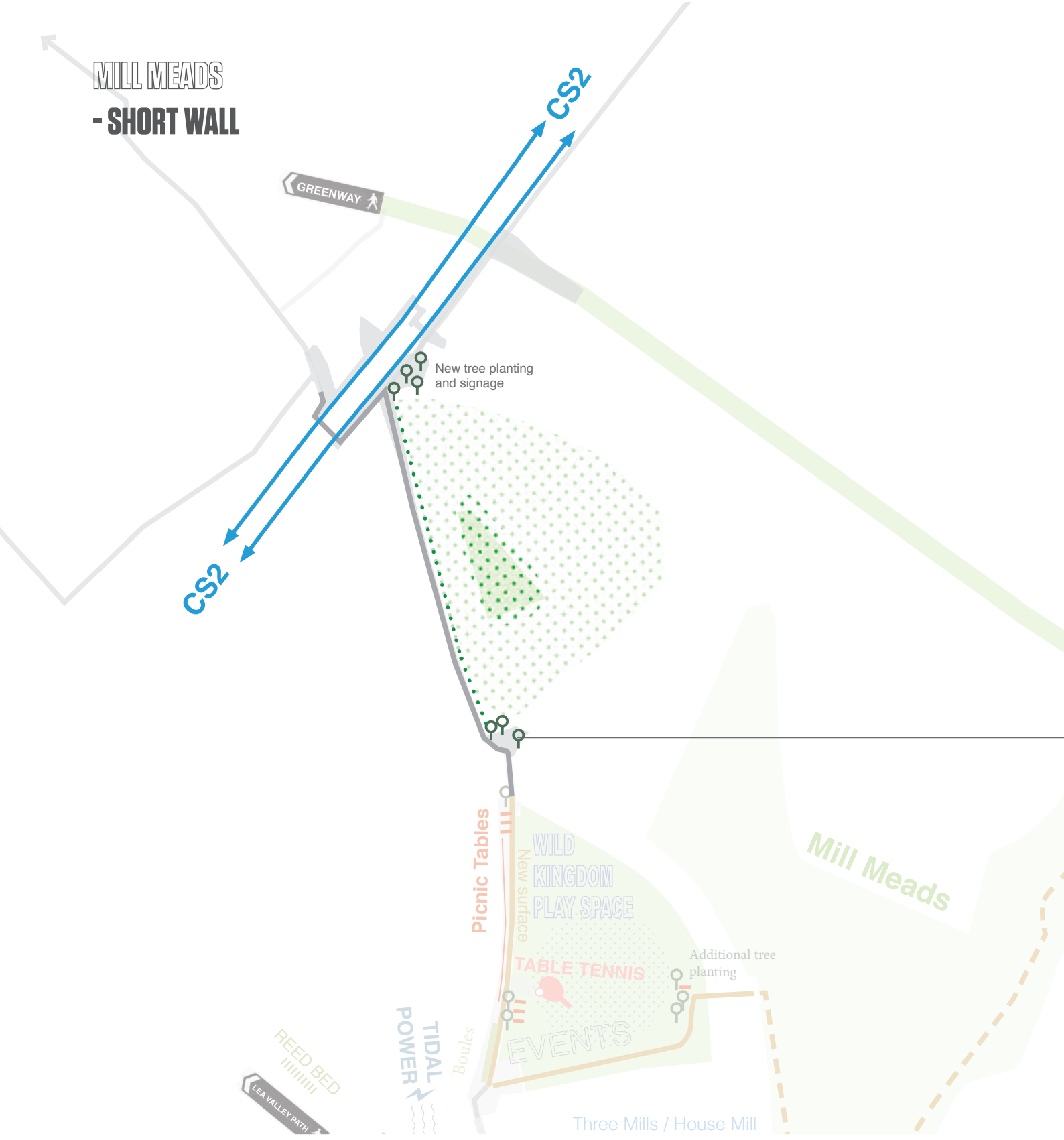
13. East India Dock Basin
14. Orchard Place

THE ROYALS

15. Silvertown Viaduct
16. Tidal Basin and the Royals


Interim Leaway route
MILL MEADS
TWELVETREES
WORKING RIVER
THE ROYALS
EXOTIC WILD
THAMES EDGE
Mill Meads
Twelvetrees Park (future)
Interim Leaway route
Lawn Road Park (future)
Limmo Park (future)
ROYAL DOCKS
The Thames
0
200m
400m
600m
800m
10 min walk @3mph
4 min cycle @8mph

MILL MEADS
- SHORT WALL



This section of the Leaway was resurfaced and regraded as part of the Olympic connection improvements.

A wider strategy for this area might include the re-establishment of a grid of orchards, forming a coherent landscape across the fragmented public realm of Bison Road, with improved wayfinding to the Greenway and Leaway routes.

Key

- New tree planting
- Existing trees
- Seating
- 'To the river' mat
- New surfacing
- Existing surface



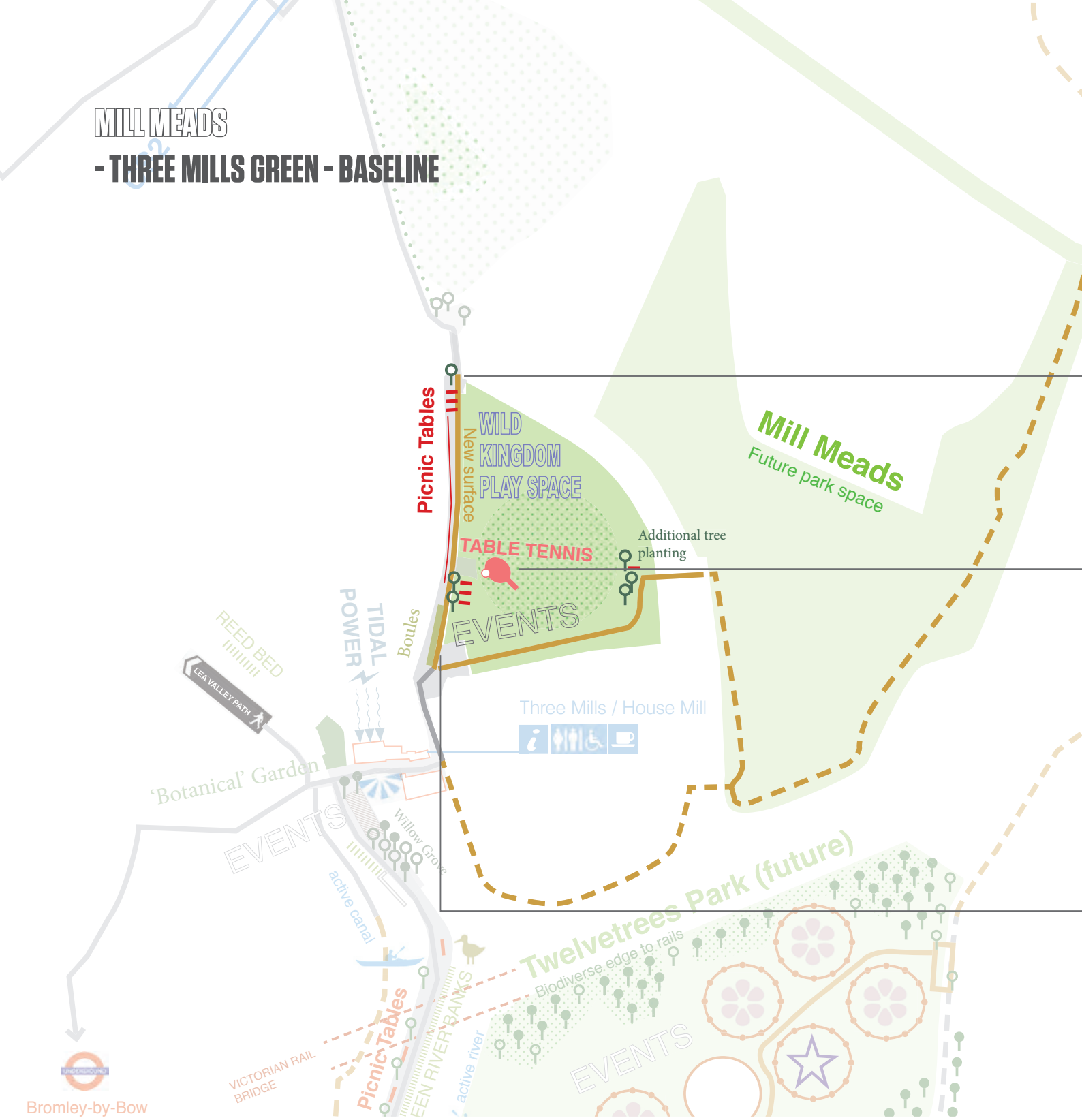


Tree planting to re-establish the orchards of the former Stratford-Langthorne abbey



Bison Road Corner Improvements - Encouraging community gardening schemes, similar to nearby the Abbey Gardens project

MILL MEADS
- THREE MILLS GREEN - BASELINE



The western edge of Three Mills Green is the first stage of the Leaway to be completed, and acts as a baseline for the other character areas.

Rather than providing just a 3m wide strip of paving, a wider 12m area is reprogrammed to create an active linear park. Interventions range from the provision of semi-mature trees and picnic tables, to table tennis tables and a boules pitch.

Several key details were developed and tested at Three Mills Green, including the inset wayfinding pavers, concrete channel benches and the use of Tramet street furniture.

Key

- New tree planting
- Existing trees
- Seating
- 'To the river' mat
- New surfacing
- Existing surface
- Future Green-way link



Provision of benches and picnic tables at the northern end, adjacent to the canal.



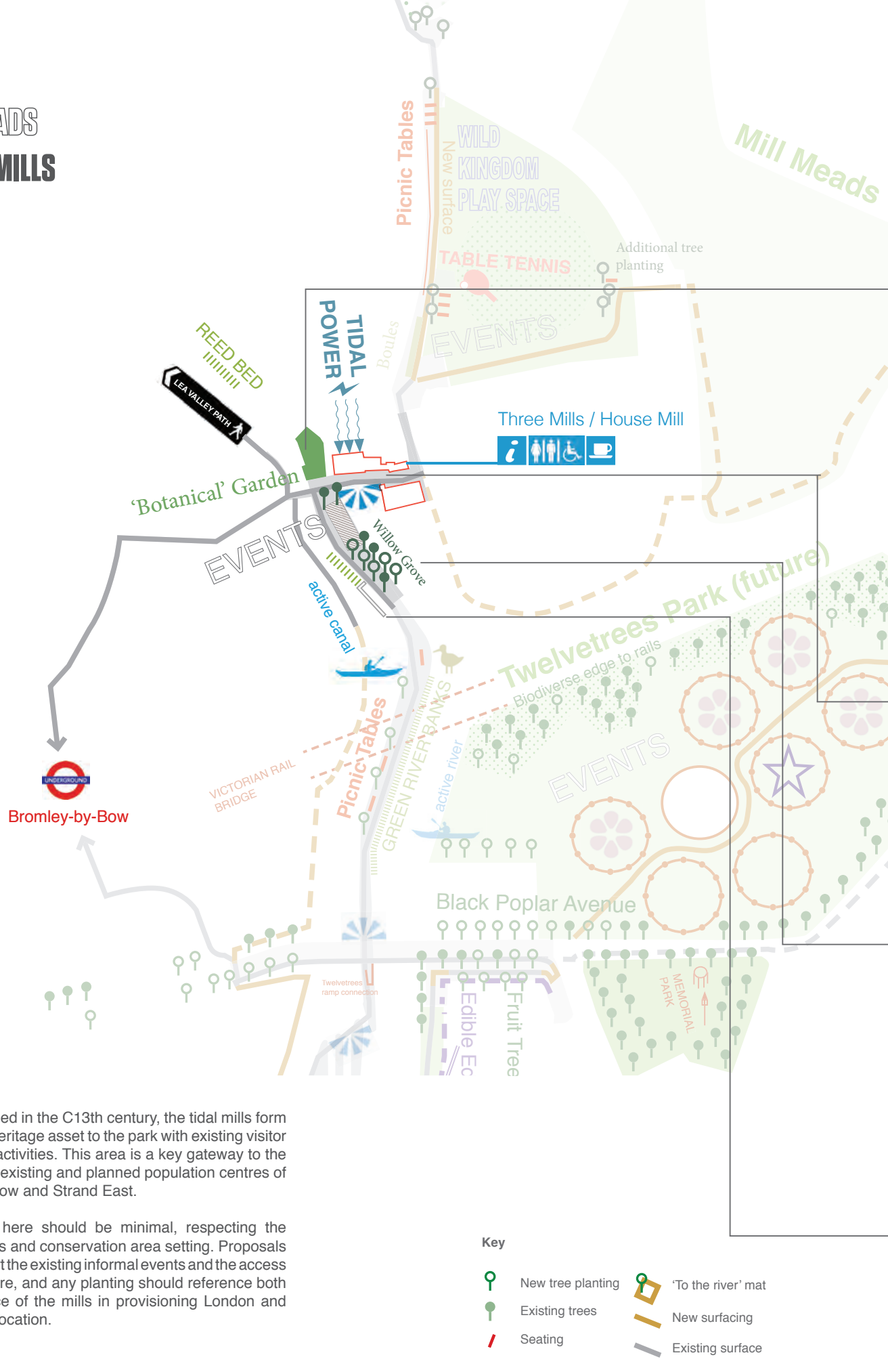


An active edge: table tennis tables, a boules pitch and We Made That ‘s ‘Wild Kingdom’.



Resurfaced generous width path with redundant railings removed, to create a canal edge which is part of a more generous park.

MILL MEADS
- THREE MILLS



First established in the C13th century, the tidal mills form a significant heritage asset to the park with existing visitor facilities and activities. This area is a key gateway to the park from the existing and planned population centres of Bromley-by-Bow and Strand East.

Interventions here should be minimal, respecting the listed buildings and conservation area setting. Proposals should support the existing informal events and the access to the river here, and any planting should reference both the importance of the mills in provisioning London and their riverine location.





Planting marginal spaces with botanic specimens involved in the historic production of gin at Three Mills.



Support the Tidal Mill Trust in the running of the historic mills, maintenance of their historic setting and their attempts to reintroduce tidal energy production. If the opportunity arises to improve the accessibility of the landscaping here the cobbled roadway should be treated sensitively as it is a key interest in this conservation area and is Grade II listed.

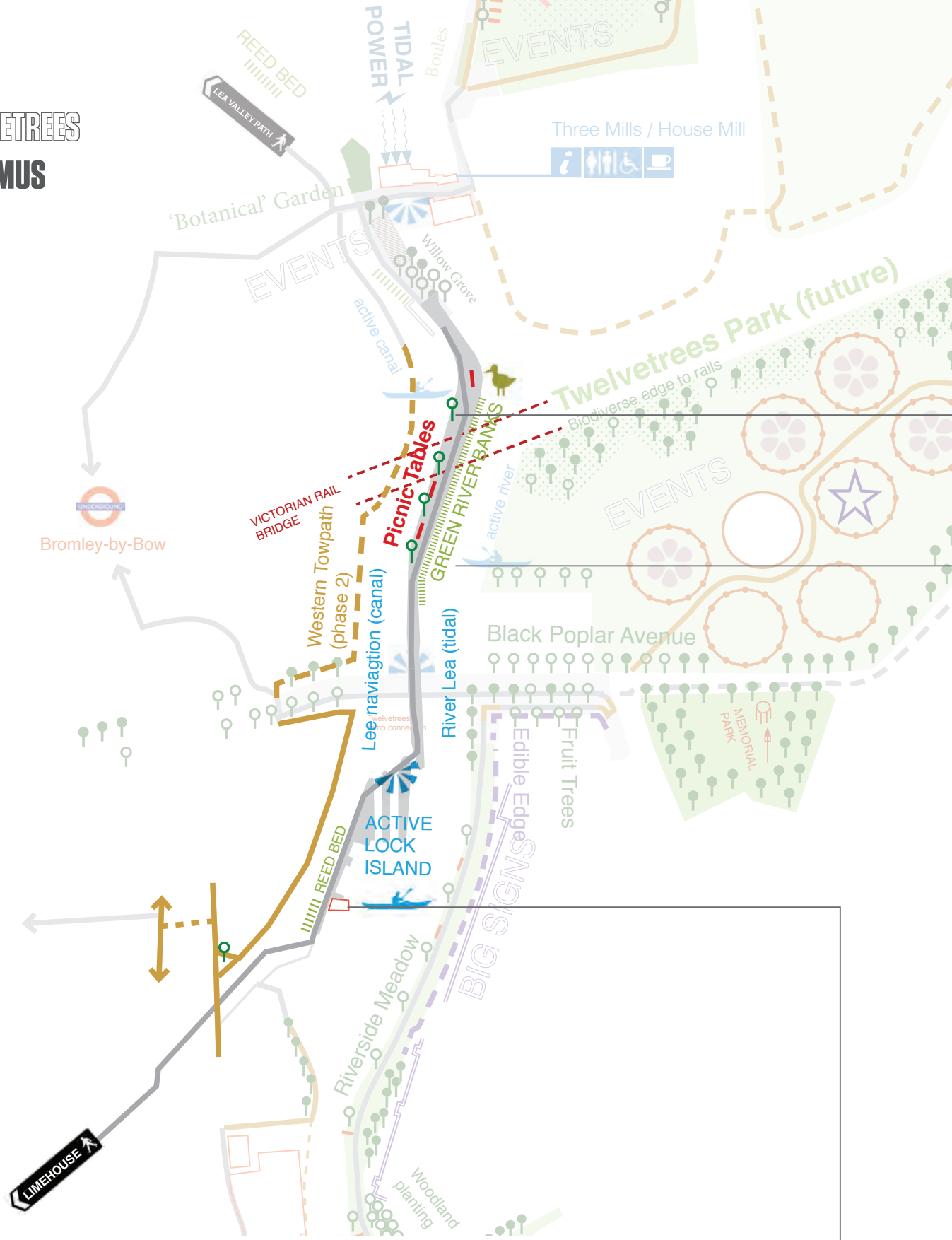



Maintain the hard paving at the beginning of the spit for informal events and gatherings, whilst adding a new grove of pollarded willows adjacent.



Provide adequate facilities to improve accessibility for all who wish to use canal waters for recreation.

TWELVETREES
- ISTHMUS



This thin strip of land, the 'Isthmus', separating the canalised Lee & Stort Navigation and the tidal River Lea is the continuation of the Lea Valley Walk to Limehouse Basin, and is currently well trafficked. Improvements here might be very light touch; offering additional places to pause and enjoy the unique setting. Planting should further restore the native 'lower marsh' landscapes.

A new connection between the towpath and Twelvetrees Crescent Bridge improves access to the east bank and provides improved surfaces to the north of Bow Locks.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface





Improving the setting of the canalside with new landmark trees and improved seating and picnic tables



Greening the riverbanks -similar to Thames 21's work at Cody Wilds downstream



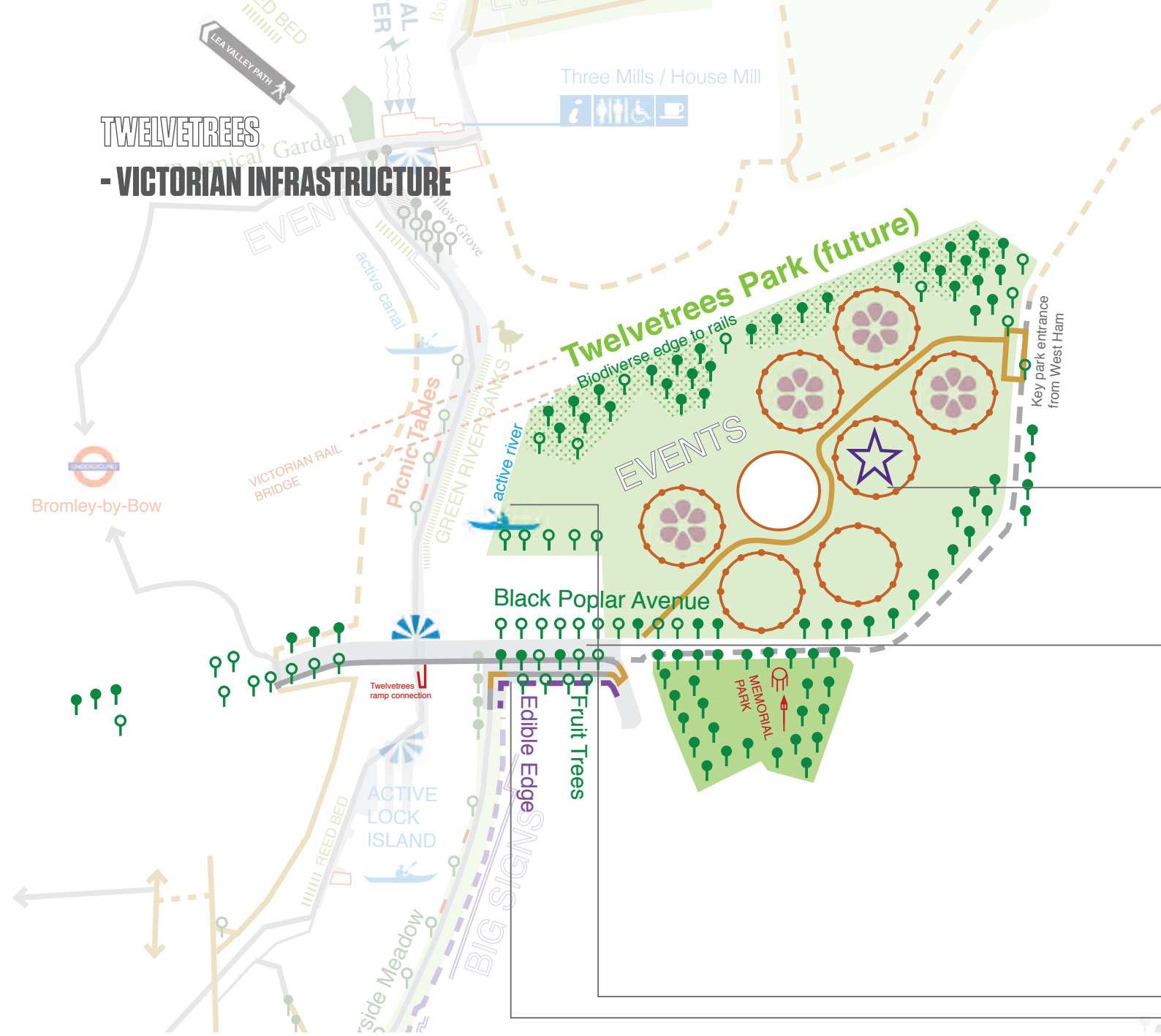
Creating an active, improved setting to the lockside through the development of the vertical link for cyclists up onto Twelvetrees Crescent bridge and the formation of a new hard surfacing to the surrounding canal path. Alternative accessible routes to be signed.





