

## 4.5 Cycling context

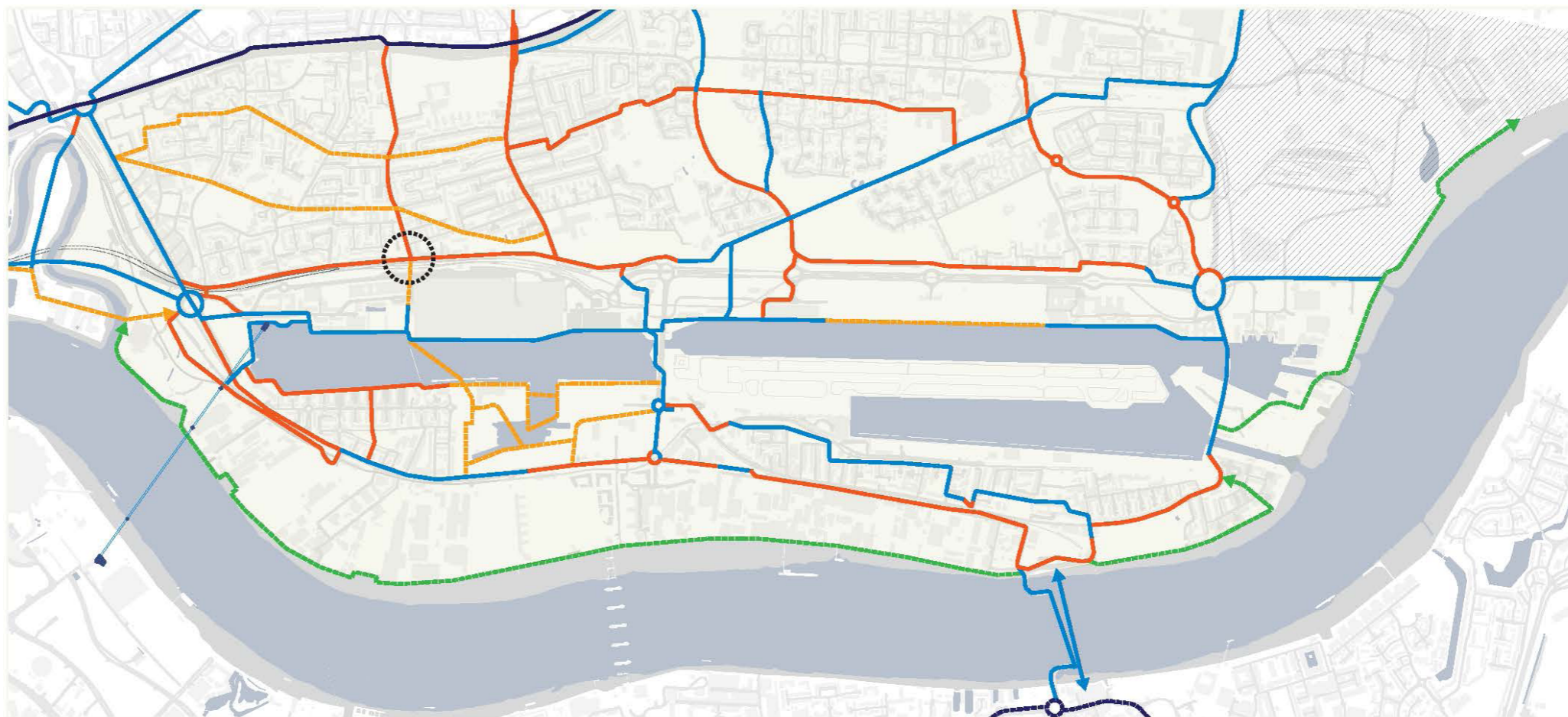
### Royal Docks Strategic Cycle Network

The DCO works associated with the new Silvertown Tunnel will realign Dock Road and create a new 2-lane segregated cycle lane which connects westbound towards Canary Wharf and the City.

To the East, there are proposals to make public realm improvements to North Woolwich Road and stitch into a wider network of cycle and pedestrian infrastructure.

Sitting at the junction between these two strategic interventions, Phase 1 of the Thameside West masterplan can forge a new link by reworking the public realm of North Woolwich Road, rationalising commercial parking and extending the DCO cycle lane.

