
Water activation design guide





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Introduction

This Water Activation Design Guide has been produced by DK-CM for the Royal Docks Team, and aims to encourage a holistic and joined-up approach for the delivery of water activation proposals across the Royal Docks.

About the Design Guides

The Royal Docks Design Guides were produced in order to establish a unified approach to design across the Royal Docks. The original suite of documents covered Wayfinding, Lighting, Landscaping, Accessibility & Inclusivity and Walking & Cycling. The guides are intended to support the delivery of a coherent, clear and socially inclusive public realm across the Royal Docks, building upon the Royal Docks Public Realm Framework (2019). They grew from extensive public participation with community groups and key stakeholders and should be read in conjunction with the Community Design Principles set out through engagement with public stakeholders.

Commissioned by the Royal Docks Team, the guides are primarily intended for anyone who is thinking of commissioning, designing or delivering a project within the Royal Docks. The Water Activation Design Guide compliments these existing guides.

About this Water Activation Design Guide

In 2021 DK-CM were commissioned to develop a Placemaking and Water Activation Strategy for the Royal Docks area, with a particular focus on how the water of the Royal Docks can play a stronger role in placemaking and economic development. To support this strategy it was agreed that an additional design guide, focussed specifically on water activation projects, was necessary.

The guide aims to:

- Encourage and support activation proposals which are aligned with strategic objectives.
- Encourage a joined-up approach to water activation
- To provide guidance on implementation and delivery of water activation proposals

This guide should be read alongside the existing suite of design guides. Intended for anyone commissioning or designing a project within or adjacent to the water spaces of the Royal Docks, it sets out a series of key themes and questions for consideration, in order to help achieve a livelier, more inclusive and more activated Royal Docks for all.

Policy Context

The Design Guides are not statutory planning policy or specific design requirements. Instead they have been provided by the Royal Docks Team to set out a framework of key principles that should be considered for achieving high quality, appropriate and inclusive public realm throughout the Royal Docks area. The Water Activation Design Guide focuses on delivery and implementation, and has been produced in alignment and support of wider policy objectives set out by the Mayor of London and the London Borough of Newham, in particular those as follows:

London Plan (Mayor of London, 2021)

The 2021 London Plan includes policies (SI14, SI16, SI17, G1, G4, G5, G6 and G7) that provide a stronger steer than previous versions of the plan for on-water and waterside development, emphasising that waterways should not be used as an extension of developable land and should only support water-related uses.

Local Plan (London Borough of Newham [LBN])

At the time of writing, the London Borough of Newham's Local Plan is undergoing a 'refresh' process. Of particular note are emerging plan

priorities regarding 'Green and Water Spaces' and protecting and enhancing the water for cultural, sporting, educational and community related uses. The design guide has been developed to align as far as possible with this emerging policy.

Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF, GLA+LBN, 2023)

The Royal Docks and Beckton OAPF was adopted in 2023. It aims to support the Royal Docks and Beckton Riverside in becoming:

- a lively, healthy place
- a connected, resilient place
- an enabled, innovative place
- an empowered, diverse place

The finalised OAPF seeks to support the area's 'chang[ing] to a more 'mixed-use' area', aiming to use good growth to create a more diverse, complex series of places, whilst maintaining and enhancing what is good about retained industry, industrial heritage, and the major employers that will continue to be 'anchors' of the place. The OAPF encourages water related uses, enhancing and protecting existing provision, and demonstrating appropriate design quality.

The Water

This map sets out the different characters of the water bodies that make up the Royal Docks, as well as the existing and emerging clusters of increased activity:

The activation of **Royal Victoria Dock** will continue to be driven by leisure, tourism and F&B with a greater potential for a night economy, longer dwell times and public culture appealing to local, national and international audiences. The arrival of City Hall at the west of the dock, as well as other players, should stimulate greater public life here, as will the development of Silvertown (especially where it frames **Pontoon Dock**) and the expansion of ExCeL. Silvertown and ExCeL will be brought into closer proximity by the delivery of the new Silvertown bridge.

The activation of **Royal Albert Dock**, will build on its long-standing reputation for professional and club membership water sports for three decades. The Royal Albert Dock Trust hosts multiple charities and clubs, focusing on outreach as well as professionalised users. Investment and support here could further unlock and maximise the programming and use of the water to its full potential, with a particular focus on these more demanding pro/club sports uses and increasing affordable access to them.