There is the opportunity to investigate the use of the 'old stable building' as a home for a canoe and kayak club, run in partnership with the new Bow School (above left).

TWELVETREES
- VICTORIAN INFRASTRUCTURE



Twelvetrees Park is the chance to create a major new park space as part of the Lea River Park. The site has many mature trees and the largest collection of listed gas holders in the UK. The gas holders are now redundant and are awaiting decontamination to create a new park, as set out in the All London Green Grid.

The unique character of the grouping of gas holders should be respected in crafting careful interventions which explore their vast volumes to create unique cultural spaces, botanical glass houses and open space. The opportunity to curate the history of the valley should also be included in creating a park which is an asset to its surrounding communities.

The river frontage creates an opportunity to support active water uses, as well as providing a unique, tranquil riverside environment. A key strategic connection is made through the park, connecting the Leaway, Poplar and Bow into West Ham underground station.

Twelvetrees Crescent Bridge is a key entrance to the park from both Tower Hamlets and Newham, enabling the continuation of the North-South Leaway route.

The bridge offers spectacular views North and South which help to orientate visitors, but the bridge deck should be improved in order for the bridge to act as a gateway to the Leaway. This requires negotiation to influence the maintenance of the bridge's deck and approaches. This strategy should demonstrate best practice in developing shared space - refer to LLDC Inclusive Design Guidance - IDS 15 - Shared Space.

Key

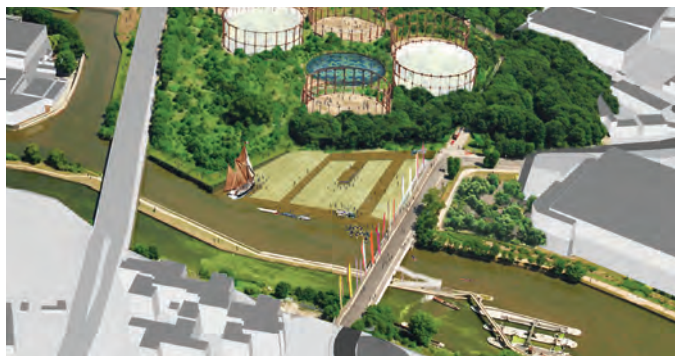
- New tree planting
- Existing trees
- Seating
- Curation of an edible valley
- 'To the river' mat
- New surfacing
- Existing surface



The redundant Twelvetrees gas holders are listed structures that have the potential to be transformed into a London wide attraction. This park has the scope to combine much needed open space with unique occupation of the gas holders, which could range from institutional attractions such as a botanic garden or become park structures for viewing platforms or rock climbing.



Investigate the potential for resurfacing Twelvetrees Crescent Bridge in order to develop its identity as a park entrance. Landscape strategy for the embankments and carparks includes the provision of fruiting trees and bushes.

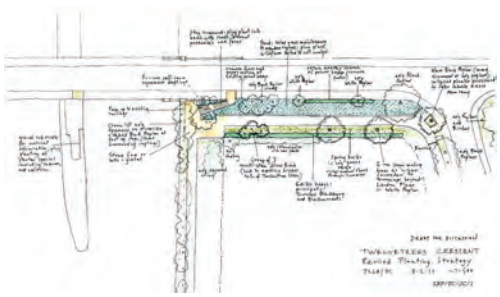




Creating an active riverside, with direct access to the water for potential uses such as, a launch for kayak clubs, community boat repair workshops or accessing river boat tours.

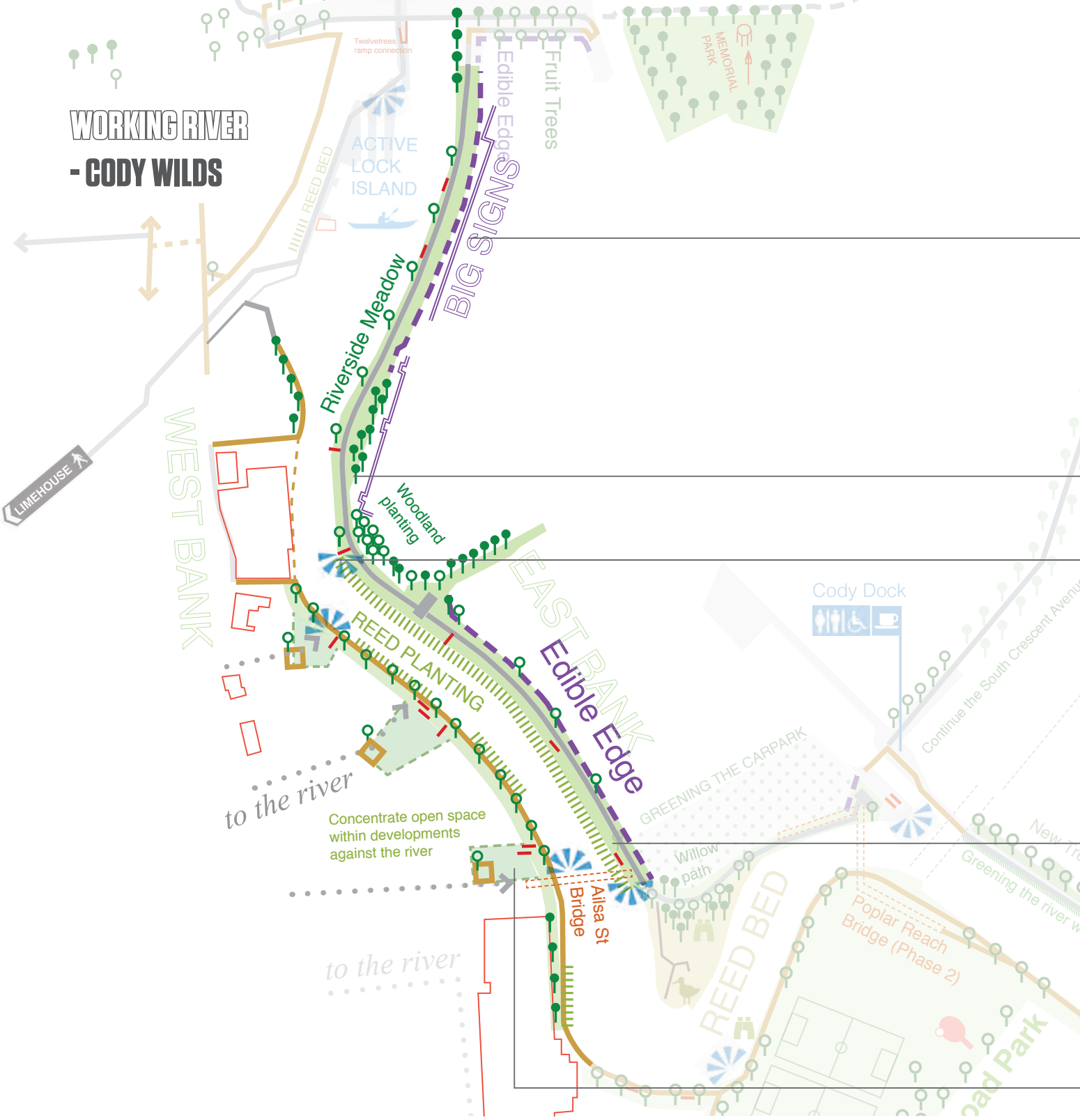






New landscaping designed with Jonathan Cook Landscape Associates, along the eastern bank incorporated fruiting bushes and trees.

WORKING RIVER - CODY WILDS



The proposals for the Cody Wilds stretch of the Leaway comprises a series of interventions which de-industrialise and rewild this landscape. Along the eastern side of the River Lea the current landscaping implemented in the early 2000's offers very little to a park user, whilst to the west there is currently no access to the riverside.

Along the eastern bank the interventions focus on the boundary between the industrial estate and the riverside route. Fences should be planted with thornless fruiting bushes, such as blackberries, while the route down the river emphasised by the continued planting of Willows and native Black Poplars

Open spaces within developments along the west bank should address the scale of the surrounding landscapes, by opening up to the river and avoiding the creation of the overly manicured spaces that are typical of residential developments. New parkspaces along the western side of the Lea can bring new areas of biodiversity and should respect the wilder native landscapes along the River Lea.

Key

- New tree planting
- Existing trees
- Seating
- Curation of an edible valley
- 'To the river' mat
- New surfacing
- Existing surface



Painted Murals and Signage to reveal the inner workings of otherwise anonymous industrial sheds



Maintain existing guarding/fences and surfaces while relaxing the current maintenance of the existing soft landscaping.

Planting to the adjacent boundaries can be supplemented through planting a hedge against the existing fences of edible fruit bushes.



View of one of the proposed mats - situated to provide a picnic spot at a key outlook over the river.



Re-calling the history of the Bromley-by-Bow Gas Works, with artefacts which allow for creative play.



Greening the riverbanks -Thames 21 work in progress



Planting additional riverside trees, Poplar and Willows

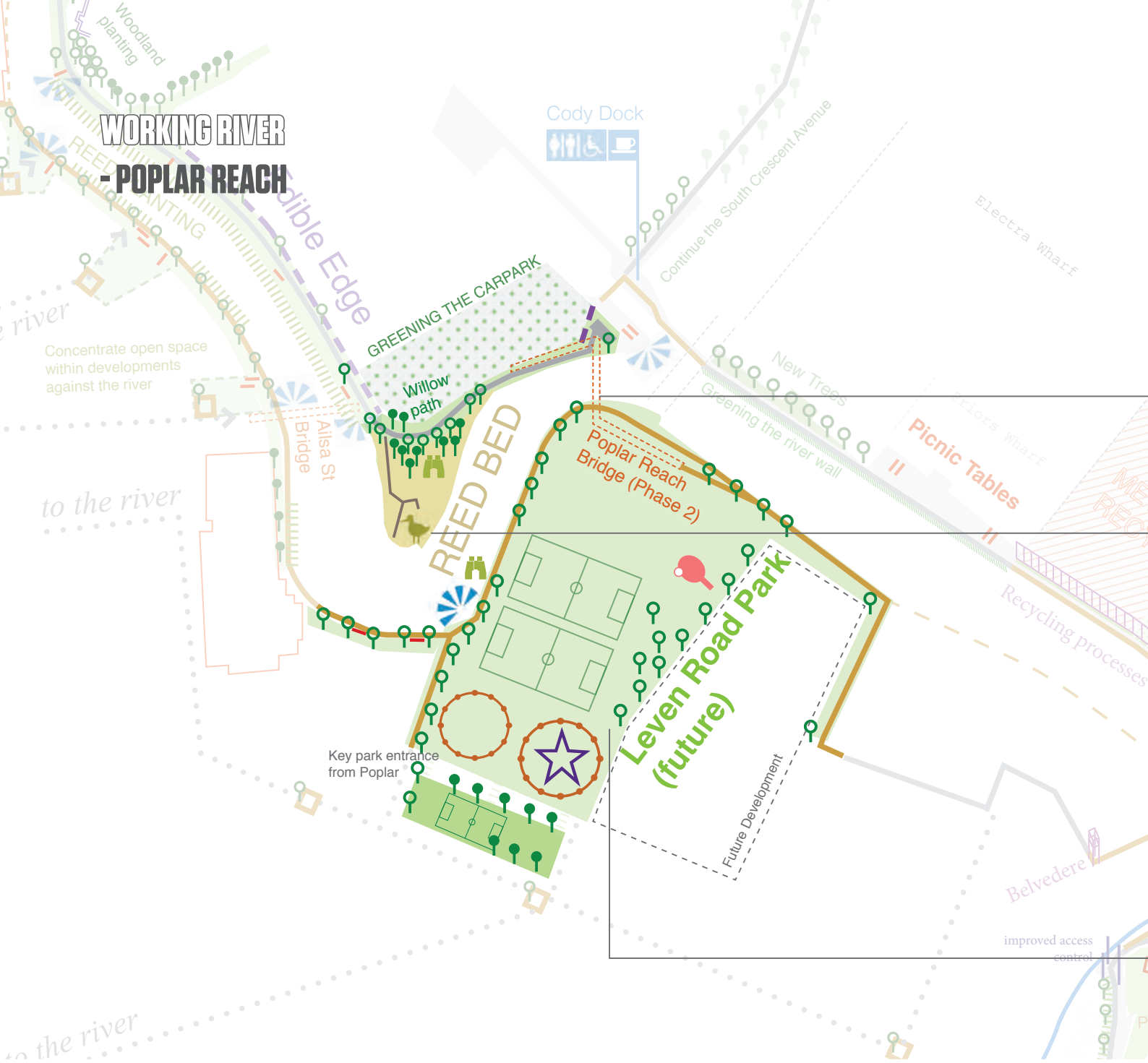


Greenspaces within developments should play multiple roles - referencing the wilder landscapes of the River Lea, whilst providing biodiversity, and SUDs. Similar greenspaces have been delivered within the East Village (above) along Victory Parade.



Creating wilder river edges which incorporate play provision as along the Canal Park in the Queen Elizabeth Olympic Park

WORKING RIVER - POPLAR REACH



The Leven Road Gas Works site will deliver a key new neighbourhood park. Adjacent to new areas of housing, and connecting to existing communities currently cut off from the river by the gas works, the park will have a community focus - a place for learning, sport and recreation.

The OAPF identifies an area of future strategic open space, which is proposed to occupy approximately two-thirds of the site, incorporating all of the river frontage, and establishing cross-river links to Newham.

Creative reuse of the gasholder frames should be investigated in order to take advantage of their landmark quality and act as a park structure for climbing, viewing platforms or as an event space.

The artificial nature and industrial history of this stretch support a unique planting strategy celebrating both pollution-tolerant and bioremediator species, and those exotic species that have established in London both due to its warmer microclimate and history of international trade.

The reed bed at this bend in the Lea is one of the few remaining fragments of an original ancient landscape, and has in recently been improved by Thames 21. A network of securable boardwalks and hides could be developed in the reeds, along with a wind powered water pump to oxygenate the water and reference a history of power generation in the area.

Key

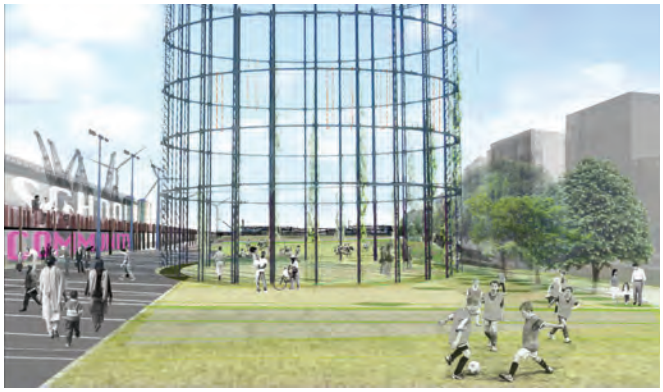
- New tree planting
- Existing trees
- Seating
- 'To the river' mat
- New surfacing
- Existing surface



View of Poplar Reach Bridge towards Cody Dock. The bridge will provide a connection from the first phase of the Leaway to a new 6ha active park landscape, providing much needed open space to Poplar's surrounding estates and creating a moment of expansiveness on the Leaway.



Improvements to the existing pathways incorporate well placed restpoints, paving, additional tree planting, and edible fruiting bushes along the Prologis palisade fence, as well as additional wild meadow flowers to the existing grass banks. Development of a series of hides enable educational trips to witness the biodiversity of the reeds. Boardwalks should be restricted to maintenance access for clearing litter from the reed beds, so as to decrease the impact of visitors on nesting birds.

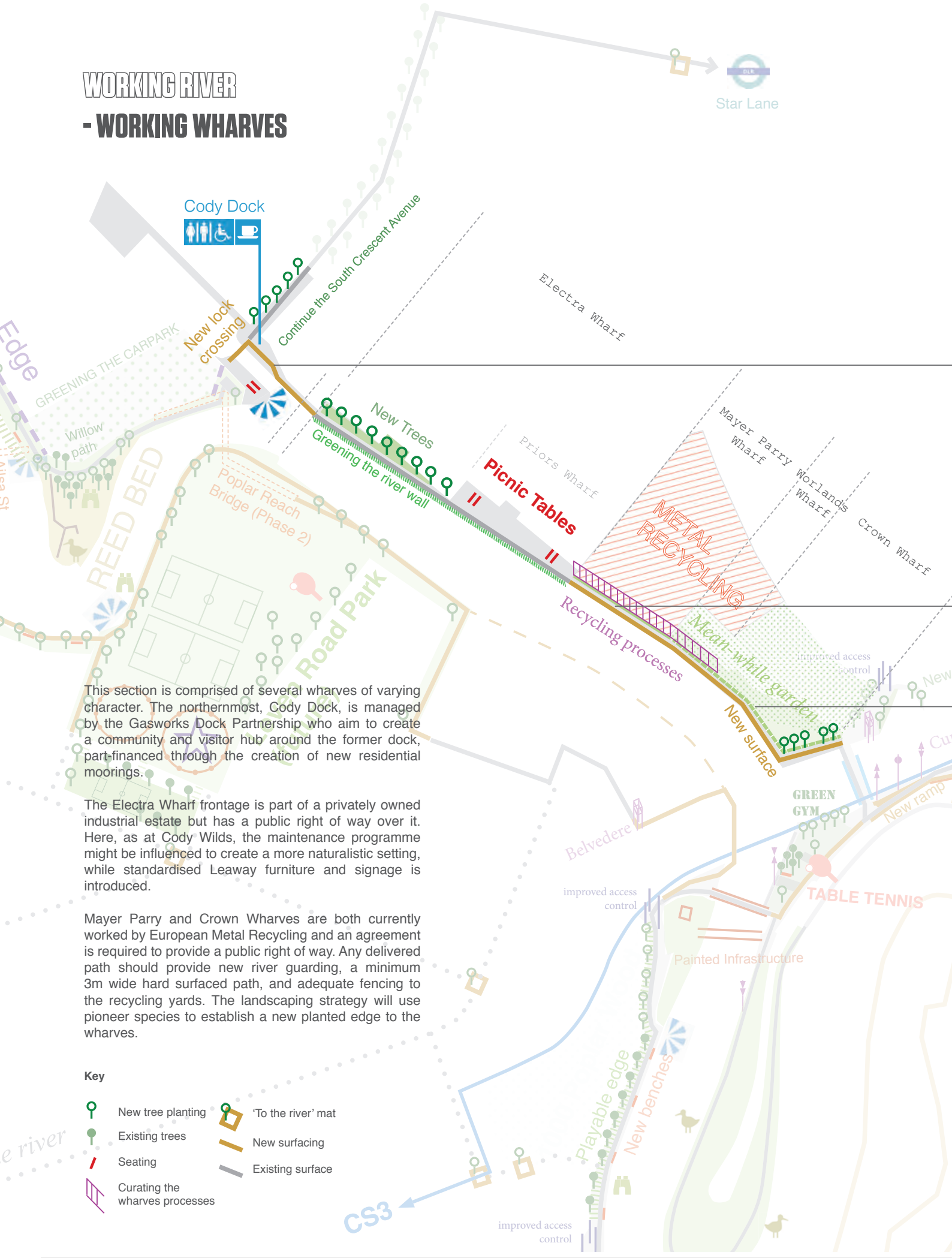


Propositional view through the retained gasholder to the park and river beyond. The park pushes back from the river to meet the existing green space on Abbott Road.



View north of the new proposed riverside spaces around Poplar Reach Bridge.

WORKING RIVER
- WORKING WHARVES



This section is comprised of several wharves of varying character. The northernmost, Cody Dock, is managed by the Gasworks Dock Partnership who aim to create a community and visitor hub around the former dock, part-financed through the creation of new residential moorings.

The Electra Wharf frontage is part of a privately owned industrial estate but has a public right of way over it. Here, as at Cody Wilds, the maintenance programme might be influenced to create a more naturalistic setting, while standardised Leaway furniture and signage is introduced.

Mayer Parry and Crown Wharves are both currently worked by European Metal Recycling and an agreement is required to provide a public right of way. Any delivered path should provide new river guarding, a minimum 3m wide hard surfaced path, and adequate fencing to the recycling yards. The landscaping strategy will use pioneer species to establish a new planted edge to the wharves.

Key

- New tree planting
- Existing trees
- Seating
- Curating the wharves processes
- 'To the river' mat
- New surfacing
- Existing surface





An active quayside with space for picnics and events alongside residential moorings and artist studios



A permissive path along the European Metal Recycling river frontage could include planting pioneer species, to establish a new landscape edge to the wharves.