The following pages illustrate the wider strategic context and the proposed improvements to North Woolwich Road.



Royal Docks strategic cycle network

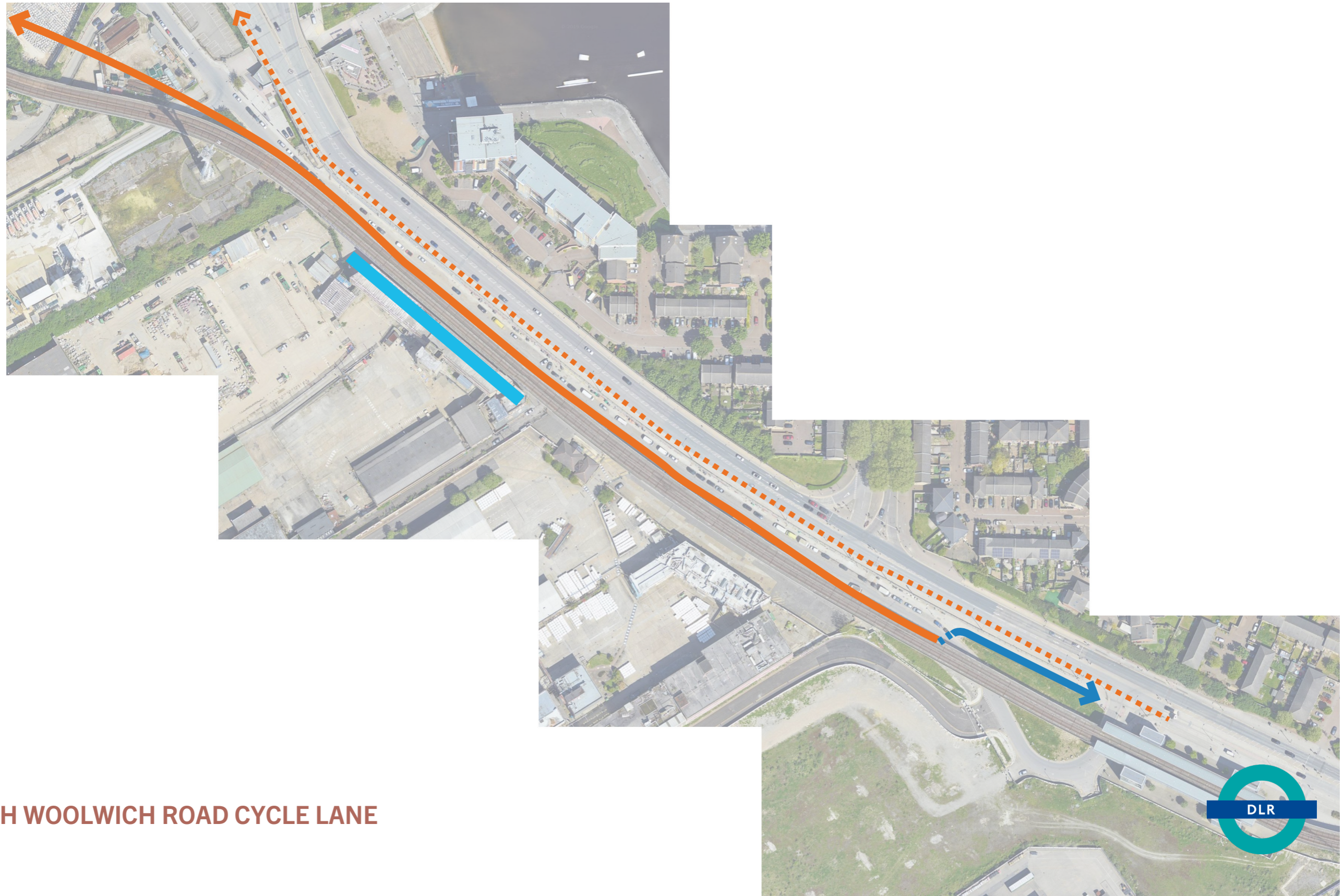
- Existing/committed cycle connections
- Cycle Superhighway 3 - Barking to Tower Gateway
- - - Proposed Cycle Superhighway 4 - Woolwich to London Bridge
- Important link - to be provided or upgraded
- - - Cycling infrastructure to be delivered through private development / area regeneration
- Future aspiration - extension of Thames Path (walking and cycling)
- Network of local streets providing an important part of the cycle network - opportunities to enhance this through new local connections
- Future connection to potential river crossing and Roding Valley Way