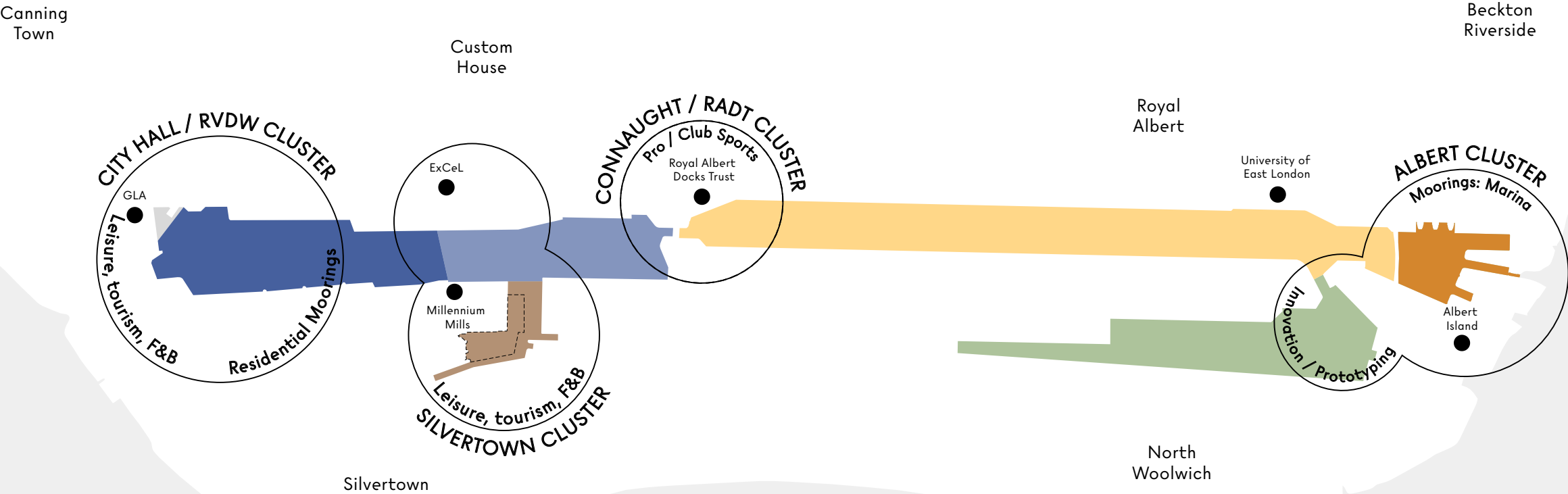
At the dock's eastern limit, at **Albert Basin**, there is a more intimate scale for which uses appropriate to a mixed-use residential area are appropriate, complemented by the adjacent Albert Island with its proposed boatyard and commercial facilities.

King George V Dock acts as a much needed 'back of house' for the operational logistics of these water bodies, and with limited public access for the foreseeable future it should also be approached as an ideal place for innovation in technology, prototyping and the environment.

The river **Thames** - outside of the scope of this study - frames the Royal Docks to the west, east and south.

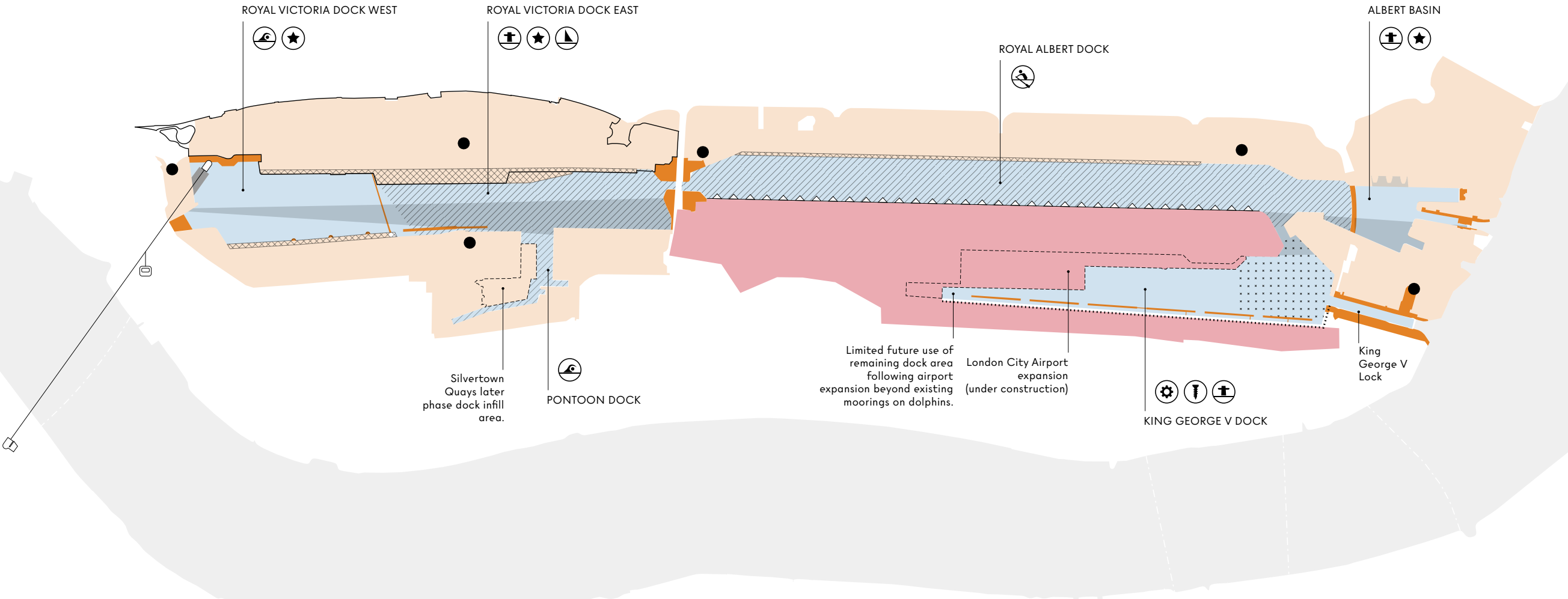
The Royal Docks Management Authority Limited (**RoDMA**) manages the marine infrastructure and all water areas in Royal Docks, and are a key stakeholder for all activation proposals.