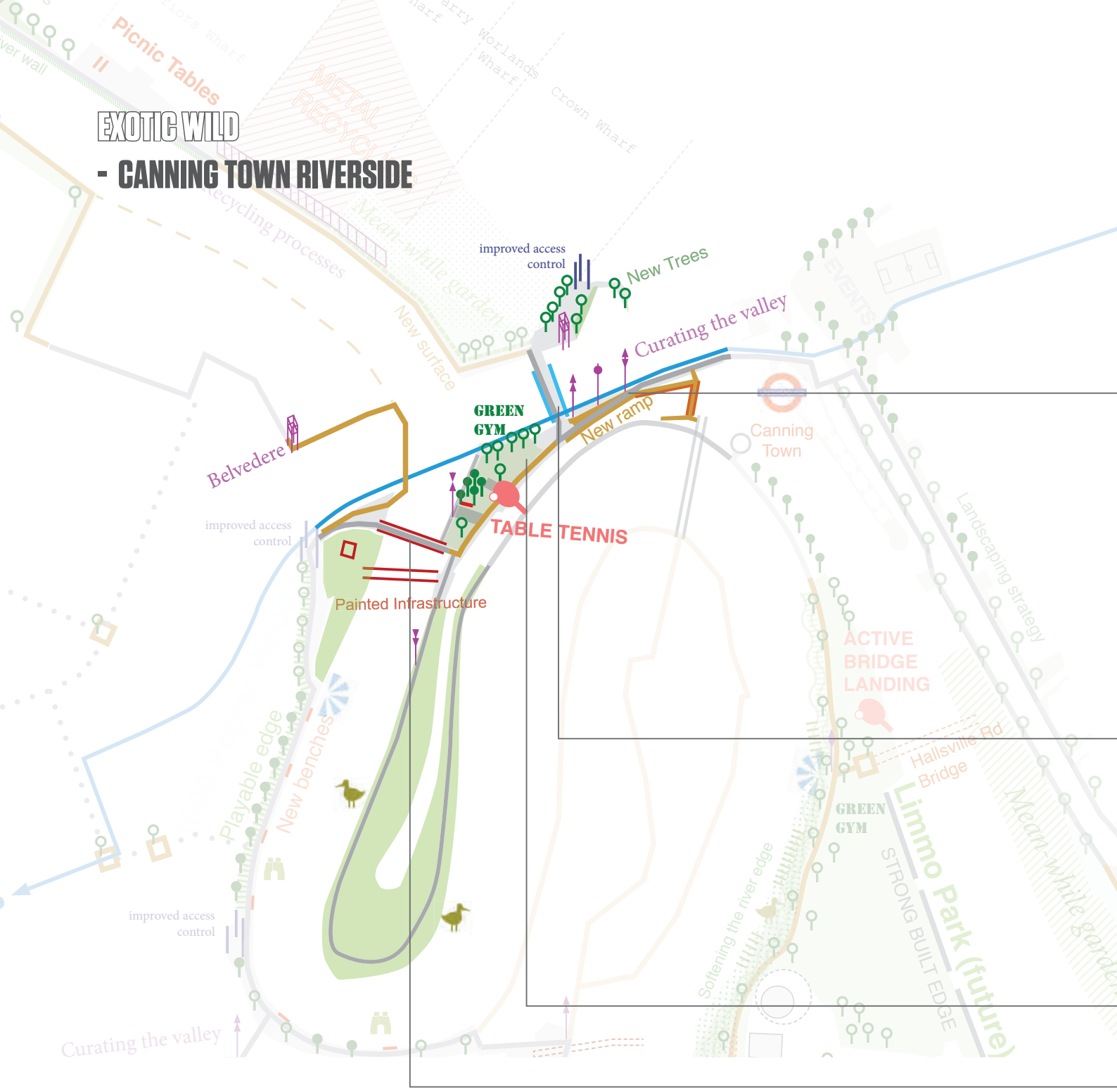
Curated artefacts relating to the ongoing industrial processes





‘Meanwhile skip-gardens’ allow planting to be moved as developments come forward - eventually the plants could be incorporated into new, permanent landscaped open space.

EXOTIC WILD
- CANNING TOWN RIVERSIDE



These previously fragmented landscapes, caught between the A13, the River Lea and the DLR offer the chance to form a key entrance to the Leaway, acting as a manifold to the multiple routes south to the River Thames and the Royal Docks.

An existing but poorly maintained underpass beneath the A13 avoids negotiating the ten lanes of traffic above. Its improvement requires both additional lighting and renovation of all surfaces, with the opportunity to create a space which is more inviting, secure and incorporated into the Park.

To the south the new ramp connecting to Canning Town and CS3 should be treated as a valley gateway with vertical structures recalling the maritime history of the valley and acting as a visual presence from the road. The riverside landscape should offer Canning Town its own riverside, with the provision of a multi-use space, for markets and events. The domination of infrastructure should be tackled by appropriating these structures and branding them as part of the cornucopia which maintains London.

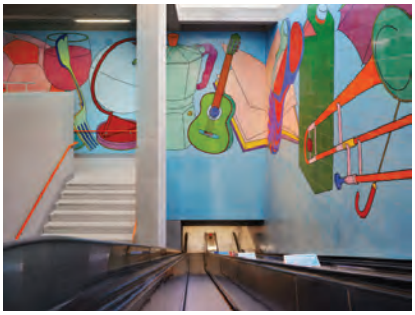
The refurbishment of the staircases to the North of the A13, potentially adorned by wayfinding belvedere structures, will complete this complex node of the Leaway.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface
- Belvedere structure



A new ramp providing improved access to Canning Town and populated by structures, recalling the maritime history of the valley south of this point.


Underpass improvements to the tunnel beneath the A13- there is scope for introducing both additional lighting and an art brief.

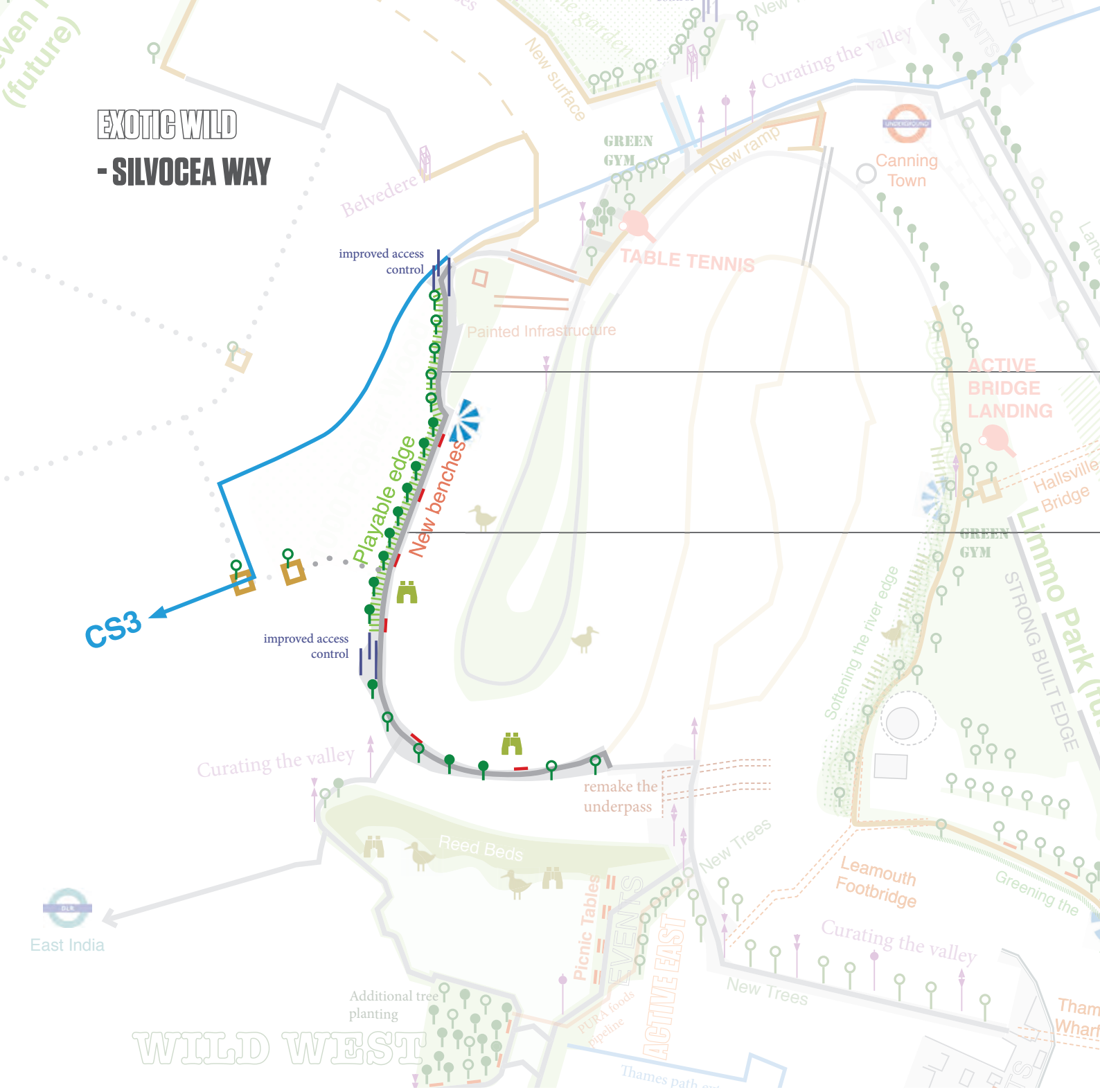



The creation of a multi-use space providing Canning Town with its own riverside, with additional trees and hard surfacing.




Investigate the potential to influence the maintenance and painting of existing bridges and structure to introduce a coloured branding for the park.

EXOTIC WILD
- SILVOCEA WAY



This existing stretch of riverside had suffered from poor maintenance and had an overly municipal character despite being a major part of Tower Hamlets riverine edge.

Extensive planting developing on a language of exotic colonisers which have arrived through the areas history of trade has been devlivered here.

The existing access control measures, a series of large concrete blocks have been removed, and an alternative solution introduced using landscaped berms, boudlers and street furniture to discourage access. Previous street furniture and way-finding has been replaced focussed around new paving mats which match the Lea River Park standards.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface
- New landscaping





Proposed long term ambition for a much denser riverside woodland of native species including willows and black poplars - especially Populus nigra subsp. betulifolia.



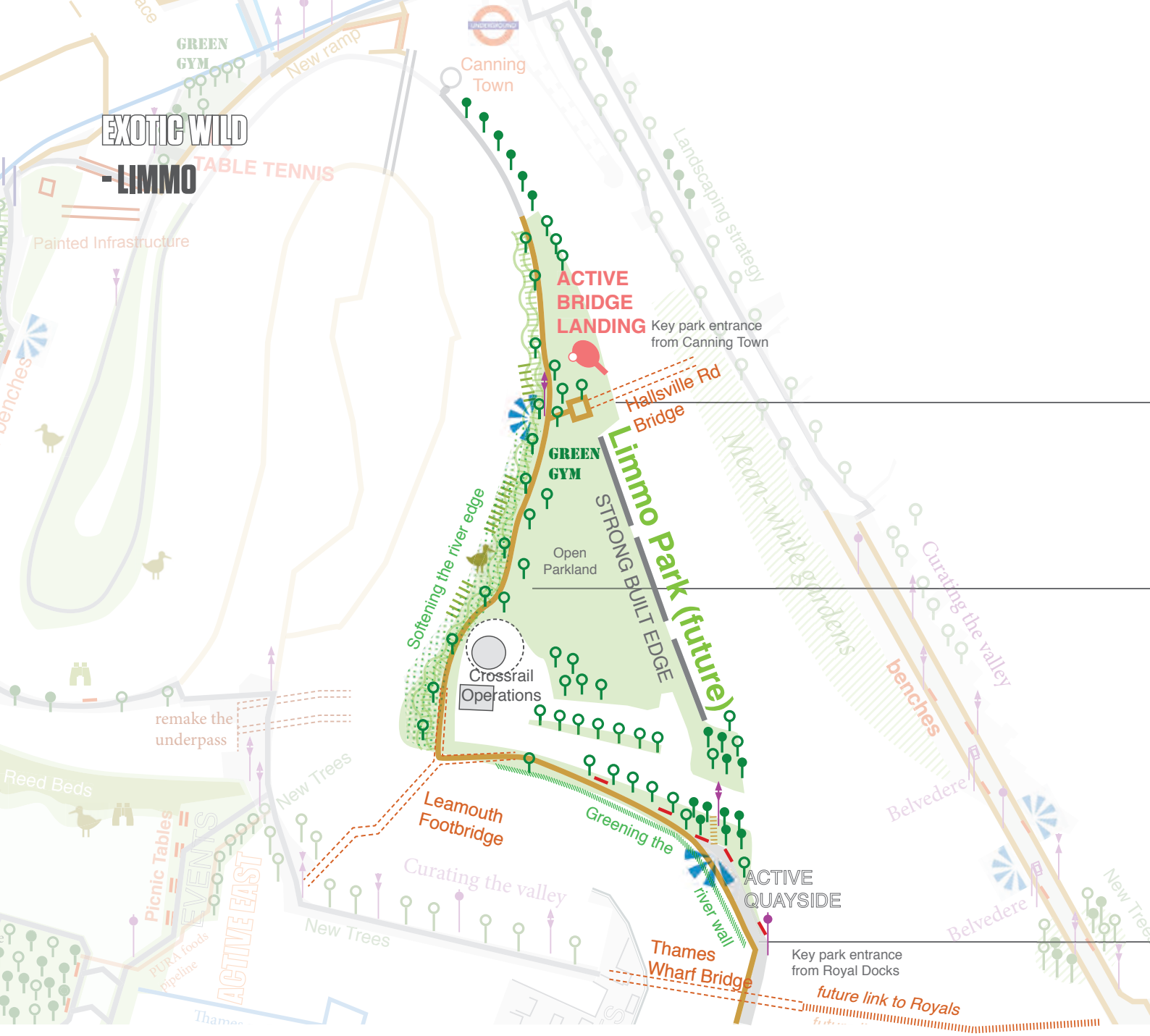


A planting strategy to colonise the rough ground adjacent to the path at this point, providing ground cover beneath the existing trees has been delivered which include species which reference the trade of the docks.





Municipal landscaping and street furniture has been replaced with designs which reinforce the maritime history of the wharfsides.



The Limmo is an important area of wild open parkland for the Lea River Park. Providing much needed open space for the highly dense development being delivered in and around Canning Town and the Royals. The Limmo will include a riverside pedestrian/cycle route connecting Canning Town station with the Thames Path. It is also one of the few locations where softening of the river edge is practical.

Engineering work on Crossrail requires permanent shaft access and ventilation which should be integrated into the park landscape. This site would be linked by the proposed Leamouth footbridge to Trinity Buoy Wharf and East India Dock Basin, which has planning permission.

Planned crossings to the developments along Silvertown Way and the Royal Docks for pedestrians and cyclists, should be integrated into the landscape of the park. These crossings provide a critical connection into the Lea River Park and activities such as green gyms, table tennis and picnic areas should be clustered around these entrances to create destinations. The Hallsville Road bridge will provide a key entrance from Canning Town, whilst the Iron Bridge Wharf bridge would provide a critical connection between Leamouth and the Royal Docks.

The OAPF identifies future development on the eastern edge of the Limmo, which could both reinforce and provide natural surveillance to the park. A strong built edge could promote access across the rail tracks and shelter the park from the East. Larger scale park-friendly uses could populate the lower floors with dwellings at upper levels, overlooking the park.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface
- New landscaping





Softening the river edge through either creating tiered inter-tidal habitats (top left) or retrofitting the river walls with structures to support plants growing as at Cody Wilds (top right).



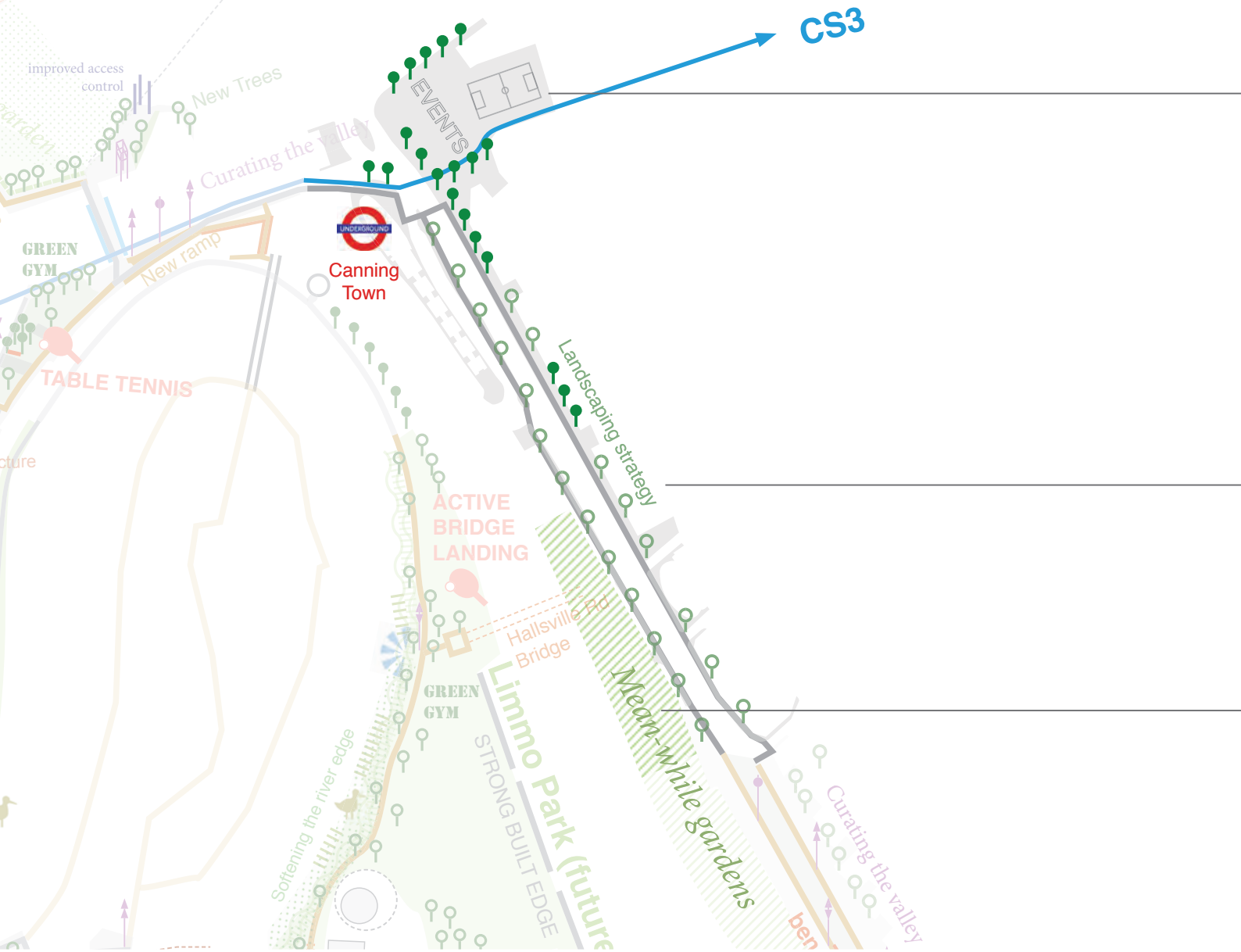
The Limmo is an important area of open space for the Lea River Park. Here there is the opportunity to create a sizeable new park at the confluence of Lea and Thames. It is also one of the few locations where softening of the river edge is practical.





Explore opportuniites to explore new active relationships with the river, including opportunities for direct access to the river for kayaks, or exploring inter-tidal habitats. Precedent illustrated above: Hudson River Education Center And Pavilion / Architecture Research Office.

EXOTIC WILD
- SILVERTOWN WAY



Key to understanding this section of the Leaway will be the definition of the kind of public space Silvertown Way should provide. This will emerge from the ongoing development of the local centre here.

The current generous carriageways and pavements have seen partial resurfacing in recent years, funded by the adjacent developments. With Canning Town, the centre of such change, the opportunity emerges to reinvent the street which connects both the developments and the Royal Docks to the Lea Valley.

A detailed study should consider both the holistic and detailed development of the public realm. From creating a narrative on the communities development, to introducing traffic calming or planting an avenue of London Planes.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface





Building upon the existing improvements to the A13 undercroft and steering the continuing public realm of the Hallsville Quarter





Develop a public realm and planting proposal which aims to both meet TfL Streetscape guidance and act to create a sense of place





Continue to support the creative use of hoardings and temporary/meanwhile uses of development sites along Silvertown Way

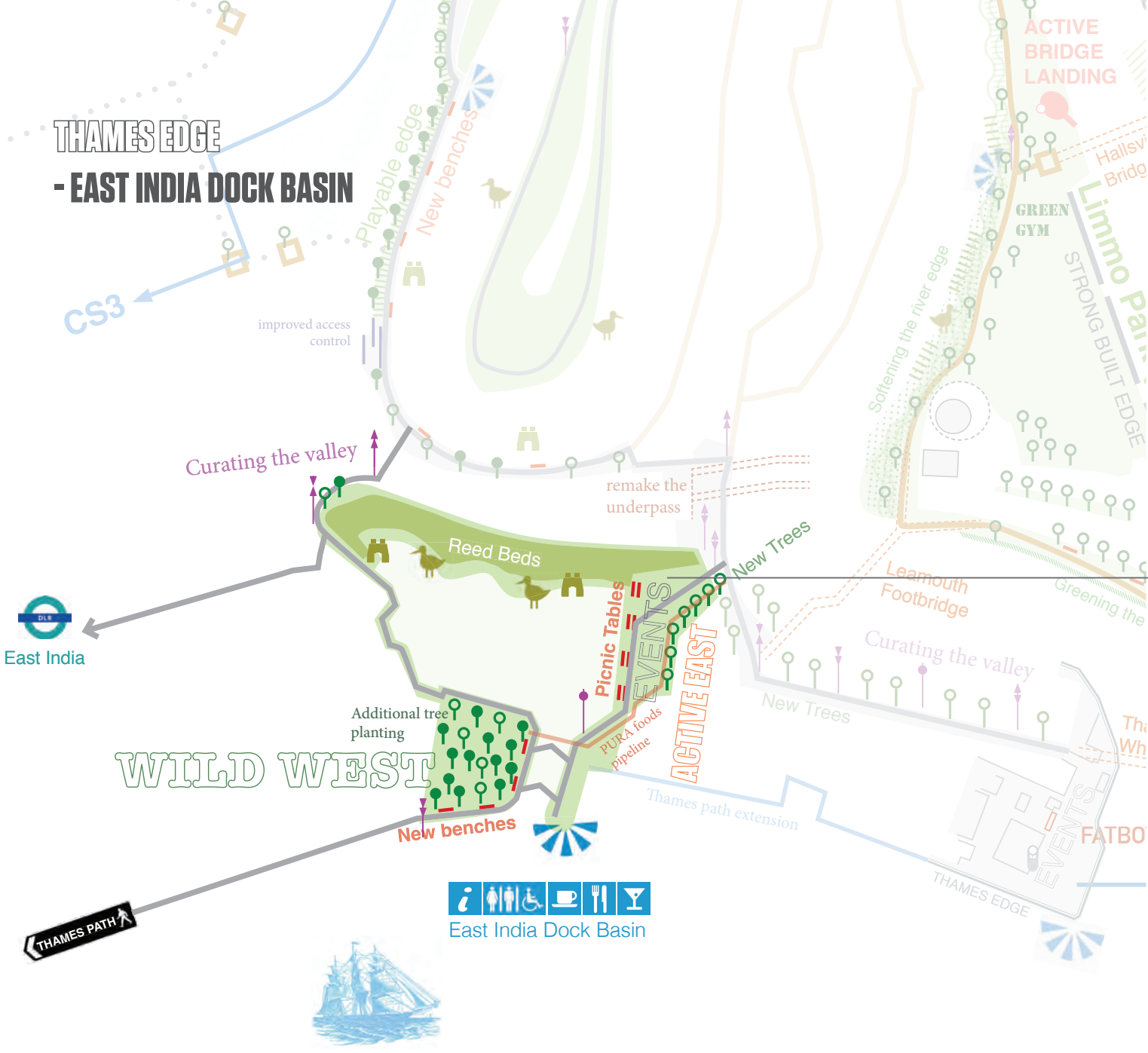






In the face of massive change, much of the historic built fabric of Silvertown Way is being demolished. Detailed design strategies in this area should encourage the streetscape to refer to the former industries, communities and collective memories.