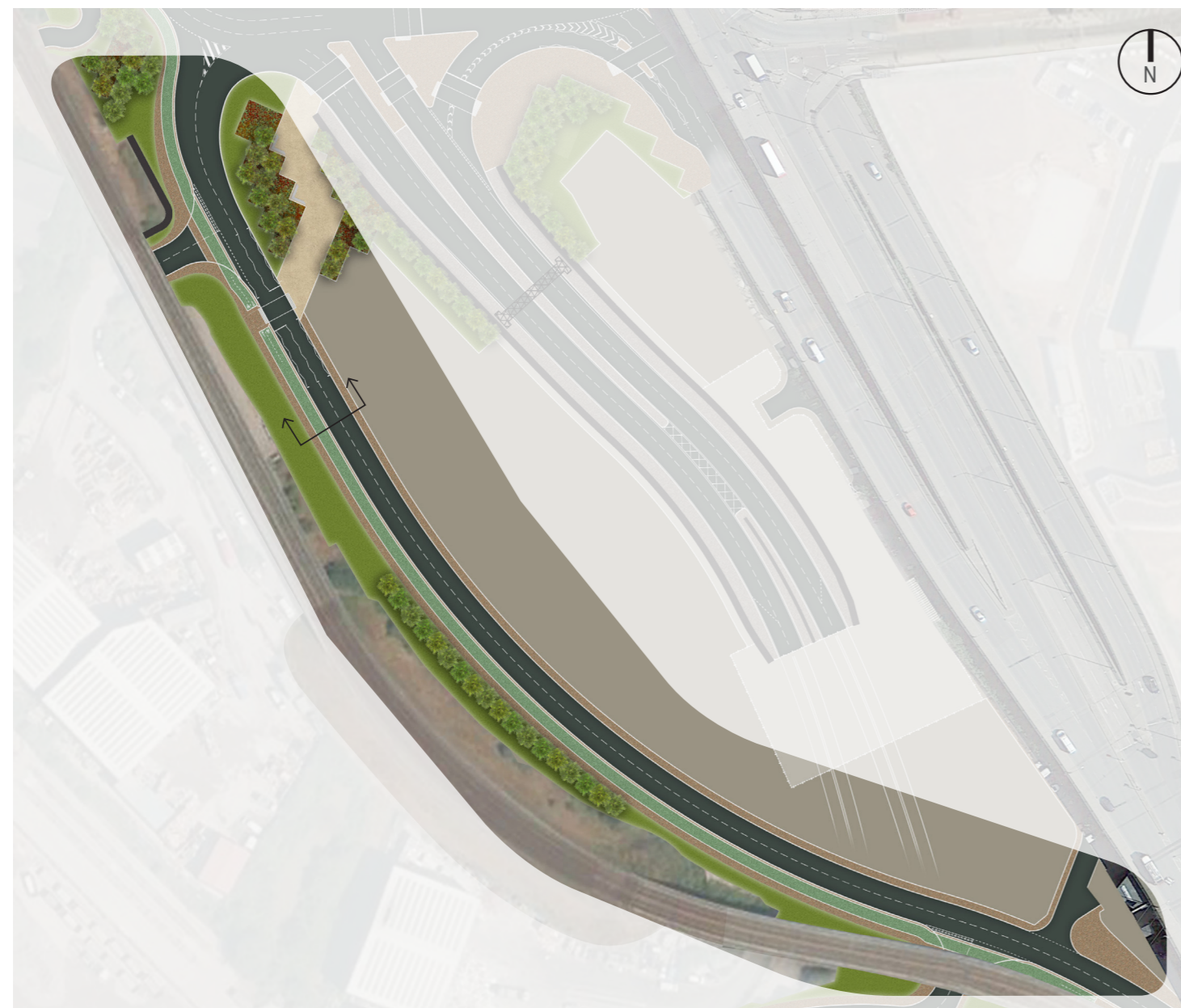
**SEGREGATED LANES**



**KEY LINKS**



### NORTH WOOLWICH ROAD CYCLE LANE



Silvertown Tunnel  
 Design Principles  