- Key**
- Royal Victoria Dock West
 - Royal Victoria Dock East
 - Pontoon Dock
 - Royal Albert Dock
 - Albert Basin
 - King George V Dock
 - Clusters of activity



Ownership & Constraints

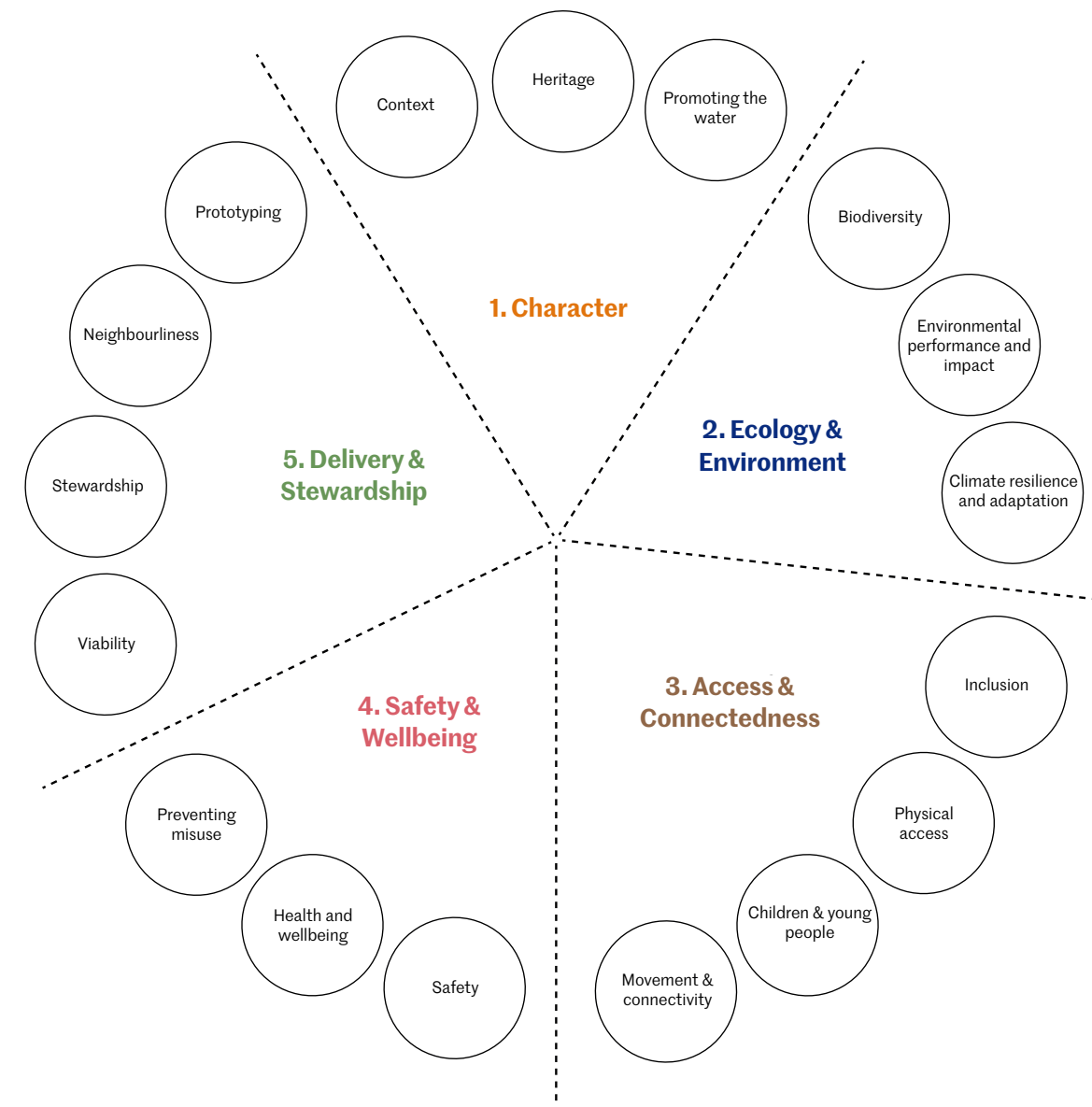
Water Areas	Ownership	Dock Edges	Existing Water Activities
<div></div> Water subject to Royal Albert Dock Trust deed of grant.	<div></div> All water bodies are under GLA freehold, with RoDMA retaining water management lease and access rights to all areas of dock edge.	<div></div> False quay dock edge construction.	<div></div> Pro / club watersports
<div></div> Water subject to Jet Ski License agreement.	<div></div> London City Airport.	<div></div> Dock edge access limited to City Airport and RoDMA, with limited vehicular access due to City Airport security protocol.	<div></div> Swimming / watersports activities
<div></div> Cable car airspace and safeguarded protection zone.	<div></div> RoDMA ownership of dock edge. London City Airport site boundary. (Inaccessible dock edge)	<div></div> Zone of existing / proposed dock infill.	<div></div> Small vessel sailing / Sea Cadets
<div></div> Airport Public Safety Zone restrictions. Restrictions include occupancy levels, certain forms of development.	<div></div> RoDMA Service Charge areas adjacent to dock edge.	<div></div> Informal restricted buffer zone, closely monitored by London City Airport security vehicles.	<div></div> Marina facilities / large boat berth
<div></div> *Aerodrome Obstacle Limitation Surfaces also restricts height throughout Royal Docks area.	<div></div> ExCeL lease site boundary since 2001.		<div></div> Culture / arts / events
			<div></div> Innovation / prototyping
			<div></div> Commercial activity / light industrial



Themes

This Design Guide is structured by five key themes that, together, provide a framework for establishing the quality and appropriateness of water activation proposals and other proposals affecting the waterspace of the Royal Docks.

Each theme includes a short introduction, a checklist of questions to consider and, where appropriate, relevant precedents.