THAMES EDGE
- EAST INDIA DOCK BASIN



The dock basin itself is a key biodiversity asset - a nature reserve popular with migrating birds- and any interventions here should tread lightly enough to maintain the delicate balance between human and natural occupation.

Curation of the site should tell the story of the dock and its rich history. The site also offers the scope for provision of future park visitor facilities, which might house further education/heritage displays.

Landscaping should increase biodiversity and remove the remnants of the PURA foods pipeline. Legible London signage, Lea River Park standard way-finding and furniture should be introduced with approval from the Lee Valley Regional Park Authority.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface



Ambition for the creation of a visitor and educational centre, balancing the needs of visitors and that of the established wildlife reserve in the basin. The location of any building will require further detailed design development with project partners.







Telling a story of trade and international commerce





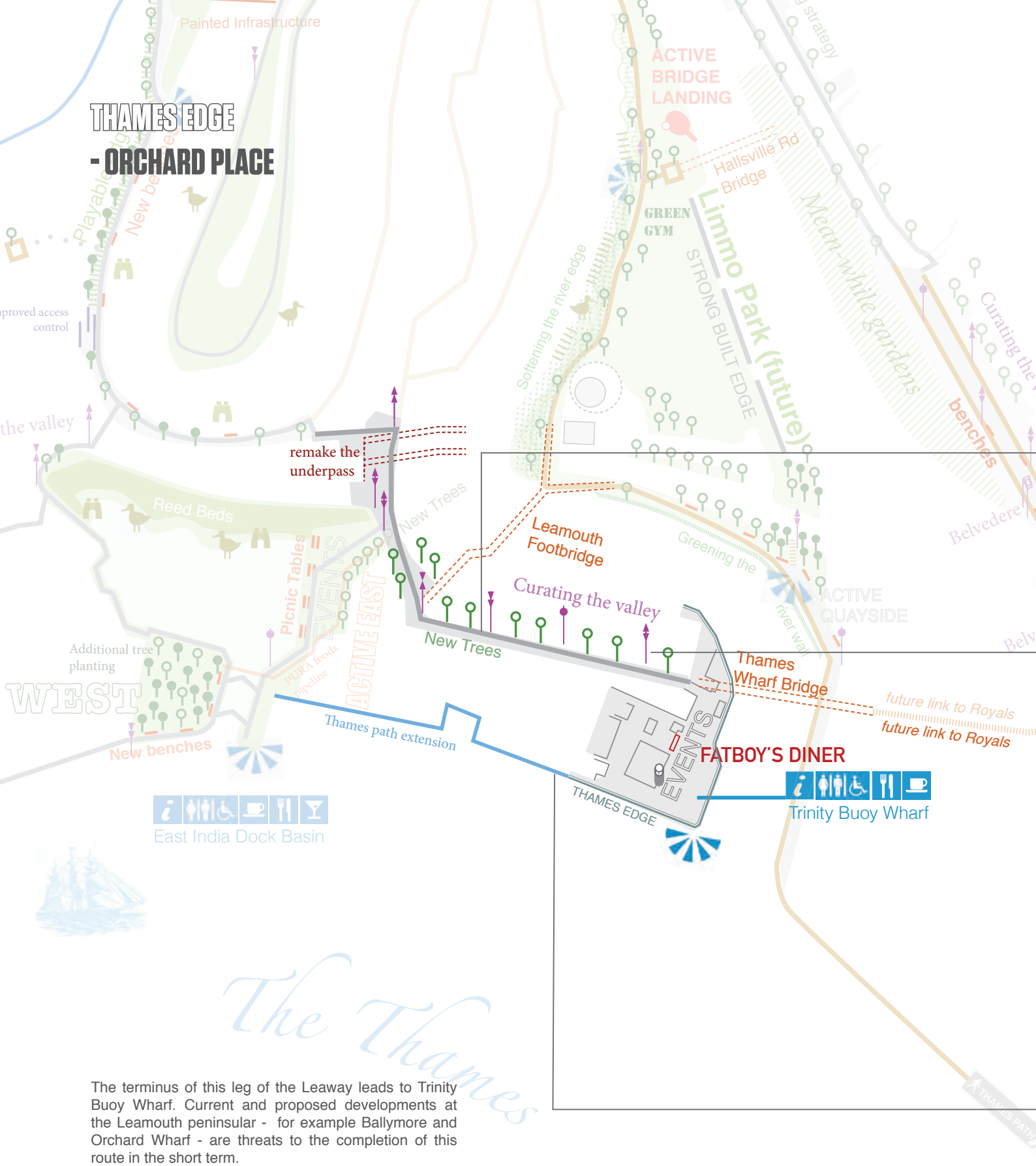
Maintaining the ecological value of the site with additional planting and selected dredging of the basin





The redundant PURA pipeline should be removed, to restore the setting of the listed dock gates, along with the dated utilitarian paving which does little to enhance the docks heritage character.

THAMES EDGE
- ORCHARD PLACE



The terminus of this leg of the Leaway leads to Trinity Buoy Wharf. Current and proposed developments at the Leamouth peninsular - for example Ballymore and Orchard Wharf - are threats to the completion of this route in the short term.

In response, a strategy for providing safe and generous cycling and pedestrian routes should be progressed, in order to ensure that the public realm is improved to deal with the potentially conflicting increases in both pedestrian, cycling and vehicular traffic.

Urban Space Management and the creative industries at Trinity Buoy Wharf should be further encouraged to colonise Orchard Place in the manner they have started.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface





A need to improve the character and quality of the public realm of Orchard Way in the short term, both before and during the redvelopment of the area.







All proposals should aim to reinforce the maritime history, which is so well demonstrated in the existing curation of Trinity Buoy Wharf, and focuses successfully on the unique history and riverine setting of the area.





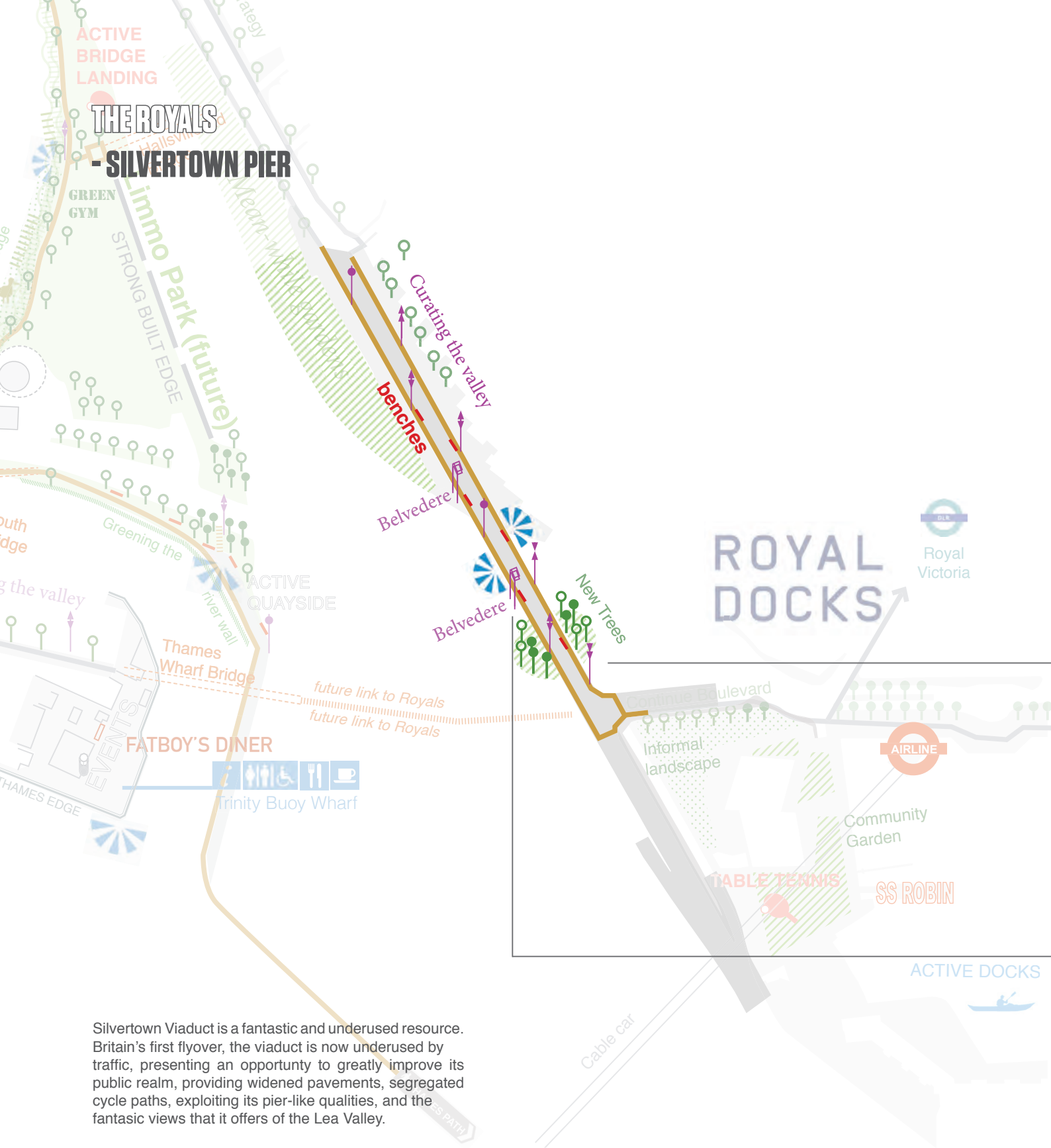


Potential or the development of an extension of the Thames. Path across Orchard Wharf



The temporary Thames Path on Greenwich Peninsular

THE ROYALS - SILVERTOWN PIER



Silvertown Viaduct is a fantastic and underused resource. Britain's first flyover, the viaduct is now underused by traffic, presenting an opportunty to greatly improve its public realm, providing widened pavements, segregated cycle paths, exploiting its pier-like qualities, and the fantasic views that it offers of the Lea Valley.

Design work will need to respond to the needs of this strategic road, whilst improving junction designs to provide safer cycling connections into the Royal Docks. Where possible, design workshops should take place with the surrounding developments to establish how the viaduct might be tied into the surrounding regeneration projects.

A family of belvedere structures and a display of relevant curated objects along the viaduct, will help to celebrate the pier-like qualities of this impressive piece of infrastructure and help to establish the Viaduct as a Leaway destination.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface
- Belvedere structure

Visualisation of a re-surfaced viaduct, reducing carriageway widths to calm traffic, introducing segregated cycle paths and encouraging pedestrians to pause and enjoy the elevated views of the Royal Docks, Thames, Lea Valley and back towards the City of London.





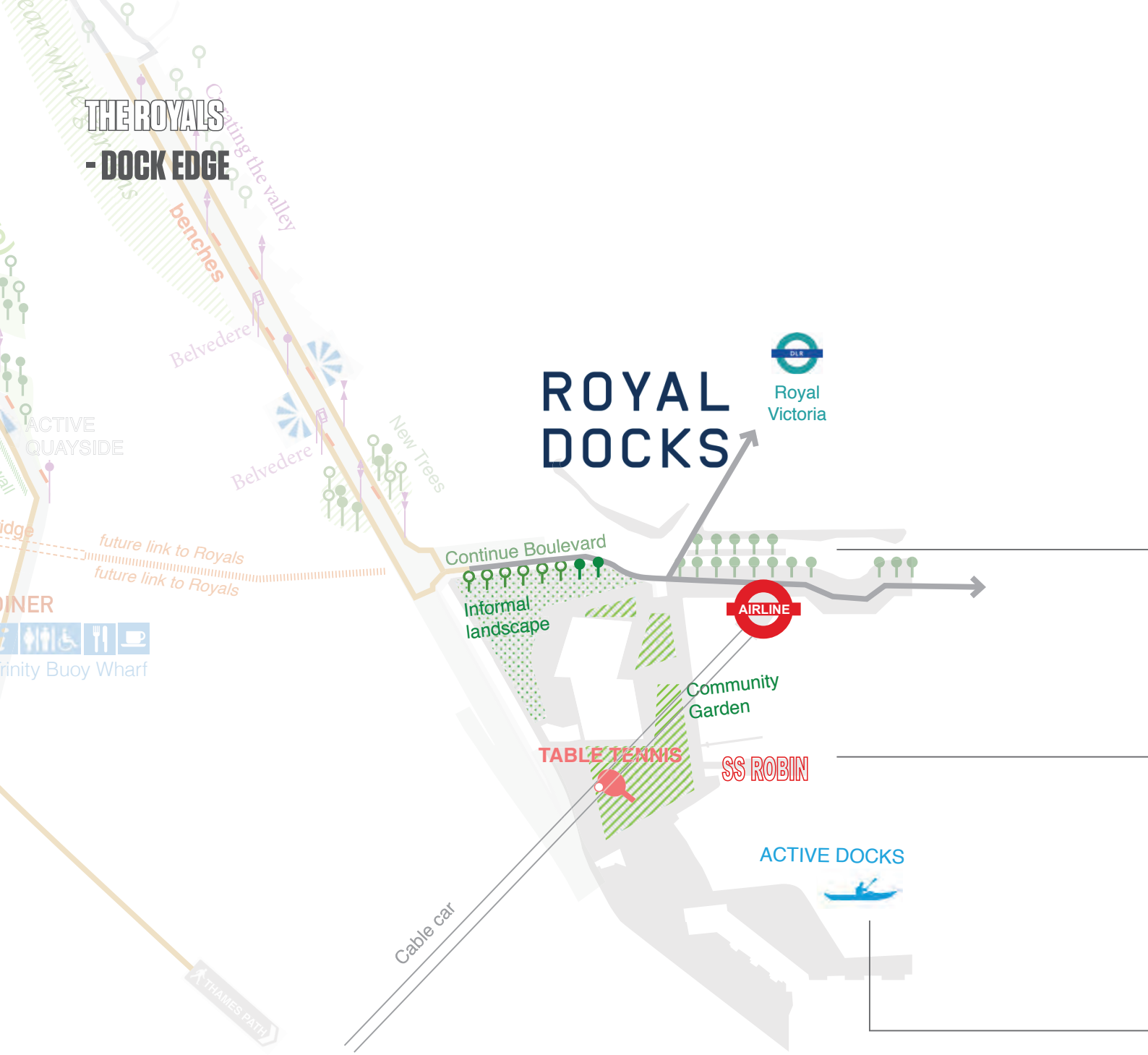


A creative curation of key artefacts and reinterpretations of the shipping that created the artificial landscape of Silvertown, and celebrating the pier-like qualities of the road deck of the viaduct through introducing sheltered places to sit or view the surroundings.



The staircases to access the pier could be refurbished as ‘gateways to the park’, adorned with a Leaway belvedere structure that could act as a platform for curation and signage.

THE ROYALS - DOCK EDGE

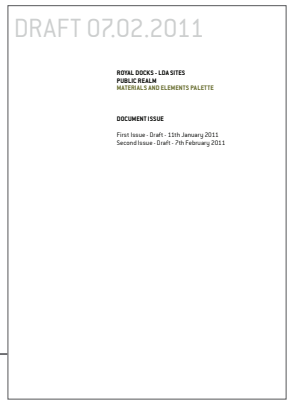


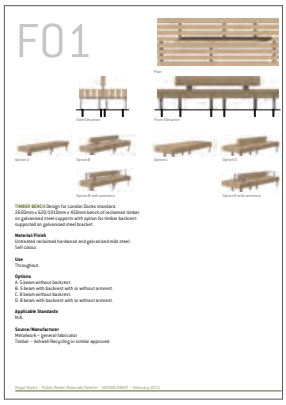
Proposals shoud continue to encourage the active use of the dockside and the activities it accomodates, building on the success of the urban beach and watersports provision, by extending the active area and introducing new facilities for sport and play.

The continuation of the boulevard of trees from Silvertown Viduct will guide park users to the dockside and its attractions, terminating this branch of the Leaway route.

Key

- New tree planting
- Existing trees
- Seating
- Curation of found objects - M.o.L
- 'To the river' mat
- New surfacing
- Existing surface





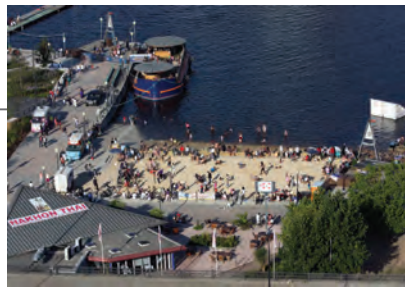


Continuing the existing material palette established by Peter Beard, and continuing the tree planting and landscaping directly up to the Silvertown Viaduct





Using the history of the docks to reinforce a sense of place







Continue to encourage the active use of the dockside, urban beaches, watersports, and new pitches or facilities

APPENDIX 1

LEAWAY STANDARDS

The Leaway standards have been developed out of a major review of design standards, that were considered applicable to what was then known as the Fatwalk, under the client lead of the London Thames Gateway Development Corporation. Often the breadth of applicable standards lead to contradicting or disparate guidance. In these instances, decisions were made to balance the requirements of all park users within the often complex constraints of the park's relationship to the existing infrastructure and riverine topography.

The Fatwalk standards were presented to, and supported by, numerous stakeholders and were subsequently used to inform the first set of Fatwalk structures and landscapes. These standards were reviewed when the project was transferred to the London Legacy Development Corporation and deemed appropriate as guidance for the Leaway proposals set out within this document.



LEAWAY STANDARDS

The Lower Lea Valley presents a challenging context in which to intervene in terms of both accessibility and security. The intertwining canal side and riverine characters of the site are fascinating, but bring with them: obstacles to access, and potential risks to personal safety and security. In order to provide a clear frame of reference for best practice for the broader Leaway project, overarching Leaway Standards have been developed through an extensive audit of existing standards regimes.

The Leaway engages with a myriad of conditions along its length - multiple land ownerships, and different realms of statutory oversight. However, achieveing accessibility is an overarching requirement. The aforementioned bodies selective detailed requirements, do not constitute a holistic framework of standards that would satisfy the demands of the Act in terms of design. Similarly, ensuring that the structures provided for safe shared usage by cyclists and pedestrians, requires an interpretation of interrelating guidelines and design requirements produced by TfL, Sustrans and the Department of Transport.

WIDTHS

GUIDELINES (Metric Handbook)

- One-way travel: 900mm
- Two-way travel: 1500mm
- Single track bikeways: 2750mm recommended (1800mm acceptable)
- Two-way bikeways: 3600mm
- Cycle path shared with pedestrians: min. 3000mm



Two-way pedestrian travel



Horse and rider + cyclist Wheelchair + cyclist

CONCLUSION:
Maintain a minimum width of 3000mm for Fatwalk and Bridges/ Bridge approaches with 2.45m clear headroom

STAIRS

GUIDELINES (Part M external steps and stairs)

- Rise: 150-170mm
- Going: 280-425mm
- Nosing: max. 25mm (avoided if possible)
- Headroom: min 2m

Risers between landings:

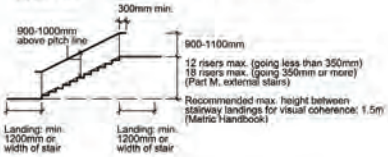
- Max. 12 risers for a going of less than 350mm
- Max. 18 risers for a going of 350mm or more

Landings:

- Unobstructed length of each landing at least 1200mm or width of stair

Handrails:

- 900-1000mm high
- Continuous handrail on each side of a flight and landings, additional handrails divide the flight into channels not less than 1m wide and not more than 1.8m wide where the overall unobstructed width is more than 1.8m.