 Document Reference: 7.4

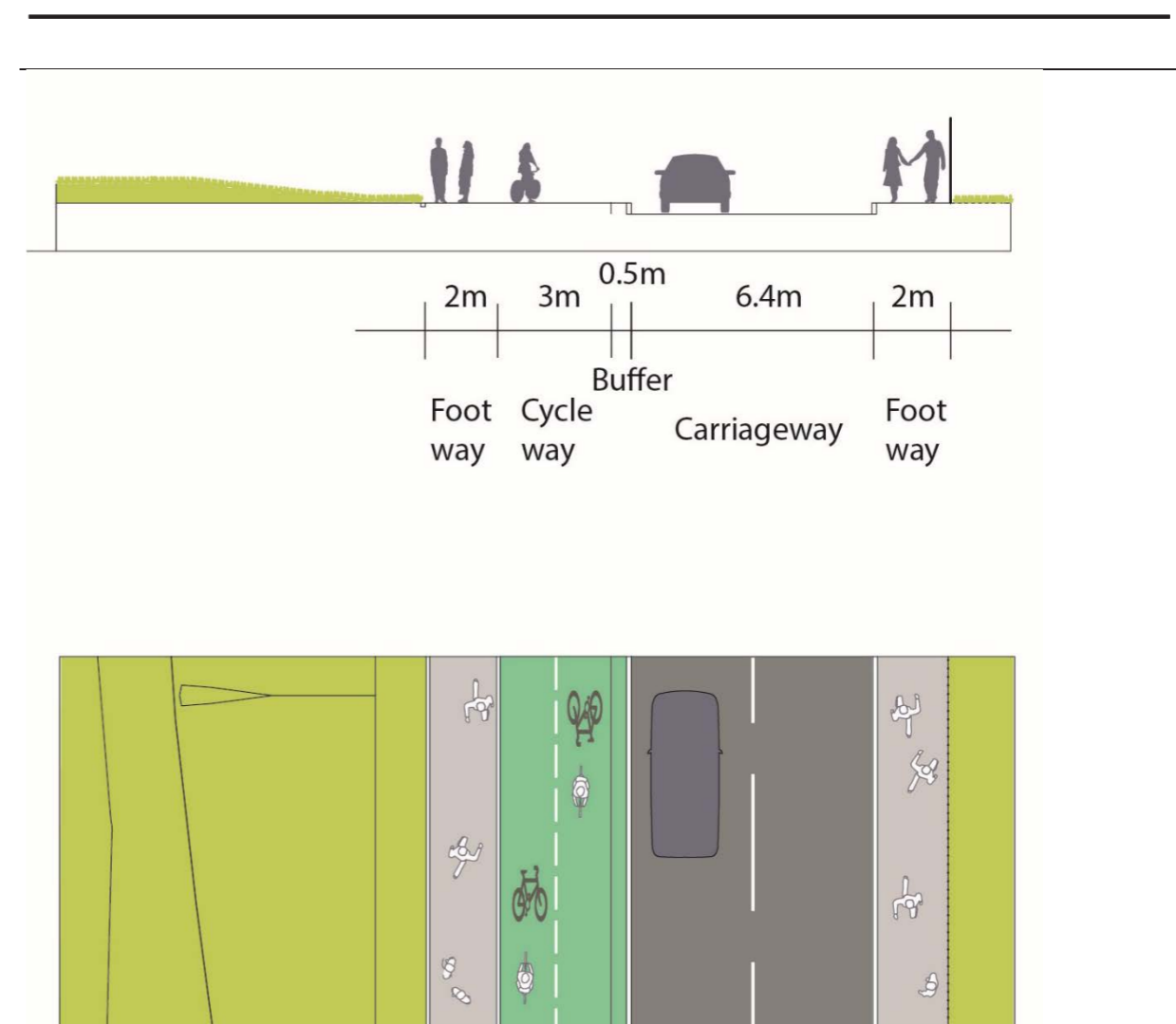


Figure C2-5 Typical Section & Layout for Dock Road

## DCO CYCLE LANE DESIGN PRINCIPLES