1. Character

The Royal Docks has a unique and particular character which the historic docks themselves are crucial to; a legacy of the area's extraordinary history of industry and international logistics. This character includes both tangible and intangible things. Also highly distinctive is the way that the area is transforming from a place dominated by logistics and industry to a series of complex, diverse urban neighbourhoods and places. In this spirit, the Royal Docks should be thought of as a series of places with distinct characters in their own right.

In turn, each of the Royal Docks and bodies of water has a distinct scale and character. Proposals for the water at the Royal Docks must demonstrate an approach to character which is specific and appropriate to the Royal Docks as water bodies and to the places that border them, whilst also contributing to the significance of the water to the area's meaning, character and identity. The London Plan (2021) includes policies (SI14, SI16, SI17) that provide a stronger steer than previous editions of the plan for on-water and waterside development, emphasising that waterways should not be used as an extension of developable land and should support water-related uses.

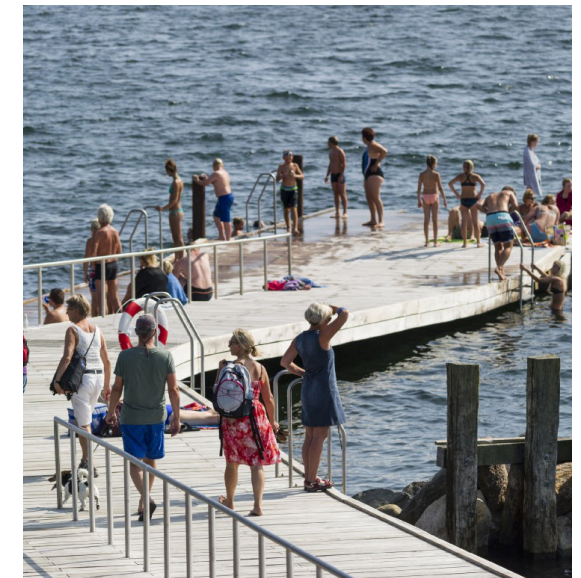
The Royal Docks are significant to the local communities on their doorstep, but they are also an asset to Greater London, the south-east region, and internationally. Proposals for water activation should deliver a positive offer to those local communities.

Refer to:

- London Plan Policy SI 16 & 17, 2021, GLA
- Community Wealth Building, 2020, LB Newham
- Characterisation Study, 2022, LB Newham

1.1 Context

- 1.1.1 Does the proposal respond to a clearly identified local need? How has this been identified and evidenced?
- 1.1.2 Does the proposal make a positive contribution to the water body or dock where it is located and is this supported in planning policy and guidance?
- 1.1.3 How does the proposal respond or contribute to local social, cultural and economic need? What role does it play in supporting local communities and Community Wealth Building in Newham?
- 1.1.4 Where elements of the design are on the water, do they celebrate and exploit this character in their design? For example, the 'floating' nature of a floating cafe or bar should be evident and celebrated in its design
- 1.1.5 How do the proposals positively respond to adjacent land uses and the amenity of surrounding residents?



Faaborg Harbour Bath, Denmark

The design of the Harbour Bath in Faaborg by JDS, Urban Agency and Creo Arkitekter A/S resulted from workshop sessions with local communities and organisations to create a structure which responds specifically to local demand, and is flexible in the way the spaces can be programmed. The fully accessible structure provides safe spaces for all age of users at once, both in and adjacent to the water, as well as space to relax and spectate. (image credit: Urban Agency)

1.2 Heritage

1.2.1 Does the proposal recognise and celebrate its historic or heritage context, whether recognised in policy or otherwise, particularly related directly to the historical development of the water in which it is located and adjacent places.



M Shed, Bristol Harbour

Adjacent to a museum exploring Bristol's history, the harbour cranes are maintained in working order so that they continue to bring interest, vitality and a sense of continuity to the harbourside. (Image credit: DK-CM)

1.3 Promoting the water

1.3.1 Does the proposal boost and celebrate the role and significance of the water in the Royal Docks? (see examples below)



Strandbad Tiefenbrunnen, Zurich

The Strandbad Tiefenbrunnen in Zurich reimagines the existing pier typology present in Lake Zurich to create a public swimming lido which celebrates the role of water as a public space. The lido is an extension to an existing public park adjacent, and is deliberately close, experientially, to the wider Lake. (image credit: Zürich Tourism)



2. Ecology & Environment

The Mayor of London has set a target for London to be net zero carbon by 2030. Bodies of water such as the Royal Docks, which is designated as a non-statutory Site of Importance for Nature Conservation (SINC), can play a strong role in supporting the environmental quality of our city and in reducing emissions. Projects on the water of the Royal Docks should be exemplary in terms of ecology, biodiversity, environmental performance, energy consumption and climate resilience.

Refer to:

- Integrated Water Management Strategy (IWMS), GLA
- Royal Docks 'Landscape Design Guide,' RDT
- Newham Green and Water Spaces Strategy, 2023, LB Newham
- SINC review, 2022, LB Newham
- Urban Greening for Biodiversity Net Gain: A Design Guide, 2021, GLA & London Wildlife Trust
- Public London Charter, 2021, GLA.