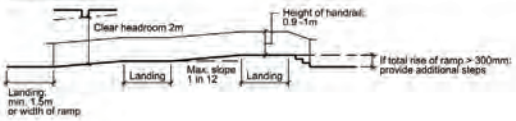
CONCLUSION:
Use width of at least 1.5m for any staircases
+max. 1.5m height between stairway landings

RAMPS/GRADIENTS

GUIDELINES (General ramp design guidelines, Part K)

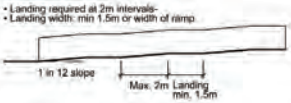
- Min. width of ramps: 1.5m
- Length of landings to be at least equal to the width of the ramp
- Landings should be level unless they are formed by the ground at the top and bottom of a flight. Max. slope of this type of landing may be 1: 20 provided that the ground is paved or otherwise made firm.
- Ramps should be accompanied by steps for ambulant disabled people when the rise of the ramp is greater than 300mm

General Guidelines:



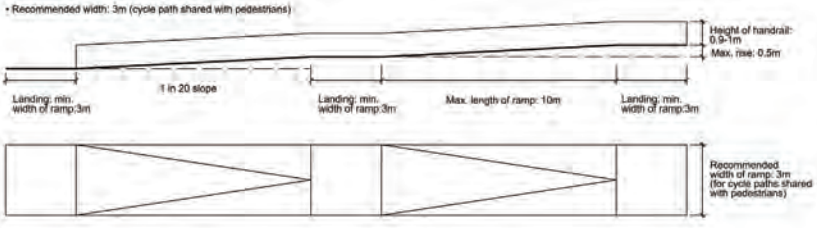
Maximum slope: 1 in 12

- Landing required at 2m intervals
- Landing width: min 1.5m or width of ramp



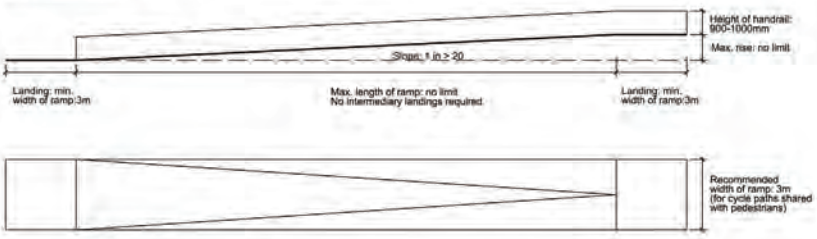
Recommended Slope: 1 in 20 (net gradient 1:26)

- Recommended width: 3m (cycle path shared with pedestrians)



Slope shallower than 1 in 20

- Slopes less than 1 in 20 are not considered ramps and have no limit on their length or height, but can be tiring for disabled people



CONCLUSION:
Generally use slopes of 1:20 with landings as best practice.
Consider shallower slopes (<1:20) - not defined as ramps - only when steeper net gradient is crucial to feasibility

Leaway Standards		
Off-Carriageway Paths	Gradient	Less than 1:20.
	Width	Generally min. 3m wide.
Ramps	Gradient	- Avoid ramps where possible, utilise shallower than1:20 rises. - Preferably 1:20, up to 1:15 where minimising linear length is a priority.
	Width	- Generally surface width of 3m. - 2m minimum in constrained situations.
	Guarding	Where shared cycle and pedestrian, guarding to be 1.4m high. Where pedestrian use only, guardings to satisfy BS 8300:2009. Handrails to satisfy BS 8300:2009.
	Lengths	Lengths and landings to satisfy BS 8300:2009.
Bridge Decks	Gradient	Preferably level, but where necessary, gradients should be: - preferably 1:20, up to 1:15 where minimising linear length is a priority.
	Width	Generally surface width of 3m. 2m minimum in constrained situations.
	Guarding	- Where shared cycle and pedestrian guarding to be 1.4m high. - Where pedestrian use only, guardings to satisfy BS 8300:2009. - Handrails to satisfy BS 8300:2009.
	Other	- min.2.4m head clearance. - slip resistance of deck to be a minimum pendulum test value of 45 units or equivalent.
Surfaces		To BS 8300:2009 where practicable, accounting for the nature of the Leaway site.
Generally		- Min 2.4m head clearance. - Widths between localised obstructions, either by design (such as gates or bollards to manage access) or not (such as constrictions or obstructions imposed by existing site conditions), shall be a preferred , with an absolute minimum of 1.2m, in line with Sustrans guidance (National Cycle Network - Guidlines and Practical Details, issue 2, 1997). - 'Preferable having "substandard" clearance than a blockage or dangerous road crossing…' (pg.108) - therefore localised reduction in acceptable standards recommended, if existing conditions demand it, in order to maintain the continuity of the route - in line with Sustrans guidance (Connect2 and Greenway Design Guide Second Draft, May 2009).

APPENDIX 2

BESPOKE SIGNAGE SLABS

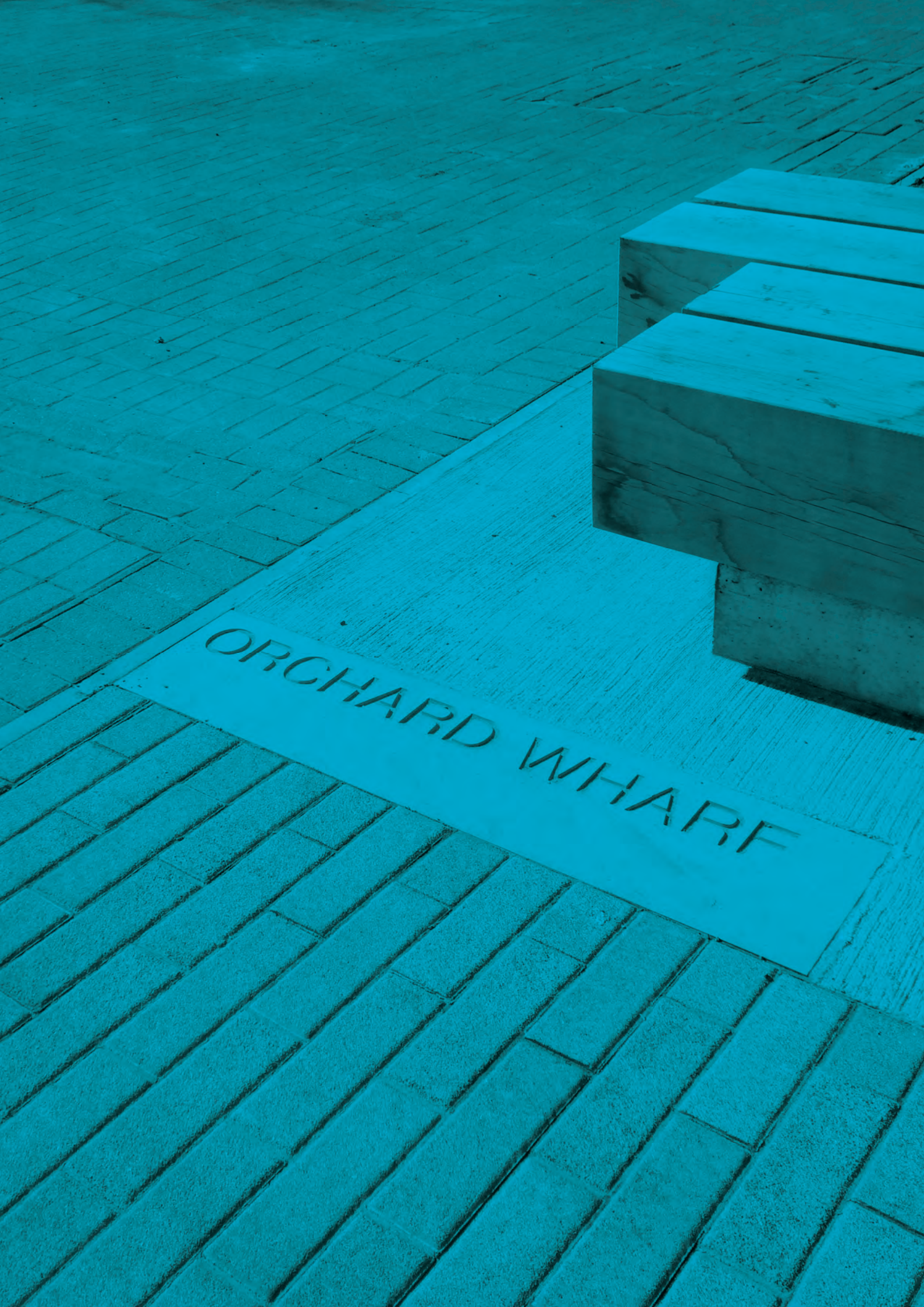
This appendix is intended as a style guide for the delivery of the bespoke concrete signage slabs.

These signage slabs should be used sparingly, as an accompaniment to the installation of the standardised and accessible Legible London signage system.

As such, the bespoke signage slabs should prioritise signing elements which the Legible London family is less capable of accomodating, such as the Leaway's route and the incidental names of the park spaces, wharves and enclaves which it passes through.

When a paving mat is designed, priority should be given to the Leaway directional slabs followed by, where appropriate, a 'naming' slab which denotes the established park name of the area in which the specific mat is placed.

There may also be some instances when it is appropriate for bespoke signage slabs to be included in mats, that direct users towards transport interchanges or neighbouring communities, though this responsibility should principally remain with Legible London signage. Installing these slabs should be carefully judged to ensure that legibility is being maintained and that the mat is not becoming too cluttered, ultimately decreasing its useability.


ORCHARD WHARF

SIGNING THE LEAWAY AND STRATEGIC ROUTES

The primary purpose of the bespoke signage slabs, is to provide a repeating element which reassures the user that they are still on the Leaway as it crosses a diverse range of landscapes.

These paving slabs should be incorporated into paving mats, (described in detail within the Lea River Park Design Manual) where they will provide directional information to the user. North of the A13, these directions are limited to Leaway north and Leaway south. South of the A13 where the route bifurcates, there are both Leaway Leamouth and Leaway Royal Docks as southerly directional pavers; all northerly routes will be signed Leaway North.

As well as providing orientation along the Leaway, it is proposed that paving mats are also used to mark thresholds/entrances at key junctions with other strategic walking and cycling routes. These are anticipated to incorporate directional signage slabs, which will indicate these adjoining routes and help the park user with their onward journey.

Leaway, Directional









Strategic Routes, Directional



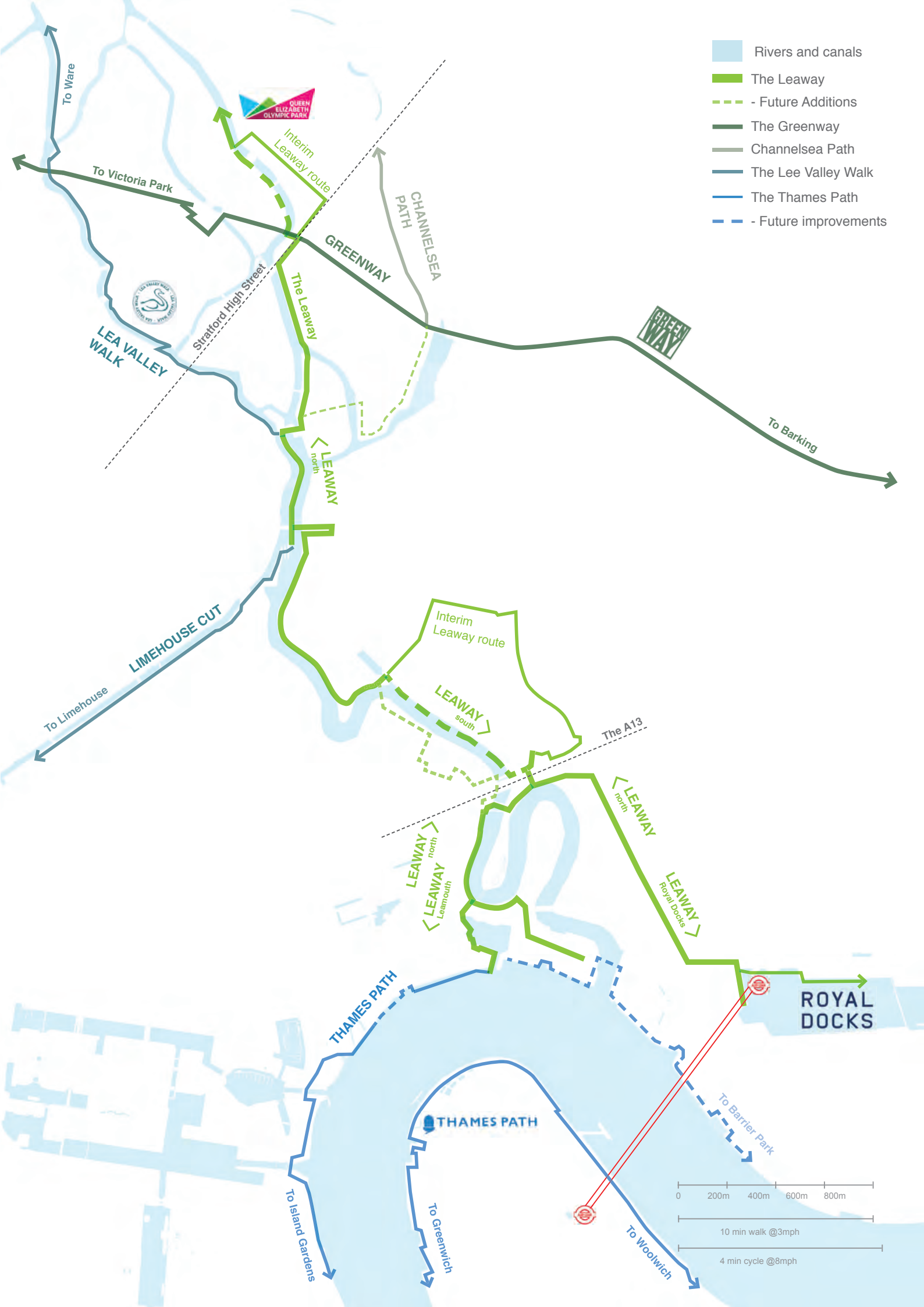








Right: The strategic walking and cycling routes of the Lower Lea Valley with the Leaway at its core.


Rivers and canals
The Leaway
- Future Additions
The Greenway
Channelsea Path
The Lee Valley Walk
The Thames Path
- Future improvements
To Ware
To Victoria Park
Interim Leaway route
CHANNELSEA PATH
GREENWAY
Stratford High Street
The Leaway
LEA VALLEY WALK
To Barking
LEAWAY north
LIMEHOUSE CUT
To Limehouse
Interim Leaway route
LEAWAY south
The A13
LEAWAY north
LEAWAY north
LEAWAY Leamouth
LEAWAY Royal Docks
ROYAL DOCKS
THAMES PATH
THAMES PATH
To Barrier Park
To Island Gardens
To Greenwich
To Woolwich
0
200m
400m
600m
800m
10 min walk @3mph
4 min cycle @8mph

NAMING THE PARTS - THE VALLEYS TOPONYMY

In order to create a sense of place, amidst otherwise new or recently created stretches of public riverside, the curation of the valley's rich heritage is seen as key.

It is proposed that a series of bespoke, non-directional pavers are included in paving mats to identify place names and park areas. These would play a secondary role to the directional Leaway pavers.

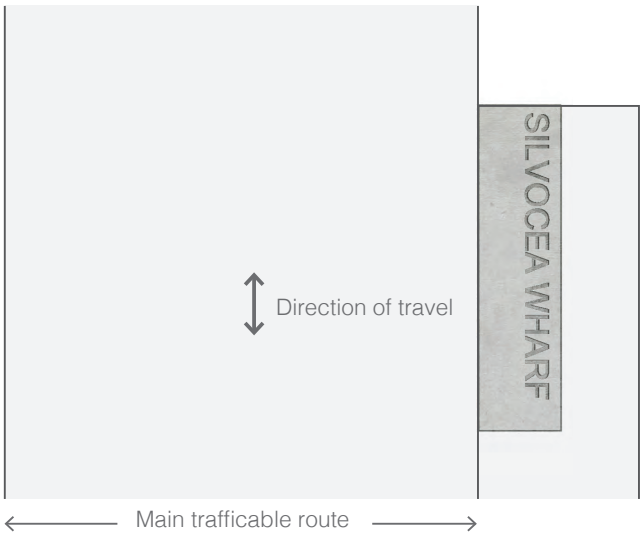
Although many of the previous occupations of the valley have left behind traces of their wharves, enclaves and industries, this is scarely reflected in the toponymy of the Lower Lea Valley. Modern development names should be excluded from the park; names such as Prologis Riverside, Electra Riverside and European Metal Recycling should not be signed. Instead, their historic wharf or agreed park names should be used to help curate the social history of the park.

It is intended that to improve legibility, agreed park names are laid across the main trafficable route at the thresholds of the different park areas. The signing of historic wharf names is to be incorporated adjacent to the main trafficable routes, along with objects such as benches and to be set out parallel to the main direction of travel.

Agreed park names



Historic wharf names



Key to wharf names

1. Tredegar Wharf
2. Empress Wharf
3. Pacific Wharf
4. Sun Wharf
5. South Wharf
6. St Leonards Wharf
7. Ailsa Wharf
8. Islay Wharf
9. Devon Wharf
10. Priors Wharf
11. Mayer Parry Wharf
12. Worlands Wharf
13. Crown Wharf
14. Essex Wharf
15. Commercial Wharf
16. Creek Wharf
17. Moody Wharf
18. Ironbridge Wharf
19. Great Eastern Railway Wharf
20. Orchard Wharf
21. Silvocea Wharf
22. Bridge Wharf
23. Crown Wharf
24. Baldwins Wharf
25. Ocean Harvest Wharf
26. Upper Wharf
27. Cooperage Wharf
28. Middle Wharf
29. Old School Wharf
30. Davies Wharf
31. Glasshouse Wharf
32. Tar Wharf
33. Lower Wharf
34. Jubiee Wharf
35. Castle Wharf
36. Bond's Wharf
37. Hercules Wharf
38. Leamouth Wharf
39. Brunswick Wharf
40. Orchard Wharf
41. Union Wharf
42. Trinity Buoy Wharf
43. Thames Wharf

Right: The agreed park names and historic wharf names (figures) of the Leaway


Rivers and canals
Park Spaces
The Leaway
- Future Additions
Park Areas
- Future Areas
QUEEN ELIZABETH OLYMPIC PARK
Interim Leaway route
The Leaway
Short Wall
Three Mills Green
Three Mills
Mill Meads
Long Wall
Three Mills Spit
Twelvetrees Park
Twelvetrees Crescent Bridge
Bow Locks
Cody Wilds
Interim Leaway route
Cody Dock
Poplar Reach
Poplar River Park
Canning Town Riverside
Silvocea Way
Bow Creek Ecology Park
Silvertown Way
Limmo
East India Dock Basin
Silvertown Viaduct
ROYAL DOCKS
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
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18
19
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33
34
35
36
37
38
39
40
41
42
43
0
200m
400m
600m
800m
10 min walk @3mph
4 min cycle @8mph

CONNECTING TO SURROUNDING COMMUNITIES

As a part of the ‘to the river’ mats and also at key park entrances, there may be situations where, due to the legibility of the surrounding public realm, additional signage might be provided to connect the Leaway into its neighbouring communities.

However this is seen as a lower priority for the bespoke signage slabs, as a primary signage strategy has been agreed for locating Legible London fingerposts and midiliths at park entrances. It is therefore unlikely that these village/neighbourhood names will be reproduced in the signage pavers, due to their permanency and the ability for Legible London to be refreshed more easily.

In instances where neighbouring communities are signed, ‘villages’ and ‘neighbourhoods’ or geographical placenames should be used instead of the names of commericial developments. All names should be drawn from the existing Legible London base mapping in order to create a coherent toponymy; some revisions to the basemapping may be necessary to reflect development areas.



Above: Tower Hamlets ‘Jelly Bean’ map from the 2010 Local Plan identifying recognisable places - for illustration purposes only

Right: Some proposed village names compiled from Legible London base mapping, Ordance Survey 25k, Tower Hamlets local plan and the London A-Z map, subject to confirmation with boroughs and Transport for London.


Queen Elizabeth Olympic Park
Stratford
Rivers and canals
Park Spaces
The Leaway
- Future Additions
To the river routes
- Future Additions
Interim Leaway route
West Ham
Bow
Mill Meads
Plaistow
Bromley -by-Bow
Star Lane
Interim Leaway route
The Leaway
Canning Town
Poplar Riverside
Poplar
Leamouth
Blackwall
Royal Victoria Dock
Canary Wharf
Wood Wharf
Silvertown
Greenwich
0
200m
400m
600m
800m
10 min walk @3mph
4 min cycle @8mph

SIGNING ADJACENT TRANSPORT HUBS

Signage towards stations within the bespoke paving slabs is considered of tertiary importance. It is expected that the signing of adjacent transport connections will be delivered through the installation of Legible London fingerposts and midiliths.

There may be some situations where there is a justifiable need to install bespoke signage slabs which provide additional signage towards transport interchanges, but these installations should be limited to within 'to the river routes' mats. In these instances bespoke paving slabs should only be placed if there is no direct view of the transport interchange, i.e. a visible TfL roundel, station sign, or the station buildings itself.

The justification for this is to deliver a series of paving mats which are calm, legible and principally orientate users to and along the Leaway.

Transport Hubs, Directional



Above: The last signage slab demonstrates a contraction of the station name, this is in line with the Transport for London's guidance for the Landmark bus stops; LBSL - Landmark London graphical standards. More contractions are provided at the back of this document.

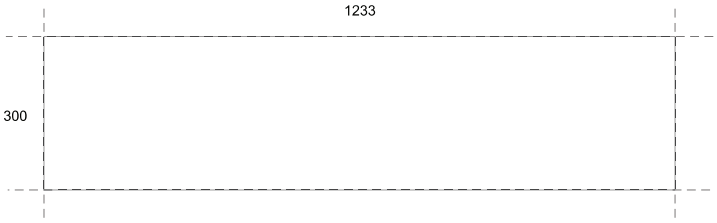
Right: The key transport hubs which surround the Leaways routes


Rivers and canals
The Leaway
Roads
Railways
Underground/DLR
To the river routes
- Future Additions
Stratford
Stratford High Street
Interim Leaway route
Pudding Mill Lane
Abbey Road
West Ham
Bromley-by-Bow
Devons Road
Star Lane
Interim Leaway route
Langdon Park
Canning Town
All Saints
East India
Royal Victoria
Emirates Royal Docks
Thames Wharf
North Greenwich
Emirates Greenwich Peninsula
0
200m
400m
600m
800m
10 min walk @3mph
4 min cycle @8mph

DO NOT SCALE FROM T
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ENGINEERS AND OTHER SPECIALISTS DRAWINGS.