2.1 Biodiversity

- 2.1.1 Does the proposal improve the biodiversity of the local area in a way that is particular to local need and environmental character?
- 2.1.2 As much as is possible, does the landscape design include a mixture of hard and soft surfaces that promote biodiversity and support access to nature?
- 2.1.3 Have opportunities been taken to incorporate existing habitats and vegetation?
- 2.1.4 Have appropriate plant/tree species, types and maturities been selected through consultation with maintenance teams; and key stakeholders (for example, London City Airport, the Royal Docks Management Authority, etc.) where relevant?
- 2.1.5 Has a robust, realistic maintenance and resilience plan been established for plants, trees and soft landscaping? For example by reference to Public London Charter principle 4.8 'Good Stewardship'.
- 2.1.6 Does the external lighting strategy minimise light pollution and disruption to habitats and species? For example by reference to Urban Greening for Biodiversity Net Gain: A Design Guide, 2021. See also: Royal Docks Lighting Design Guide.
- 2.1.7 How does the proposal take into account the Royal Docks' status as a Site of Importance for Nature Conservation (SINC)?



Wild Mile, Chicago

An ambitious community-led canal regeneration project championing urban ecology and biodiversity in Chicago. This 17-acre floating eco park was completed in 2021, and integrates educational and community programming into its management strategy. Its 'Citizen Scientists' programme actively encourages a sense of custodianship over urban green and blue spaces by the local schools and communities. (Image credit: ©SOM | Dave Burk 2023)

2.2 Environmental performance & impact

- 2.2.1 Has the reuse of existing structures, such as barges, ships and pontoons, been considered?
- 2.2.2 Has the design considered how structures and materials can be reused, reworked or relocated in the future, utilising circular economy principles?
- 2.2.3 Have opportunities been taken to provide efficient, integrated and renewable sources of power on the water? This applies both to immediate need but also to providing infrastructure for culture and events, thereby reducing reliance on generators and other equipment.
- 2.2.4 Does the design promote sustainable and low-impact transport solutions, either through the provision of equipment or through access to the development?
- 2.2.5 Does the design maintain or enhance the quality of adjacent water, for example through plant species in the water or by ensuring that no waste or pollution enters it?
- 2.2.6 Does the design set out an effective strategy for managing waste (litter and waste water) in a way that is accessible to users?

2.3 Climate resilience and adaptation

- 2.3.1 Where appropriate, has a flood resilience and water management strategy been developed to integrate Sustainable Urban Drainage Systems in both landscapes and buildings? Has the potential of the existing Docks to contribute to such a strategy been considered?
See also the Royal Docks Landscape Design Guide.
- 2.3.2 Have spaces been designed, where possible, to reduce Urban Heat Island effect and to provide shelter and shade to people from the weather?



3. Access & Connectedness

Historically, the water of the Royal Docks was accessible only to those employed through the industrial docks, and was also, as a result of this, male-dominated. Whilst physical access to the water still requires monitoring by third-parties to maintain appropriate management and health & safety, the water today is a shared resource that should be open to all, and accessible in an inclusive and equal way.

Potential to access the water varies significantly across the Docks, but wherever possible opportunities should be taken to bring people to the water's edge, close to the water, and where appropriate onto (and into) it, and to provide access in a way that is coherent and cohesive. Such interventions should build upon the Docks' enviable connectivity through public transport, especially since the arrival of the Elizabeth Line in 2022.

Access in this context is also about broadening participation and making sure that Londoners and visitors all feel that the Royal Docks and their water are a place for them, reflecting the principles set out in the Public London Charter regarding a 'public welcome' and aiming for gender-inclusive spaces and places, with a strong offer for women and girls.

The Royal Docks have been identified as suffering from a lack of play facilities and open space more generally. Provision of public conveniences, spaces to picnic or eat informally, and informal play are all ingredients that can make people of all ages, abilities and backgrounds feel comfortable and welcome here.

Refer to:

- Royal Docks 'Accessibility & Inclusive Design Guide,' RDT
- Royal Docks 'Landscape Design Guide,' RDT
- Newham Green and Water Spaces Strategy, 2023, LB Newham
- Public London Charter, 2021, GLA.

3.1 Inclusion

- 3.1.1 Does the proposal create public spaces that create a 'public welcome' and which promote access for all?
- 3.1.2 How does the proposal address the particular needs of existing and emerging local communities, including enhancing their access to the water?
- 3.1.3 Does the proposal contribute towards a network or cluster of amenities, rather than a single focal point, such that diverse users can access and share them?
- 3.1.4 Does the proposal provide free-to-access and accessible places to sit, designed to promote social interaction and informal eating and meeting?

3.2 Physical Access

- 3.2.1 Have opportunities been taken to bring the public directly up to or on to the water of the Royal Docks?
- 3.2.2 Is there a clear strategy for pedestrian movement within the proposal to give easy access to the water and associated amenities? This should include for children, older people and those with reduced mobility, e.g. seating, cycle storage, refuse bins, access steps and ramps?
- 3.2.3 Does any development or construction provided on adjacent land contribute to public access to the water and dock edge, for example by providing a legible route toward the dock from adjacent spaces, or by not impeding on existing views onto the waterspace?
- 3.2.4 In the spirit of aiming to provide equal access to all people, are proposals that bring people closer to water designed such that they provide dignified, integrated and non-hierarchical access routes for people of all abilities and mobilities?
- 3.2.5 Where appropriate, is a safe and accessible method of getting heavy equipment (such as boats or sports equipment) in place, that has minimal impact on other users?
- 3.2.6 Where a proposed event or activity might temporarily restrict access to the water, for example for ticket holders or diners only, is a good quality alternative route and/or space provided?

3.3 Children & Young People

- 3.3.1 Does the proposal provide dedicated and/or incidental spaces for children and young people to use?
- 3.3.2 Does the proposal promote independent mobility for children and young people by making it safe and easy to move around?
- 3.3.3 Does the scheme deliver places that are inclusive of all genders and protected characteristics?

3.4 Movement & Connectivity

- 3.4.1 Does the proposal provide places to sit which can aid people for whom being able to rest is a key part of moving around the city?
- 3.4.2 Does the proposal contribute to a cohesive approach to movement (especially for pedestrians and cyclists) around the Docks? Can it be demonstrated how the proposal integrates positively with wider connections?
- 3.4.3 Does the proposal encourage pedestrian and cycle movement in close proximity to the water?
- 3.4.4 Does the proposal minimise or reduce barriers to movement, for example drop kerbs?
- 3.4.5 How does the proposal facilitate or support active and sustainable travel around the Royal Docks, for example by providing secure cycle storage?



Allas Sea Pool, Helsinki

This sea pool by Huttunen–Lipasti–Pakkanen Architects provides spaces to relax and informally gather alongside formal swimming uses, plus areas of planting. (Image credit: Huttunen-Lipasti Architects | Marko Huttunen)



4. Safety & Wellbeing

Achieving a safe environment on and adjacent to the water of the Royal Docks is both crucial and challenging: any engagement with deep water presents risks. Proposals should take the necessary steps to ensure a safe environment in the Royal Docks whilst ensuring that safety features are not overly dominant or constraining.

The water of the Royal Docks is a place where major cultural events happen, and safety measures should appropriately account for, and support, this activity.

The health and wellbeing benefits of water, especially in an urban context, are well-documented. Projects on the water should take every reasonable opportunity to support and enhance the Royal Docks' contribution to healthy lifestyle and to physical & mental wellbeing.

Refer to:

- Royal Docks 'Accessibility & Inclusive Design Guide,' RDT

4.1 Safety

- | | |
|--|---|
| 4.1.1 Does the design and proposal promote passive surveillance, especially of the water space? | 4.1.7 Has appropriate and contextual signage been provided to ensure users are aware of risks and appropriate behaviour in relation to the water? |
| 4.1.2 Has personal security been considered in the design and layout of any water activation proposals? | 4.1.8 For temporary or temporal proposals, has a clear crowd management strategy been set out that achieves a positive sense of being on or in the water, whilst ensuring the right degree of crowd and public safety? |
| 4.1.3 Have public spaces in, on and adjacent to water been designed to promote the safety and perceptions of safety for all users, with particular emphasis on the safety for women and girls? | 4.1.9 Have the specific operating constraints of the Royal Docks been considered in order to ensure that activities and programming are safe? |
| 4.1.4 Are railing and barriers sufficiently designed to mitigate the risk of collision and falling into the water, in a manner that is appropriate to the Dock edge of which they form a part? | 4.1.10 Have safety measures been considered specifically in relation to London City Airport? For example, lighting, bird-strike, noise and disturbance. |
| 4.1.5 Have any necessary barriers been designed in an integrated way, so that they don't visually dominate or reduce perceptions of how the water is accessed? | 4.1.11 Where possible and appropriate, does the proposal have a positive impact on existing safety issues in the docks? For example, many of the dock edges are constructed as hollow 'false quays,' rather than solid construction, and currently present risks to in-water users. |
| 4.1.6 Has appropriate life-saving equipment been provided, and a strategy established for its maintenance? | 4.1.12 Does the proposal have a positive impact on perceptions of safety at night, for example by opening up or preserving sight-lines, or illuminating previously dark spaces? |

4.2 Health and Wellbeing

- 4.2.1 Does the proposal include activities that will support the health and wellbeing of the public?
- 4.2.2 How do proposals reduce the potential of noise and disturbance to local residents?
- 4.2.3 How do proposals ensure no negative impact on the characteristics of views, tranquillity, and openness that the Royal Docks water bodies provide?



Summer Splash, Royal Docks

This freely accessible temporary lido is open to the public during the summer in Royal Victoria Dock. The aim of the project is to provide inclusive access to the water, predominantly aimed at younger people and children within a highly restricted water space. Access to the lido is strictly controlled by the operators, and is restricted outside of operation hours. (Image credit: Emma Nathan)