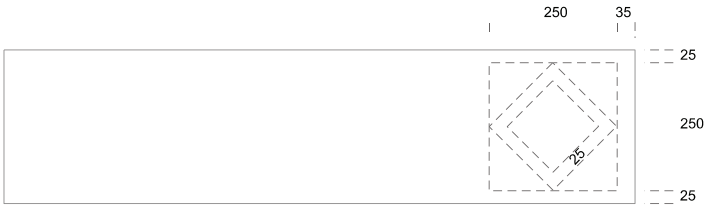
LEAWAY DIRECTIONAL PAVERS

1. Begin with standard paver dimensions : 1233 x 300



2. Construct grid for the arrows

- draw a 250mm square set in 35mm from the end and centred 25mm from the top and bottom of the paver
- draw a square turned through 45 degrees within this
- draw a square within the last, offset by 25mm



3. Construct the illustrated grid for the positioning of the letters



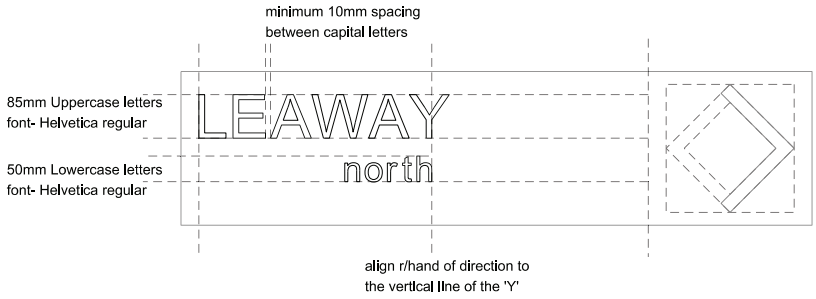
4. Arrange the text and the arrow head as required
Leaway directional paving should read:

LEAWAY north
LEAWAY south
LEAWAY Leamouth
LEAWAY Royal Docks

depending on the location of the paver



10mm spacing between lower case letters



5. An example of a completed Leaway directional paver

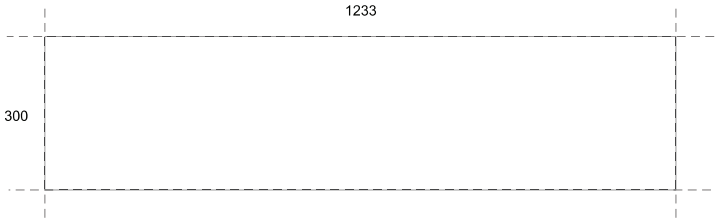


NOTE: Refer to GA plans for specific content of signage paving slabs.
This drawing explains the process of setting out the content only.

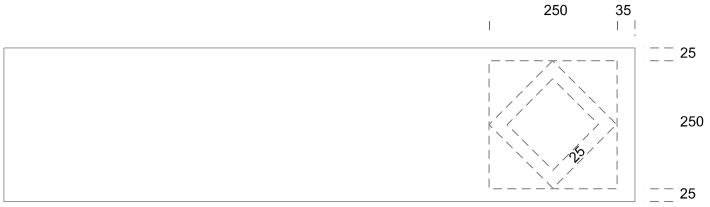
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ENGINEERS AND OTHER SPECIALISTS DRAWINGS.

STRATEGIC ROUTES DIRECTIONAL PAVERS

1. Begin with standard paver dimensions : 1233 x 300



2. Construct grid for the arrows
   - draw a 250mm square set in 35mm from the end and centred 25mm from the top and bottom of the paver
   - draw a square turned through 45 degrees within this
   - draw a square within the last, offset by 25mm



3. Construct the illustrated grid for the positioning of the letters



4. Arrange the text and the arrow head as required
   All letters should be 85mm and Uppercase



5. An example of a completed Strategic Route directional paver

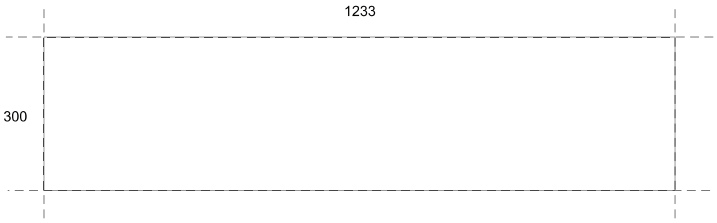


NOTE: Refer to GA plans for specific content of signage paving slabs.
This drawing explains the process of setting out the content only.

DO NOT SCALE FROM THIS DRAWING. CONTRACTOR TO CHECK ALL BUILDING AND SITE DIMENSIONS.
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SPECIFICATION AND OTHER SPECIALIST DRAWINGS.

PLACE NAME PAVERS

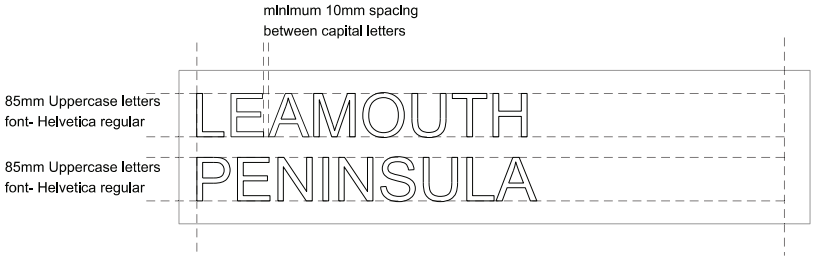
1. Begin with standard paver dimensions : 1233 x 300



2. Construct the illustrated grid for the positioning of the letters



3. Arrange the text and the arrow head as required
   All letters should be 85mm and Uppercase



4. An example of a completed Place Name paver

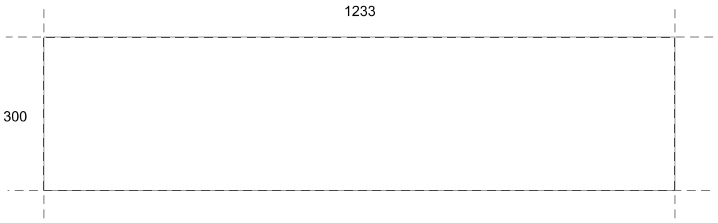


NOTE: Refer to GA plans for specific content of signage paving slabs.
This drawing explains the process of setting out the content only.

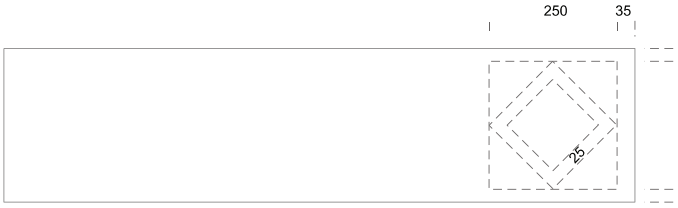
DO NOT SCALE FROM THIS DRAWING. CONTRACTOR TO CHECK ALL BUILDING AND SITE DIMENSIONS. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ENGINEERS AND OTHER SPECIALISTS DRAWINGS.

TRANSPORT DIRECTIONAL PAVERS

1. Begin with standard paver dimensions : 1233 x 300



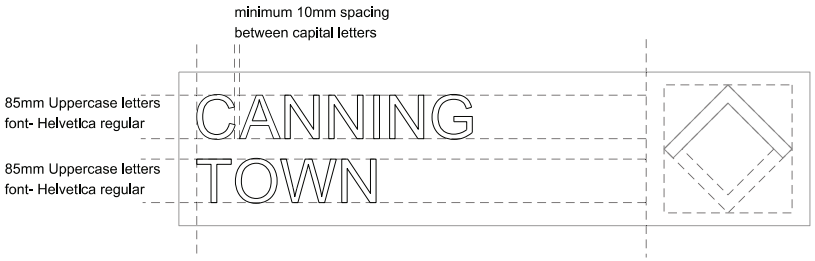
2. Construct grid for the arrows
   - draw a 250mm square set in 35mm from the end and centred 25mm from the top and bottom of the paver
   - draw a square turned through 45 degrees within this
   - draw a square within the last, offset by 25mm



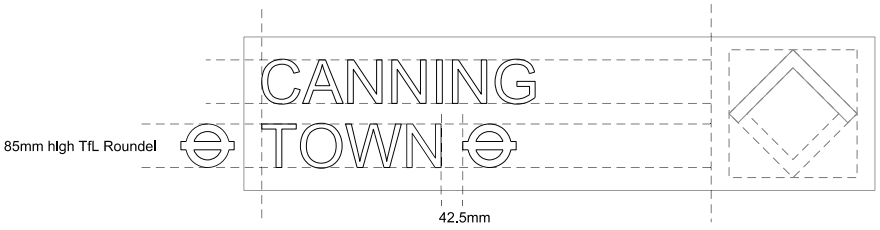
3. Construct the illustrated grid for the positioning of the letters



4. Arrange the text and the arrow head as required
   All letters should be 85mm and Uppercase



4. Position the TfL roundel
   The roundel should be 85mm high and should be off set from the end of the station name by 42.5mm



6. An example of a completed Transport directional paver



NOTE: Refer to GA plans for specific content of signage paving slabs.
This drawing explains the process of setting out the content only.

APPENDIX 3

LEAWAY PAVING MATS: WORKED EXAMPLES

This appendix contains a selection of Leaway Paving mats that have been worked through and agreed in the first phase of Leaway projects.

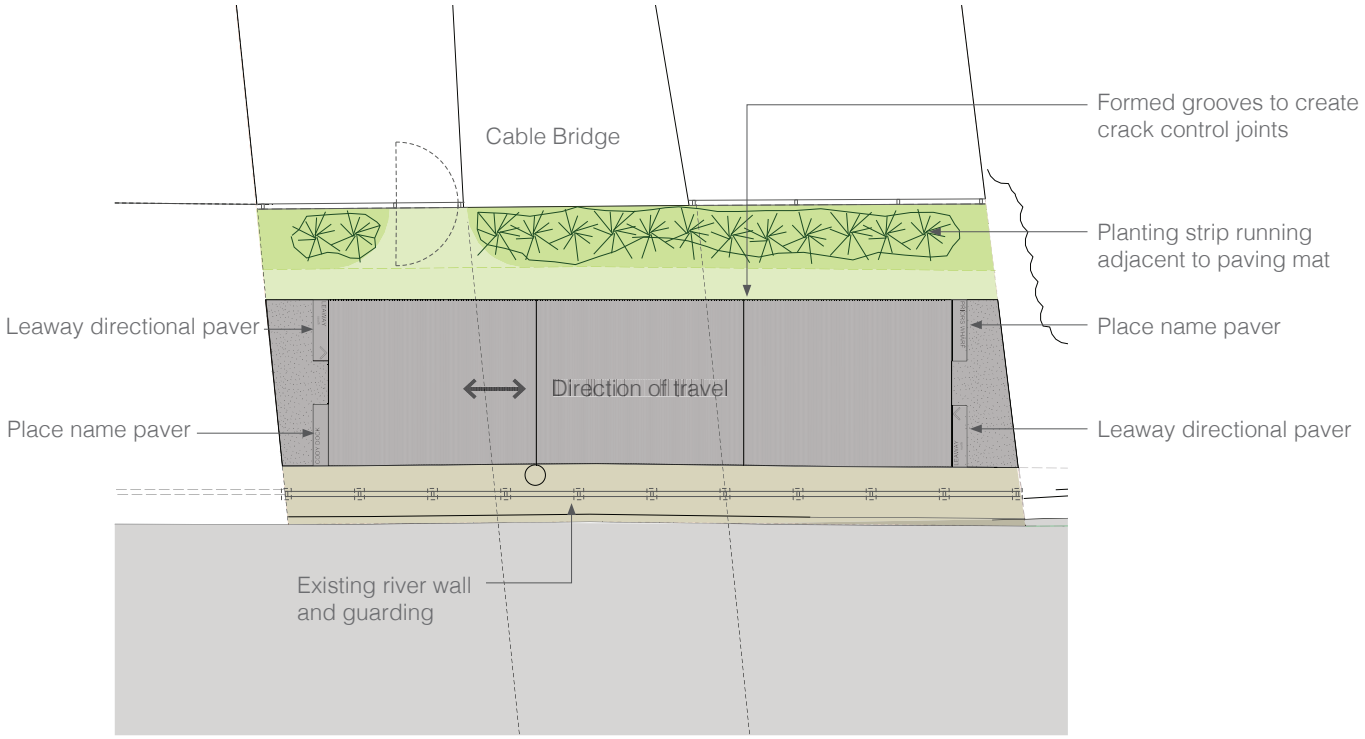
These mats are all particular to their situations, but follow the principles set out in 'Paving Mat Examples' (pg 56-68). They should be used as a guide for the implementation of future paving mats on the Leaway.


Danger
THREE MILLS GREEN

POPLAR REACH CABLE BRIDGE

The paving mat under Poplar Reach Cable Bridge is a 'threshold' on the Leaway route. The mat will unite two stretches of previously disconnected riverside path. The geometries of the Leaway at this 'threshold' are simple and there is no requirement for the mat to incorporate signage or street furniture.

Two concrete finishes have been deployed to differentiate the body of the mat from its beginning and end. The beginning and end of the mat picks up the geometry of the site boundary, however, pavers stay in board and perpendicular to the direction of travel.



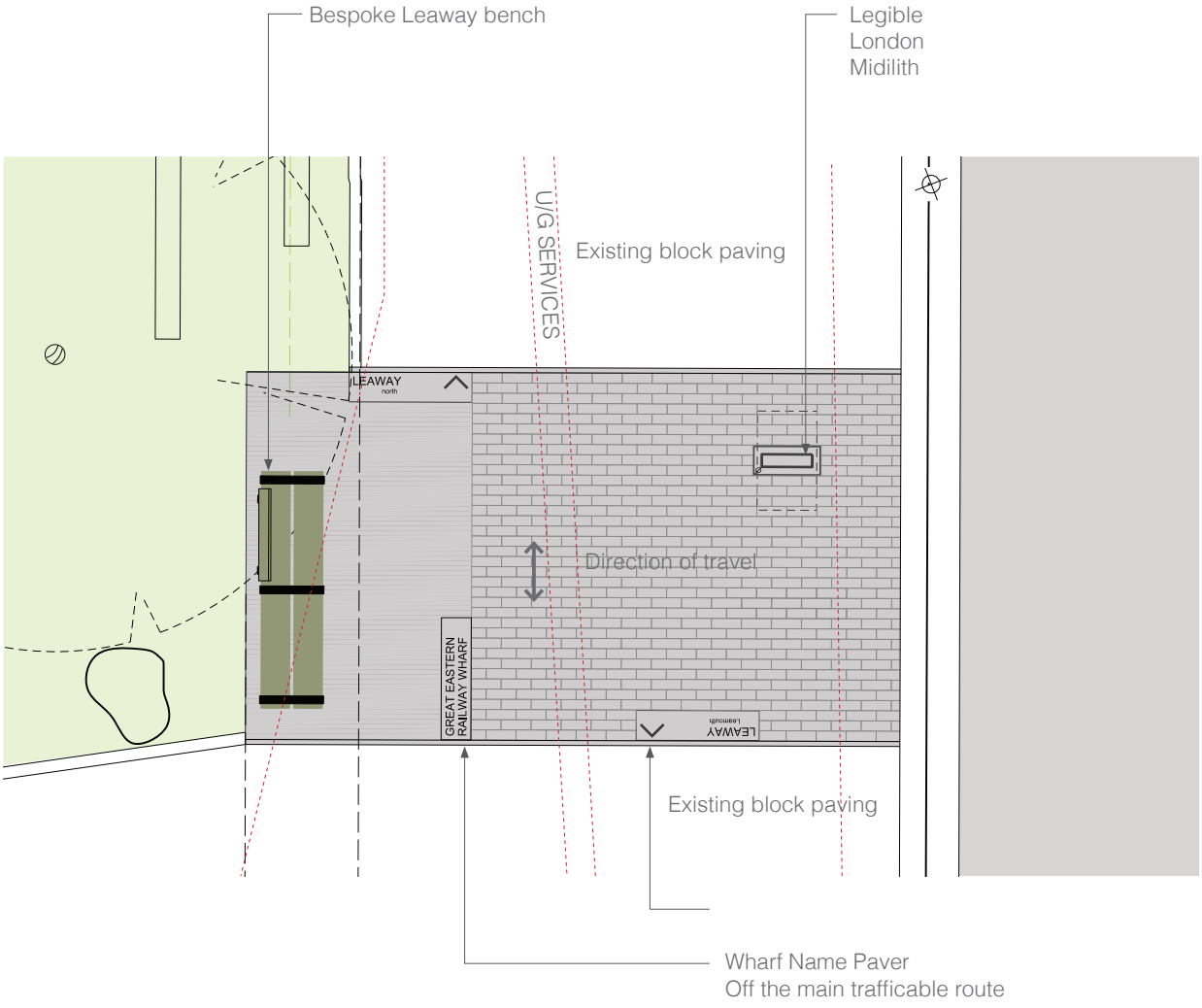
In situ **brushed** concrete slab
No services are present in the ground so it is appropriate to use a monolithic surface

In situ **exposed aggregate** concrete slabs
No services are present in the ground so it is appropriate to use a monolithic surface

SILVOCEA WAY

This paving mat on Silvocea Way is a ‘threshold’ mat, that reassures park users on their route down the Leaway. Its geometry is orthogonal and the mat runs across the riverside path, perpendicular to the direction of travel.

A modular surface is used where services are present beneath and the bench is set back into the adjacent planting bed to maximise path widths. The mats on this stretch have a precast concete edging to neatly transition between the existing blockwork and the new mix of modular and monolithic surface. A Legible London Midilith is accomodated within the mat.



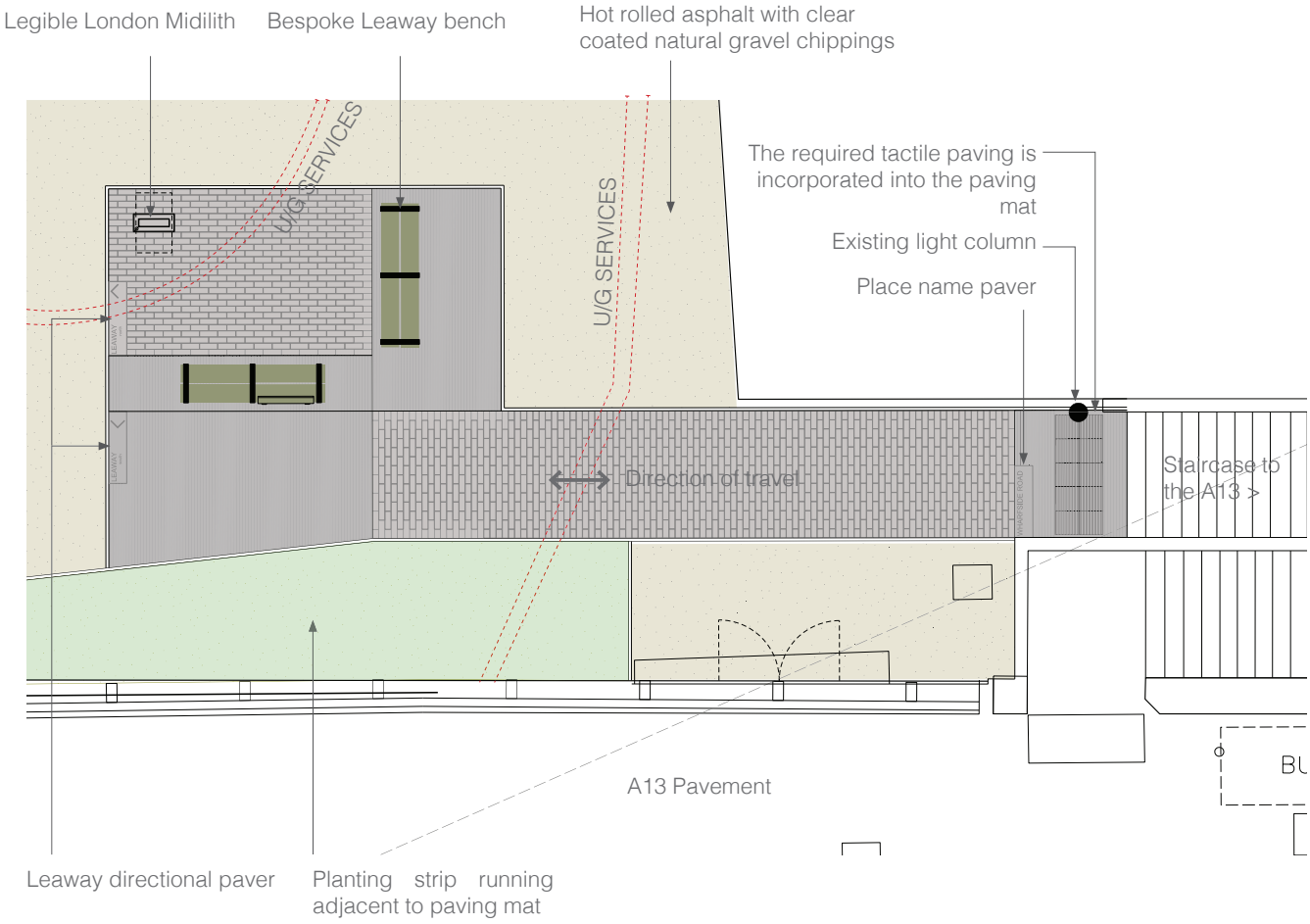
Indicative below ground services

In situ **brushed** concrete slab
No services are present in the ground so it is appropriate to use a monolithic surface

Pre-cast concrete plank paving
Modular surfaces are used where services are known to be present

WHARFSIDE ROAD - FOOT OF STAIR

The paving mat at the foot of the north western staircase to the A13 is an 'entrance' to the Leaway. It aims to orientate park users who have joined the Leaway route from the A13 above. The mat incorporates park furniture and a Legible London Midilith whilst maintaining access to service doors. Where underground services are present a modular surface has been used.