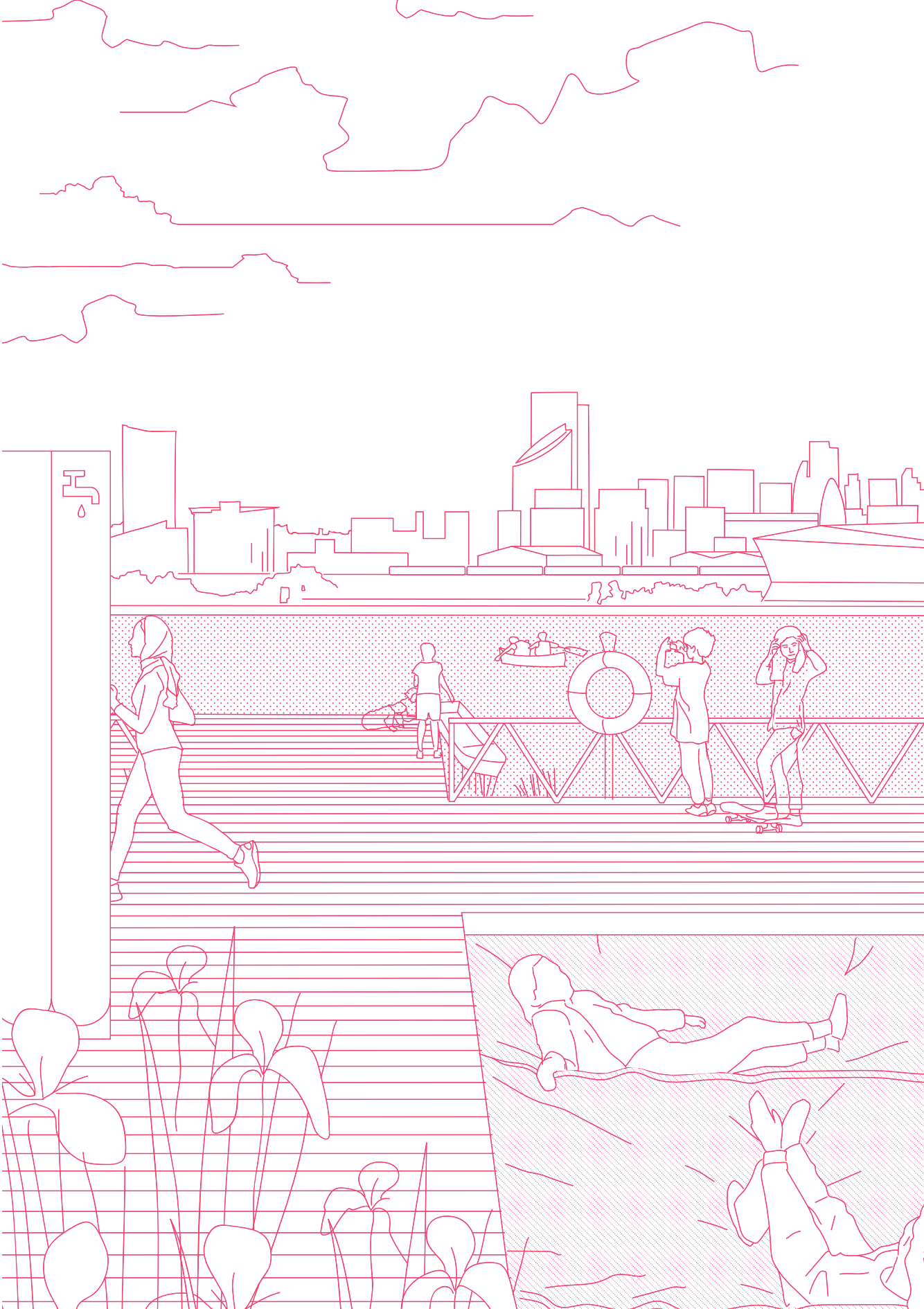
4.3 Preventing Misuse

- 4.3.1 How does the proposal help to ensure that unsafe or unlicensed access to the water, for example swimming in unmanaged locations, is prevented?
- 4.3.2 Have the implications of the proposal in terms of anti-social behaviour been considered and mitigated where required?



Vlora Waterfront, Albania

This project modified an existence threshold between land and water to promote better access of the water by pedestrians, including through stepped thresholds. (Image credit: ©XDGA)



5. Delivery & Stewardship

The Royal Docks is aiming to become a world-class mixed-use water sports and water leisure destination, as well as a cultural and economic hub for London. To achieve this it is vital that a coherent and joined-up approach to delivery, operations and stewardship is in place throughout projects in the Royal Docks. This will ensure that uses are coordinated and complimentary, and are of a scale appropriate to existing and growing demand.

Such an approach needs to account for, and support, the maintenance and care that is necessary to maintain the Docks in a good and functional condition, and also to ensure that the spaces and place of the Royal Docks are well looked-after and cared-for. Also, there are many, and diverse users, residents and stakeholders around the docks, with highly specific needs, constraints and priorities which need to be accounted for.

Refer to:

- Public London Charter, 2021, GLA.

5.1 Viability

- 5.1.1 Have the appropriate key stakeholders been engaged in the development of activation proposals to ensure that the activation aligns with wider priorities and strategies?
- 5.1.2 Has the proposal been informed by evidence or analysis of demand?
- 5.1.3 How do proposals promote a greater local appreciation of the water, its benefits (leisure, wellbeing, new skills etc) and challenges (water safety, misuse, sustainability etc)



Floating Pavilion, Zurich

This pavilion on Lake Zurich, designed and built by students at ETH, combines facilities for experiencing culture with a small swimming pool.

5.2 Stewardship

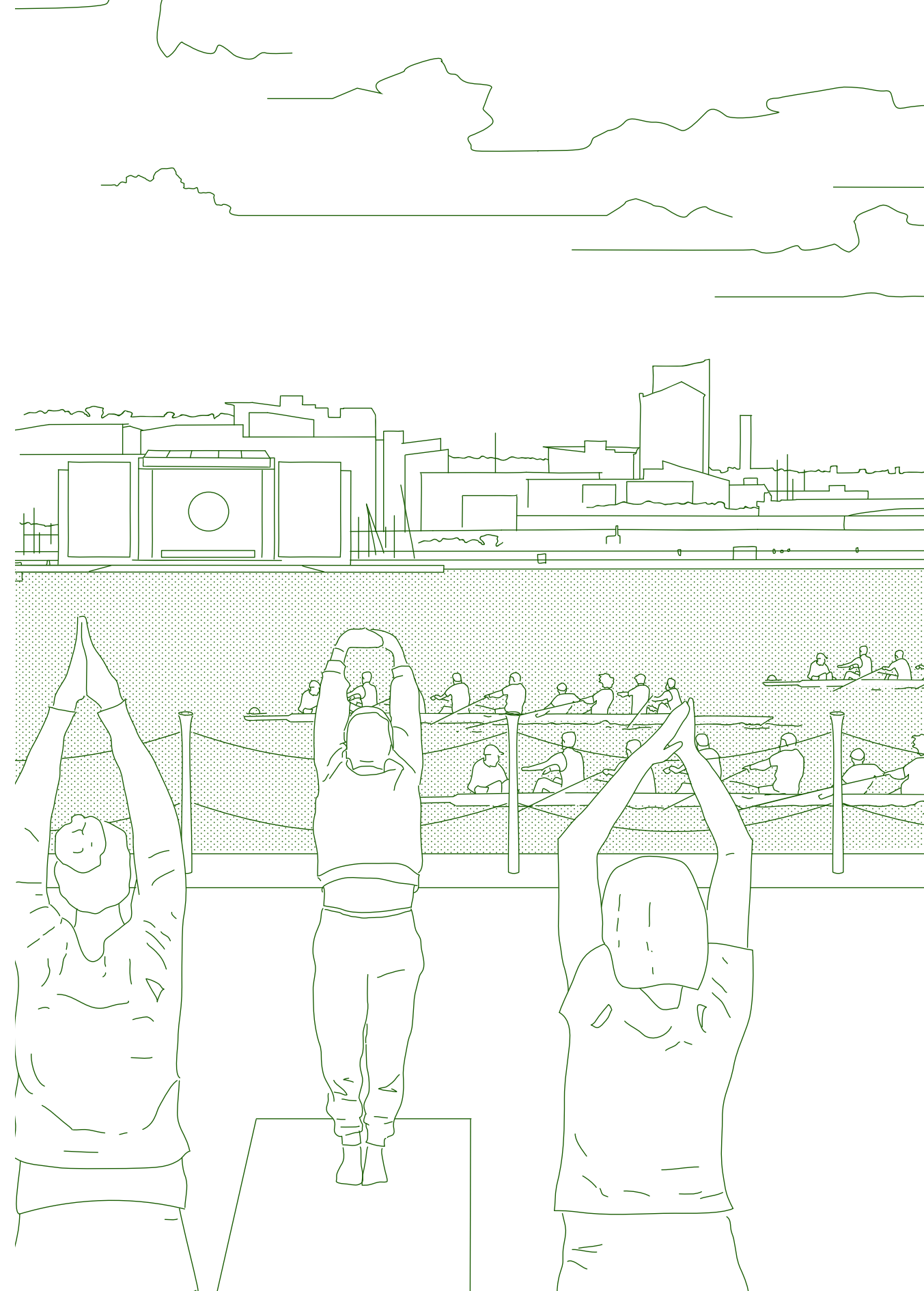
- 5.2.1 Has the engagement process identified social, civic or community infrastructure requirements, and considered these in proposals?
- 5.2.2 Does the development encourage residents and community groups to take 'ownership' of particular spaces or aspects of the proposal, and to contribute to their operation, care and maintenance?
- 5.2.3 Have opportunities for innovative models of ownership / management been explored? This might include charitable partnerships or initiatives for organisations to share management of appropriate facilities, amenities, access or equipment?
- 5.2.4 Is a suitable long term management strategy in place to maintain facilities, especially shared facilities?
- 5.2.5 Have local businesses and/or organisations been involved with the development of proposals in operation, management, supply chain etc.?
- 5.2.6 Have systems been put in place to integrate informal community stewardship of the proposal with formal maintenance and care processes, where appropriate?

5.3 Neighbourliness

- 5.3.1 In relation to the wider dock and adjacent places, has analysis been undertaken to establish that the proposed use or activation is complementary to neighbouring projects or initiatives, ideally including those in the pipeline and on the land?
- 5.3.2 Does the design successfully integrate with adjacent spaces, routes and structures, achieving a cohesive and coherent sequence and hierarchy between distinct projects?
- 5.3.3 How does the proposed activity facilitate, support or complement other existing or emerging activities in the Royal Docks? Have opportunities been taken to share facilities or equipment, join forces, collaborate or otherwise deliver an integrated approach?
- 5.3.4 Has the neighbourliness of the proposal been considered, especially in relation to opening hours, noise, and anything proposed outside of operational hours?

5.4 Prototyping

- 5.4.1 A 'meanwhile use' approach can help to de-risk an otherwise untested new approach or use. Has the potential of such an approach to test or prototype the use been considered?
- 5.4.2 Are short term, seasonal or temporary proposals situated in a longer-term strategy for delivering long-term or permanent activation proposals?





Further reading

For further relevant planning policy and guidance, as well as further design guides and strategic work produced by and for the Royal Docks Team, refer to:

Relevant wider policy context

London Borough of Newham: Local Plan (2018, and emerging plan ongoing)

'Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF), London Borough of Newham, Mayor of London, Transport for London, adopted 2023)

Mayor of London: London Plan, 2021

Mayor of London: Integrated Water Management Strategy (IWMS), 2016.

Royal Docks Team publications

Royal Docks Public Realm Framework 2020

Royal Docks Design Guides, 2020 (Landscaping, Accessibility & Inclusivity, Wayfinding and Lighting).

Royal Docks Cycling and Walking Action Plan, 2020.

Credits

August 2023

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This publication was produced by DK-CM for the Royal Docks Team – a joint initiative from the Mayor of London and Mayor of Newham.

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Getting involved

Working collaboratively with local businesses, partners, communities and stakeholders is at the heart of our approach.

For more information or to find out how to get involved, please get in touch.

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