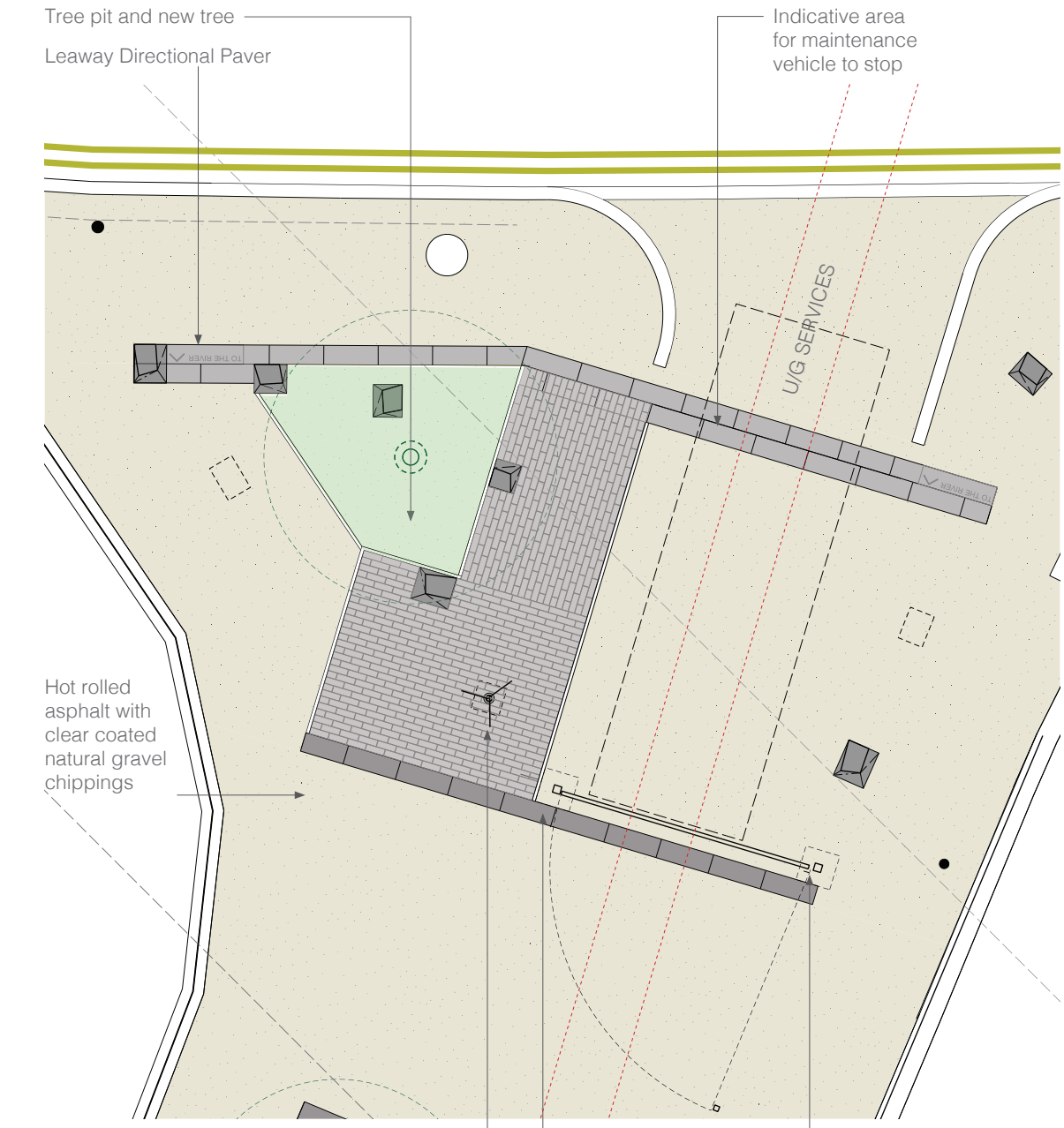
In situ **brushed** concrete slab
No services are present in the ground so it is appropriate to use a monolithic surface

Pre-cast concrete plank paving
Modular surfaces are used where services are known to be present

Indicative below ground services

WHARFSIDE ROAD - JUNCTION WITH BIDDER STREET

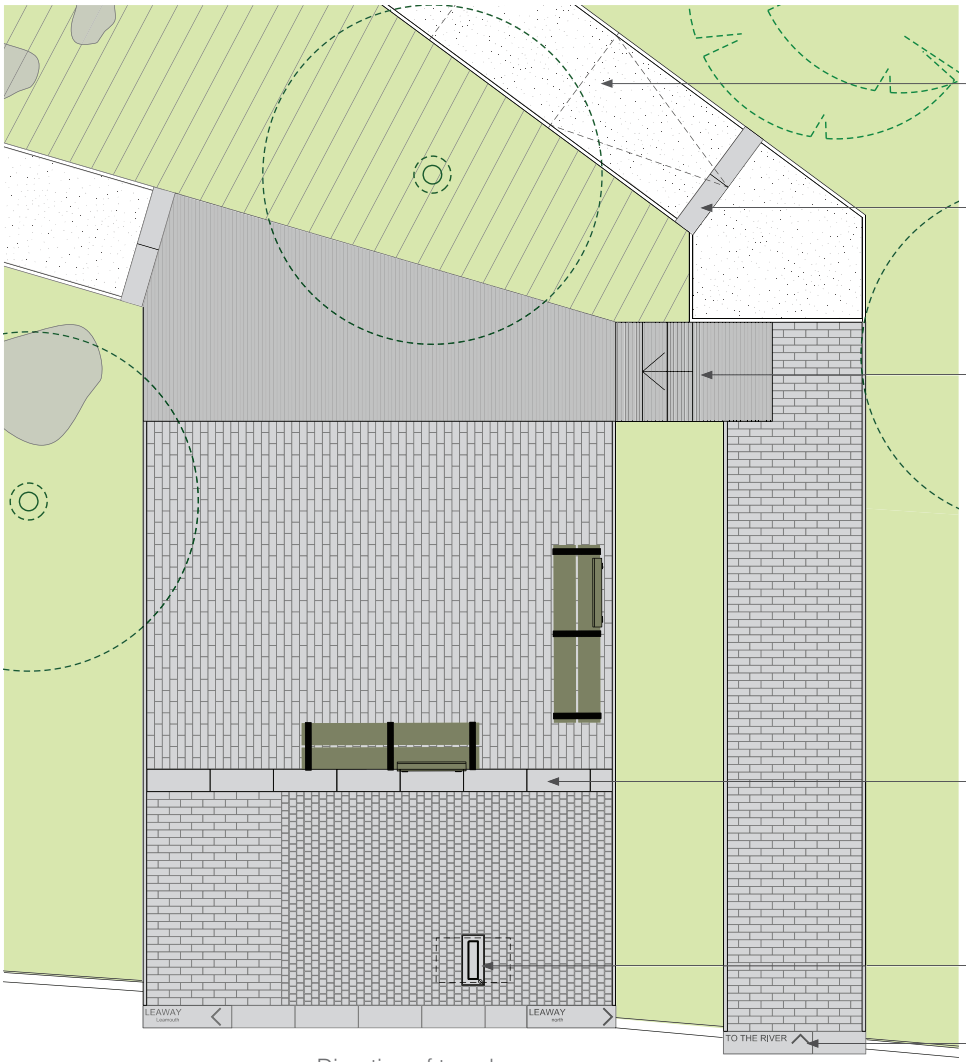
The paving mat at the junction between Wharfside Road and Bidder Street is an 'appropriation' mat, that co-opts a relocated vehicle access gate to create a coherent gateway to the Leaway. The geometries of the two roads are mediated by a tree pit, whilst the body of the mat remains orthogonal and aligned to Wharfside Road. Granite strips bookend an area of modular paving, as the area is dense with services. The mat accomodates a Legible London fingerpost and a range of Leaway bollards that prevent unauthorised vehicluar access.



CANNING TOWN RIVERSIDE

The paving mat at the top of Canning Town Riverside is a ‘threshold’ mat that directs Leaway users to the park space below. The main body of the mat is orthogonal and perpendicular to the direction of travel, whilst the back section picks up the geometries of the two paths that take Leaway users to the river edge.

The mat accomodates two bespoke Leaway benches and a Legible London Midilith. It is split into two fingers of modular paving to accomodate a level change and flush granite strips containing signage pavers are inlaid for orientation.



Direction of travel

Exisitng asphalt surface

In situ brushed concrete stair and slab

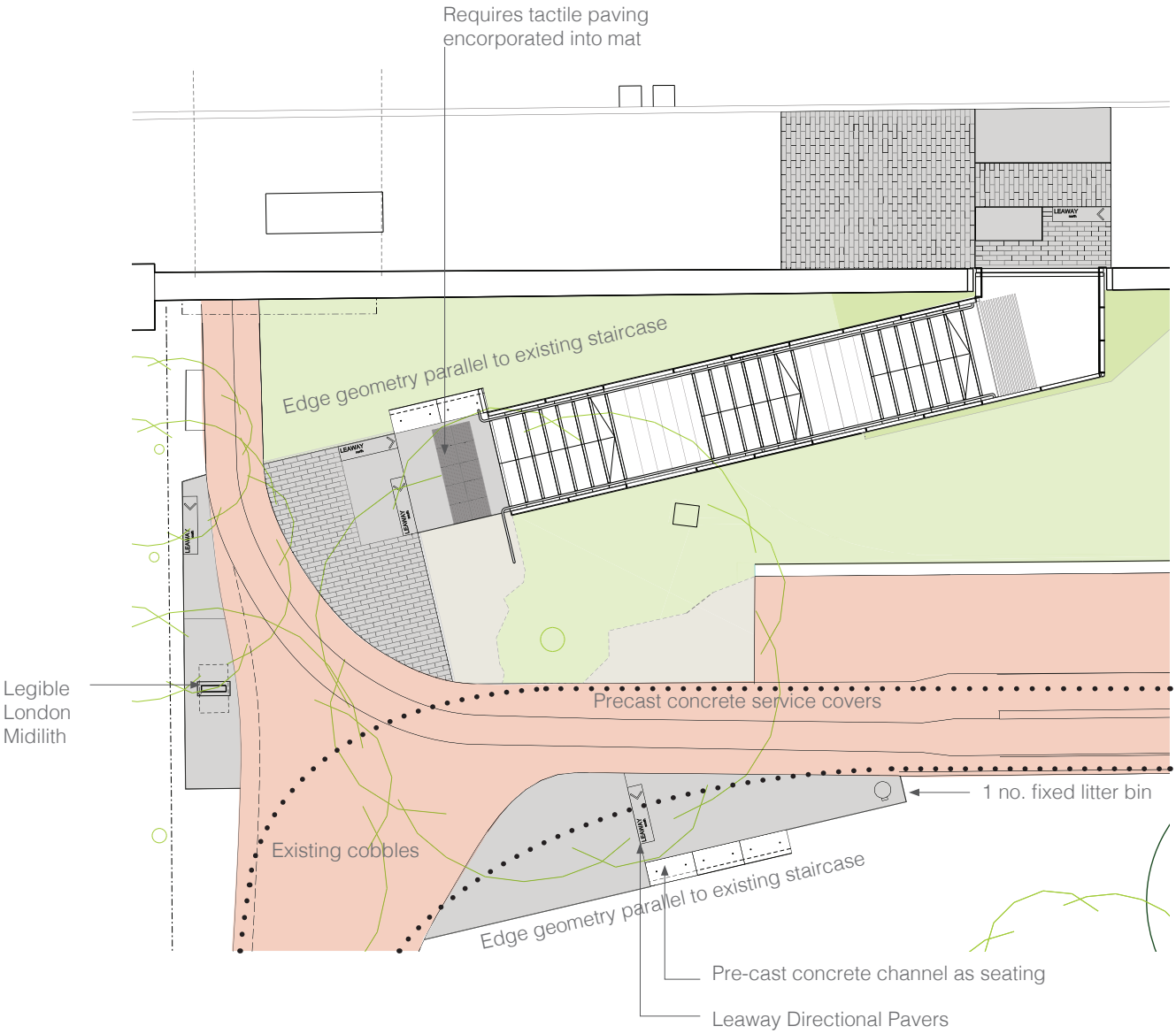
Pre-cast concrete plank paving
Modular surfaces are used where services are known to be present

Small modular units selected to deal with changing levels and avoid cut units

TWELVETREES - EAST BANK STAIRCASE

The paving mats at the top and bottom of the East Bank Staircase at Twelvetrees Crescent work together as an 'interchange' mat. The mats ensure that the Leaway route is legible across the change in level.

The mats at the foot of the stair are used to consolidate items of park furniture and take their curved edges from the presence of existing cobbles and covered service ducts. Although the principle outlined within the manual is that paving mats should be orthogonal, a site specific exception has been made in this instance to accomodate the existing geometries and features.



Indicative tracking for vehicle overrun

Pre-cast concrete plank paving
Modular surfaces are used where services are known to be present

In situ concrete slab
No services are present in the ground so it is appropriate to use a monolithic surface

APPENDIX 4

REFERENCES

Mayor's Great Spaces Practical Steps Better Green and Water Spaces	November 2009	Mayor of London
Lea River Park Design Framework	May 2008	5th Studio for London Thames Gateway Development Corporation
Supported by: Lower Lea Valley Opportunity Area Planning Framework	May 2006	Greater London Authority
London Borough of Tower Hamlets Streetscape Design Guide	February 2012	London Borough of Tower Hamlets
Design Guide for Borough Roads	March 2009	London Borough of Newham
Parks and Open Spaces Design Guidance		London Borough of Newham
SuDs Guidance		London Borough of Tower Hamlets
Inclusive Design Standards	March 2013	London Legacy Development Corporation
Royal Docks - LDA Sites Public Realm Materials and Elements Palette	February 2011	Peter Beard_LANDROOM for London Development Agency, Design for London and London Borough of Newham
London Cycling Design Standards Draft for Consultation	June 2014	Mayor of London Transport for London
Legible London Yellow Book A Prototype Wayfinding System for London	November 2007	Transport for London Mayor of London
Streetscape Design Guidance 2009: A Guide to Better London Streets	January 2009	Transport for London Mayor of London
Lea River Park Primer	October 2016	5th Studio for London Legacy Development Corporation

APPENDIX 5

COMMENTS TRACKER

COMMENTS ON THE LEA RIVER PARK DESIGN MANUAL

Issue Date	Revision
04-Nov-14	-
24-Nov-14	A

The Design Manual has been developed throughout the duration of the Leaway project and the document in its current form is the result of a long period of consultation and comment from the project's partners. The following Comment Tracker is a log of the revisions and amendments that have been made in response.

These notes refer to the detailed content of the manual and excludes notes highlighting graphic layout, spelling or grammatical errors.

First and Second Rounds of comments on the Leaway Design Manual

Following these comments the content of the Leaway Design Manual was agreed by the consulted stakeholders.

Section	Issue	Commenter	Team	Body	Initial Comments	Response	Comments on Revision A	Response
Executive Summary	Re-wording/ organisation	Pippa Gueterbock	Design & Physical Regeneration	LLDC			Suggestion to separate out Leaway/ Lea River Park summary and Design Manual summary. A summary of the design could outline the intentions of the document as a guidance, rather than a specification.	Text describing the intent of Design Manual as a guide for other professionals has been added to Executive summary.
Design Principles	References	Pippa Gueterbock	Design and Physical Regeneration	LLDC			Clarification of reference to 'Design Framwork' and 'Invitation to the valley'. Both references are unclear to a newcommer to the Park.	The Design Framework, produced in the previous Fatwalk stage for the LTGDC, has been italicised, as with other reference documents, and added to the references appendix. The reference to 'Invitation to the Valley' has been removed for clarity as they are not refered to subsequently throughout the document.
Knuckles - Twelvetrees Crescent	Bow Locks crossing	Amy Thompson	Pre-Applications Team Leader	LB Tower Hamlets	Is there the potential to remodel the existing bow locks crossing to make it fully accessible	This has previously been discounted owing to the heritage setting and visual impact of the required ramps		
Knuckles - Twelvetrees Crescent	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	clarification on the descriptions of the ramp as DDA	Amendments have been incorporated into the text		
Knuckles - Twelvetrees Crescent	Image	Pippa Gueterbock	Design and Physical Regeneration	LLDC			The overview image is out of date and should be revised.	The Three Mills section has been updated to as built. The remainder of the image is intended as a speculative/aspirational view of what might happen in the future so remains as such.
Knuckles - Poplar Reach	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	clarification on the descriptions of the structures accessibility	Amendments have been incorporated into the text		
Knuckles - Poplar Reach	Content	Pippa Gueterbock	Design and Physical Regeneration	LLDC			Better image of Cody Dock .	We do not have any better non-copywrited photographs of Cody Dock ie. none where events are taking place.
Knuckles - Canning Town Connector	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	clarification on the descriptions of the structures accessibility and risk of confusing signage	Amendments have been incorporated into the text		
Knuckles - Canning Town Connector	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Ensuring cobbled setts are laid flush	This note is covered later in the materials section		
					Provision of an alternative accessible route/connection	The principal route of the Leaway along the Silvertown Viaduct is fully accessible, the staircases illustrated are just been maintained.		
Knuckles - Canning Town Connector	Lighting	Mark Perkins	Head of Commissioning for Sport and Lesiure	LB Newham			A13 underpass and A13 connector should consider lighting features/ installation. Concerns current proposals do not do enough to address the unwelcoming aspect of these areas which, if not readily used, will remain a key severance on the Leaway route.	Comment added within A13 'Knuckles' section highlighting need for impoved lighting provision within underpass. Note also added to 'Lighting' within Continuity Elements to suggest that the strategy- for lighting the park should be readdressed as development comes forward and footfall increases.
Knuckles - Silvertown Viaduct	Content	Mark Perkins	Head of Commissioning for Sport and Lesiure	LB Newham			Opportunity to reference some successful precedents should be considered.	Precedents have been added that show pieces of infrastructure being 'humanised' and treated more as sections of city/streetscape.
Continuity - General							Suggest involvement of project partners in development of continuity elements within the chapter introduction.	Text has been added to chapter introduction.
Continuity - Hard Landscape	Material Palette	Sarah Finn	Transport and Highways	LB Tower Hamlets	we would like to see the manual tie in with our SD Guide . This will help with the maintenance of these elements, the time delay in replacing like for like, and the short supply of storage we have for materials.	Considered that largely the Lea River Park - Design Manual does not counter the design principles set out in Chapter 7 - Special Streetscapes.		
Continuity - Hard Landscape	Material Palette	Mark Perkins	Head of Commissioning for Sport and Leisure	LB Newham			Would like to see increased reuse of existing and found materials to reference local heritage but accept this may not be deliverable as with the Olympic Park	Specific note added to section about surfaces and the inclusion of recycled/ reclaimed aggregates. Specific note regarding the appropriation of found/ reclaimed/ heritage objects as seating included in benches section. It is also already noted that the reuse of objects/ arefacts for play is supported within the Leaway.
Continuity - General	Material Palette	Kevin Twyford	Principal Landscape Architect	LB Newham			The approach to not prescribe but still cite proprietary products as examples is good, but the 'product reference' is not given throughout. It seems the identity of the route could end up being 'borough by borough'.	Reference to example products has has been made more cosistent within chapter. We have tried to fully describe the intended character of the element/finish so that delivery partners can source similar elements from their usual supply routes. Issues with items going out of stock/out of manufacture and a lack of space to store replacements/spares has made it impossible for the Boroughs to commit to a specific range of elements.
Continuity -General	Material Palette	Sarah Finn	Transport and Highways	LB Tower Hamlets			The Design manual does not make reference to or have any materials that appear in the Borough's Streetscape Design guide.	Specific product/material references have been removed (except within captions to example images). Explicit reference to the individual Borough's design guides had been made within the text and both are referenced in the references appendix.
Continuity - Material Palette	Material Palette	Kevin Twyford	Principal Landscape Architects	LB Newham			Fair faced concrete is noted as a vertical surface but is a chanel - needs clarification.	Note changed from channel to bench for clarity as the element is a channel but we are appropriating it as a bench.
Continuity - Hard Landscape	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Expanded metal mesh as flooring	This was previously approved for Poplar Reach - note has been changed to describe its use as for enclosures		
					Fairfaced Concrete - slippery when wet if used on	Amended to clarify for use only as vertical surfaces		
					Concrete Cattle Slats - not accessible, be sure not to trap castors or canes	Description changed to use only off of main routes and when flush with landscapes		
					Precast concrete plank paving - describe as non-slip	Note added and text included on following page about non-slip requirements		
					Cobbles to be laid flush	Amended		
Continuity - Maintenance	Maintenance Responsibilty	Kevin Twyford	Principal Landscape Architect	LB Newham			Ownership boundaries indicating maintenance responsibility is not referenced.	It is expected that ownership and maintenance of the different sections of the park will need to be agreed on a site by site basis. This will be discussed at the forthcoming Park Governance review.
Continuity - Hard Landscape	Maintenance	Sarah Finn	Transport and Highways	LB Tower Hamlets	Street maintenance works in the borough are undertaken by our Clean and Green section and not by the Transport and Highways section, so the palette of materials needs to be easy to read and easy to repair , source and replace.		Agreed that text should be included about the repair and maintenance approach (hardwearing, easy cleaning, easily replaceable componenets). It should be noted that modular surfaces should be used where services are present and there is a high chance of area being lifted to avoid poor repairs.	Text addressing maintenance approach has been added to the chapter introduction of continuity elements. The use of a modular surface within 'paving mats' where services are present has been noted.
Continuity - General	Services	Kevin Twyford	Principal Landscape architect	LB Newham			Strategy for dealing with services is not picked up.	See above.
Continuity - Hard Landscape	Paving	Jessica Bolsin	Regeneration	LB Newham	The use of proprietary products such as Marshalls - Metrolinea - City Silver Grey has been questioned, with the suggestion that granite would be more suitable in these locations as it is more generic	Reference to Marhalls Metrolinea removed		
					This could be used at all mat scales in some form but most useful from entrance up, and in particular where the mat language potentially includes carriageway such as Silvertown Pier, Twelvetrees Crescent Bridge or potentially at the Canning Town 'Multi-use Space'.			
					Also, given the amount of granite available in LBN stock at a significantly reduced price it would seem sensible to make more use of this than has been suggested.	Due to the programme of the project this may run out or become unavailable later.		
Continuity - Hard Landscape	Surfaces	Jessica Bolsin	Regeneration	LB Newham	'Hard binding gravel' needs further description to implement as intended, this may mean 'self binding' as it is noted as permeable.	Noted, Hard binding changed to self binding		
Continuity - Mats	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Trip Hazard on edge of mat currently illustrated	Illustration amended to show flush with landscape		
					Text on the Bespoke Leaway Pavers would be preferred in sentence case and with greater visual contrast	This design approach was developed in the previous Fatwalk stage, with the first pavers installed at Three Mills Green, these are illustrated here. The greenway also uses UPPERCASE signage. A signage strategy has been developed for the park which uses the accessible Legible London signage system as the principle communication device.		
Continuity - General	Products/Materials	JB, SF		LB Newham & LB Tower Hamlets			Agreed that products should not be named within the design guide. Specific products could be given as examples in small text within captions only. Instead, descriptive terms should be used to outline the palette of continuity elements.	Specific product names have been removed for general text. Specific product names are only used within captions in small text.

Continuity - Benches	Not suitable	Sarah Finn	Transport and Highways	LB Tower Hamlets	The seating does not appear to cater for elderly and disabled users who would require arm rests in order to lift themselves on and away from the seat, and back rests for those who need support.	Further notes have been included indicating that these elements are necessary - examples have been included of benches at Three Mills Green which already have backs and armrests		
Continuity - Benches	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Proposed changes to the text and need to include reference to the LLDC Inclusive Design	Amended		
Continuity - Seating	Furniture	Pippa Gueterbock	Design and Regeneration	LLDC			Concrete stools should be included within the seating descriptions.	Concrete stools have been added, citing the Greenway as an example of their use.
Continuity - Bollards	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Prefer not to have bollards, if they must be included they should meet LLDC IDS 07	Amended		
Continuity - Benches/Bins/Bollards	Furniture	Jessica Bolsin	Regeneration	LB Newham	To bear in mind the strategic nature of the guide for proprietary site furniture in terms of programme and potential for discontinued products. Furniture should be easily repaired and readily available, or fabricated to a bespoke detail and this should be applied from seats to bollards and bins.	Proprietary benches are proposed which incorporate large sections of timber which it is anticipated could be replaced if necessary. There exists an uncertainness about the number of bespoke items used throughout the park. As noted elsewhere the longer maintenance and management of the wider park remains unclear but might allow for more bespoke items to be included if an agreement is reached.		
Continuity- Bins	Bins without tops	Peter Gay	Parks and Greenspaces	LB Newham	Bins will need tops as problems with foxes and mis-use through fly-tipping are common	Noted and illustrated in examples	Bins require lids so no pictures without lids should be shown. Fixed bins aren't as successful as moveable bins. Note that each Borough's cleansing team should be consulted when finalising bin design. Bins on a single stand often get bent and are left in disrepair so should be avoided. As a rule bins should be as big as possible to reduce the requirement for emptying them.	Bin without lid has been removed - replaced with Broxap Budworth bin. Note made the bin choice should be made in consultation with those who will empty and maintain them.
Continuity - Bollards	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Prefer not to have bollards, if they must be included they should meet LLDC IDS 07	Amended		
Continuity - Play	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Proposed changes to ensure play does not impact upon circulation and the need to include reference to the LLDC Inclusive Design Standards	Amended		
Continuity - Table Tennis	Location	Sarah Finn	Transport and Highways	LB Tower Hamlets			Table tennis tables to be positioned in an open and well-trafficked area (where it is not possible for cars to pull up).	Note made to consult Boroughs on location of formal play items
Continuity - Wayfinding	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Text on the Bespoke Leaway Pavers would be preferred in sentence case and with greater visual contrast	As above		
					Possible reference to Queen Elizabeth Olympic Park signage strategy	Uncertain? - a signage strategy is been developed separately for the Leaway		
Continuity - Wayfinding	Signage	Pippa Gueterbock	Design and Regeneration	LLDC			Signage typology missing from the manual - 'special signs' like the DDA compliant route sign at 12TC. Agreed a non-standard Legible London vitrious enamel panel should be used if possible? PG to confim with Legible London contact?	Note made within text regarding signage that there is a typology that is not described within the current manual. Curatorial and 'special' signage should be developed as a separate commission and issued as an appendix to the manual when complete.
Continuity - Wayfinding	Wayfinding	Mark Perkins	Head of Commissioning for Sport and Lesiure	LB Newham			Would have liked to have seen something more distinctive eg. Greenway signage.	A separate curatorial level of signage is expected to be commisioned that will be more specific and 'Leaway' distinctive.This will be detailed in an appendix to the manual when complete.
Continuity - Lighting	Lighting	Steering Group					Note about ambition for lighting to be high quality and integrated successfully etc. Could show some examples? Accepted that the lighting will be so varied across the valley that this section will not be proscriptive. Explain that the park is a daytime park and is primarily un-lit to avoid anti-social behaviour.	A paragraph has been added within Continuity Elements that outlines the guidance on lighting within the park. No example images were given as the situations where lighting will be required is so varied that examples are unlikely to be relevant.
Continuity - Fences	standard fencing/mesh enclosures	Amy Thompson	Pre-Applications Team Leader	LB Tower Hamlets	Is there the potential to pull in some more creative boundary treatment as opposed to the standard fencing/mesh enclosures. For example you can get some great lace-link fencing, which serves an art feature	Where this is appropriate this is likely to be an exception to the guidance - and should only be deployed where its installation and maintenance can be justified.		
					Alternatively, a green wall would be nice to consider too.	There are few situations where a green wall due to the maintenance and cost implications is likely to be appropriate and will require additional justifications and approvals.		
Continuity - Fences	Range of fencing			LB Tower Hamlets	Choice of fences is limited with few intermediate options between the Geobrug Rombo and Betafence Securicor	Description of Securicor Betafence modified to include - or similar according to adjacent sites security requirements.	Is naming of specific fences appropriate?	Reference to specific fences within text has been removed - the products are only named within the manual when in a caption in small font and all specific products are given as examples only.
Continuity - Fences	Mesh enclosures	Jessica Bolsin	Regeneration	LB Newham	Concerns raised that the 'Enclosure' element Geobrugg Rombo could distort or unravel if cut - unfamiliar with the product but essential that it is robust.	A mock-up was presented to LB Newham and TfL in relation to the A13 connector and Poplar Reach in Jan 2012 and considered appropriate.		
Continuity - Paint	MIO Paint	Tamsin Hill	Landscape	LB Tower Hamlets			Give RAL colour for MIO paint.	We have contacted the paint's manufacturers to request an RAL colour - they were unable to give us a RAL colour due to the nature of the paint and its make up (the colour is too variable depending on application method/ angle you are looking from - ie. it is not a flat colour). We could give an approximation by eye match to a sample (we would have to order a sample).
Continuity - Planting	General Planting	Kevin Twyford	Principal Landscape Architect	LB Newham			Rather than removing references to species these could be included as examples in the same way as hard materials product references. Either way the guide should state parameters for choice in terms of native or for biodiversity etc. rather than leaving planting entirely to each project.	
Continuity - Planting	Productive landscapes	Kevin Twyford	Principal Landscape Architect	LB Newham			Productive landscapes need to be expanded. This is a serious piece of green infrastructure and has the potential for a 'continuous productive urban landscape' to develop (for example synergy with Gasworks Dock Partnership).	Text re-written to emphasise potential of 'edible' landscape component.
Continuity - Planting	Landmark Trees	John Archer	Biodiversity Officer	LB Tower Hamlets	refers to existing white poplars and hybrid black poplars, and talks about planting similar landmark trees elsewhere. Surely any new poplars planted should be the native black poplar, a priority species in the Tower Hamlets and London BAPs and the tree which gave rise to the name of Poplar district	As part of the wider planting strategy which has been developed, it has been proposed previously that white poplars with their visual interest be used to express artificial/engineered landscapes which lead into the park while the native black poplar is used to express the natural river edges		
Continuity - Colonisers	Rosa rugosa	John Archer	Biodiversity Officer	LB Tower Hamlets	invasive non-native species. Rosa rugosa is on Schedule 9 of the Wildlife & Countryside Act 1981 (as amended), making it an offence to plant it in the wild or to cause it to grow in the wild	Specific reference to species has been removed		
Continuity - Colonisers	Buddleia	John Archer	Biodiversity Officer	LB Tower Hamlets	is on the list of invasive species on conservation concern in London published by the London Invasive Species Initiative. These species should not be planted in the park.	Specific reference to species has been removed		
Continuity - Planting	Colonisers	Peter Massini	Urban Greening Team Leader	Greater London Authority	I think the planting schedules for 'colonisers' will need further consideration.	Specific reference to species has been removed		
					There is currently a reference to decorative varieties of buddleia, Rosa rugosa, valerians and goldenrod. Whilst these are plant species and types that are robust and will have some ecological benefits by providing a nectar source their broader ecological value could be rather limited. Furthermore, because buddleia daviddii, Canadian goldenrod, and red valerian are very successful colonisers of brownfield sites and similar habitats, and Rubus rugosa is frequently used in landscaping schemes, if the planting was dominated by these species it may detract from the distinctiveness of Lea Way landscape?	Aspects of the following comments have been included in the planting pages		
					There have been some successful examples of landscaping schemes that aim to replicate and/or mimic coloniser type habitats:			

					a. Brownfield habitats have been created at the Olympic Park specifically to replicate some of the key brownfield habitats (and the biodiversity they supported) that we present prior to its construction, and some of the other open habitats have been designed with key species in mind eg Brown carder bee. It would certainly be worthwhile looking at some of the planting schemes in the park and see if they might be appropriate to replicate throughout the Lea Way to extend this habitat type. Eleanor or one of her colleagues should have access to the planting schedules.			
					b. The landscaping scheme at Bexhill sea front, although more ornamental and horticultural is also a useful reference http://htalandscapedesign.blogspot.co.uk/2011/08/next-wave-planitng-lists-published-come.html			
					c. Dr Stuart Connop at the University of East London is also undertaking a lot of research into this issue using to inform the landscaping of barking Riverside.			
					See http://www.cieem.net/data/files/Resource_Library/Conferences/2012_RES_IEEM_Invertebrates/06_Stuart_Connop_FINAL.pdf			
Continuity - Planting	Planting	Jessica Bolsin	Regeneration	LB Newham	Good that the variety and character of existing vegetation and the view to enhance this has been picked up. With the areas being reclaimed from industrial land, there is an opportunity to design planting appropriate for the site - alluded to under 'colonisers'. A suggestion was provided from a test site in Cumbria which uses a grass - Festuca Rubra - rather than the species referred to in the document.	Detailed planting plans should be produced on a project by project basis		
Continuity - Planting	Buddleia and golden rod	Jessica Bolsin	Regeneration	LB Newham	In ecological terms it may be a mistake to plant Buddleia and Golden Rod - as both of these are invasive species.	Specific reference to species has been removed		
					They will appear on the sites as they are now endemic in London, but any new planting should aim to increase the range of species.			
Continuity - Planting	Landmark Trees	Jessica Bolsin	Regeneration	LB Newham	Landmark Trees, using species that are already found along the Lea is understandable, so hybrid Black Poplar, White Willow and White Poplar are fine.	Incorporated into manual		
Continuity - Planting	Purple Sycamore	Jessica Bolsin	Regeneration	LB Newham	There are two types of Purple Sycamore, hybrids from early/late C19th, planted as ornamental trees. Native tree species will do far more to increase local biodiversity.	Specific reference to species has been removed		
Continuity - Planting	Planting - general	Jessica Bolsin	Regeneration	LB Newham	Advised that further consultation could be done on the planting suggestions and it would be beneficial to consult some of the work done on the river bank restoration in the QE Park	Detailed planting plans should be produced on a project by project basis		
Continuity - Bollards	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Suggestion of including raised planters and interpretation	Proposed that this would be taken up on a detailed design stage		
Continuity - SUDS	Planting	Sarah Finn	Transport and Highways	LB Tower Hamlets			Make SuDs more prominent and reference Tower Hamlets guidence and their examples.	Pictures updated to use Tower Hamlets examples and explicit reference was made to their SUDS guidance, previous success and ambition to extend the use of SuDs.
Paving Mats	Suitability for Vehicular loading	Sarah Finn	Transport and Highways	LB Tower Hamlets	The mats could be used in a number of locations on Silvocea Way for example, away from vulnerable areas (this includes service vehicle impact)	Further specification advice has been given describing how light vehicular traffic (maintenance) can be anticipated in the installation of these pavers		
Paving Mats	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Notes on including provision of arm and back rests, maintaining clear circulation routes and flush laid cobbles	Amended		
Character Areas - Three Mills	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Issue of the cobbled surface	These cobbles form part of a listed roadway. A note has been included that its improvement needs to be treated sensitively to reflect this protection		
					Improving access to the water for all	Note amended to reflect accessibility for all		
							Show Bromley by Bow, Stand East and Orchard wharf Development areas within Character Areas mapping.	This would be inconsistant as we are not showing development areas elsewhere. We could show images, as in other sections of 'Character Areas' - but those would need to be provided.
Character Areas - Twelvetrees	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Changing notes on the Twelvetrees connection been a cycle connection and the signing of alternative accessible routes	Amended		
Knuckles - Poplar Reach	Content	Steering group/Pippa Gueterbock					Remove power generation for clarity as there is no evidence of it in the proposals.	Power Generation images and icon removed.
Character Areas - Victorian Infrastructure	Accessibility	Iain McKinnon	Accessibility and Inclusive Design	LLDC	Make reference to IDS 15 - Shared Space	Amended		
Character Areas - Silvocea Way	"1000 Black Poplar Wood"	John Archer	Biodiversity Officer	LB Tower Hamlets	the images associated with this show the Lombardy poplar, which has a columnar (tall and thin) shape. The native black poplar, which is undoubtedly what we should be planting here, is a much broader, spreading tree. I don't think the area shown would hold 1000 mature Lombardy poplars, and would certainly not support anything like that number of mature native black poplars. The aspiration should be changed to a Hundred Black Poplar Wood, comprising native black poplars.	Removed		
Character Areas - East India Dock Basin	Visitor Centre Location	John Archer	Biodiversity Officer	LB Tower Hamlets	The plans for East India Dock Basin on pages 28/29 include a visitor and educational centre, which would be excellent. However, the proposed location is on a nice bit of developing birch and alder wood, which is good for birds. Would the large, flat, relatively bare area in the NE of the site not be more appropriate?	The location of the proposed visitor centre was developed under the LTGDC, although no planning application was sought this location was identified for its potential to create a riverside café which responded to many of the sites landscapes and was distanced from the Lower Lea Crossing in order to achieve the required acoustic requirements for education spaces. A note has been included caveating this placement will require further detailed design development with project partners.		
Character Areas - East India Dock Basin	New Tree planting	Amy Thompson	Pre-Applications Team Leader	LB Tower Hamlets	Trees along southeastern boundary of East India Dock Basin should be incorporated, to mitigate against potential industrial use on the adjacent Orchard Wharf site	Tree 'symbols' have been clarified to illustrate new tree planting along this edge		
Standards	Ramp Gradient	Pippa Gueterbock	Design and Physical Regeneration	LLDC			Twelvetrees Ramp exceeds the standard given within the design manual for the maximum ramp gradient.	Twelvetrees Ramp is described within the body of text as a non-standard structure.
Standards	Cycling	Jess Bolsin		LB Newham			Reference the latest London Cycle Standards that the park is aiming to comply with.	Draft London Cycling Design Standards has been referenced in the appropriate appendix.
Bibliography	Bibliography	Steering Group					5th Studio to compile a bibliography of documents that the park supports/is in compliance with. Boroughs should send documents they wish to be included/referenced to 5th.	A list of relevant references appears as an appendix within the Design Manual.

Subsequent Comments to approved Leaway Design Manual

Following these comments the content of the Leaway Design Manual was agreed by the consulted stakeholders.

Section	Issue	Commenter	Team	Body	Comments on Revision B	Response		

APPENDIX 6

REVISIONS TRACKER

REVISIONS TO THE LEA RIVER PARK DESIGN MANUAL

Issue Date	Revision
04-Nov-14	-
24-Nov-14	A
17-Jun-15	B
19-Feb-16	C
28-Oct-16	D
27-Mar-17	E

Appendix 5 (Comments Tracker) logs the process of discussion and revision between the design team, the LLDC and the London Boroughs involved in the project. Revision A of this document, issued in November 2014, was approved by these stakeholders following the logged process.

The following Revisions Tracker aims to track subsequent changes to the the approved document and details any change in content between revisions.

Revision D

Manual Section	Page	Description of addition / revision
Inside Cover		Contacts and document sponsors moved to back of document
Welcome to the park	4	Quote from Mayor of London removed
Executive Summary	6	Text ammended to include curatorial strategy
The Leaway - Connections Delivered	14-15	Map added identifying progress to date in delivering the Leaway
The Leaway - Opportunities	16-17	Map added identifying opportunities to further progress the Leaway
Twelvetrees Crescent	18-20	Imagery updated to reflect construction progress
Poplar Reach & Cody Dock	24	Imagery updated to reflect construction progress
Canning Town Connections	28	Imagery updated to reflect construction progress
Exotic Wild	30-33	Imagery updated to reflect construction progress
Palette of Materials	41	HRA image updated to be Wharfside Road surfacing
Park Structures	42-43	Spread added to describe the aesthetic of the family of park structures
Surfaces - The Concept	44	HRA image updated to be Wharfside Road surfacing
Perches/Stools/Benches	48-51	Images updated to illustrate the Leaway perch and benches
Wayfinding	56-57	Imagery updated to reflect consstruction progress
Bollards/Bins	58-59	Bollards and bins updated to reflect LB Tower Hamlets requirements
Blodiversity - SUDS	65	Reference included to the *London Sustainable Drainage Action Plan*
A Topography of Difference	82-113	Imagery updated to reflect construction progress

Revision E

Manual Section	Page	Description of addition / revision
Twelvetrees Crescent	18-20	Imagery updated to reflect construction progress
Canning Town Connections	28	Imagery updated to reflect construction progress
Exotic Wild	30-33	Imagery updated to reflect construction progress
Perches/Stools/Benches	48-51	Images updated to illustrate the Leaway perch and benches
Wayfinding	56-57	Imagery updated to reflect construction progress
A Topography of Difference	82-113	Imagery updated to reflect construction progress

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Page 28, Leamouth South development; Ballymore Group

Page 32, Caxton Works; Studio Egret West/Cathedral
Silvertown Reach; Galliford Try
Leamouth Bridge, Ramboll Whitbybird
World Class Streets, New York; Ghel Architects
Rijnhavenbrug, Rotterdam; Quist Wintermans Architekten

Page 44, Benches at Boble Plads,Copenhagen; David Bülow/ Primus Arkitekte

Page 48, Wild Kingdom; We Made That
Trials Cycling; Yann Dunant, Youtube
Boble Plads benches; Primus Arkitektur

Page 49, Play, Landschaftspark Duisburg-Nord; Pippa Gueterbock

Page 50, Franklin Wharf painted surfaces; Occuls Landscape Architecure
Play Barges; Murray Woodburn

Page 51, Three Mills Green; Philip Vile

Page 52, Legible London; Transport for London

Page 54, Bollards; MMCITÉ
Bollards; Broxap

Page 55, Budworth Bin; Broxap
Kelshall Bin; Broxap

Page 57, Baseball pitch enclosure; Rural Studio
Betafence Securifor fencing; Betafence

Page 59, Brownfield landscaping: urban invertebrate conservation; Dr Stuart Connop (UEL) Presentation at TURAS

Page 60, Reed bed restoration; Thames 21
Inter-tidal Planting; Thames 21

Page 61, Stockholm Tree Pits, Bethnal Green Road; LBTH
Rain Garden, Derbyshire Street; LBTH
Swale, Derbyshire Street; LBTH
Mis-connected drains; Thames 21

Page 79, Stratford Langthorne Abbey; Newham Archives

Page 81, Table Tennis; Philip Vile
Wild Kingdom; We made That

Page 89, Berry picking; Cambridge Cycling Campaign
Overgrown engine;
Greening the riverbanks; Thames 21

Page 93, Harbour Inn quayside, Porthleven; Fergus McIver, Flickr
Skip garden; Michael Bernstein
Volunteer skip garden planting; Global generation

Page 95, Woolwich Arsenal DLR station; Alan Williams/DLR
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Page 101,Trinity Buoy Wharf; The London Illustrated News Leamouth;

Page 103,Trinity House, buoy store;

Page 105, Newham Beach; Gareth Williams, flickr
Wakeboaring on the docks; WakeupDocklands.com
Three Mills Green; Philip VIle

Page 116,Jelly Bean Map; London Borough of Tower Hamlets

The Leaway is being delivered by the London Legacy Corporation, the London Boroughs of Newham and Tower Hamlets and Transport for London, Poplar HARCA, and Gasworks Dock Partnership.

To find out more about the Leaway visit:
queenelizabetholympicpark.co.uk/leaway

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