Pollution
Control
Valve
Down
Steps

WE MADE THAT

urban
movement
RESEARCH | PLANNING | STRATEGY | DESIGN

transport
initiatives
local knowledge
national expertise

LOWER LEA VALLEY CONNECTION AND MOVEMENT STUDY
APPENDIX A - BASELINE REPORT - 28-08-2020

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Rev.   Date   Description
A   30-10-2020   Accessibility requirements adopted

1.1
INTRODUCTION

Area geography

Though concentrating primarily on the identified Core Area, the study also takes into consideration the Wider Study areas.
Ten Neighbourhood Areas within the Core Area also identified.
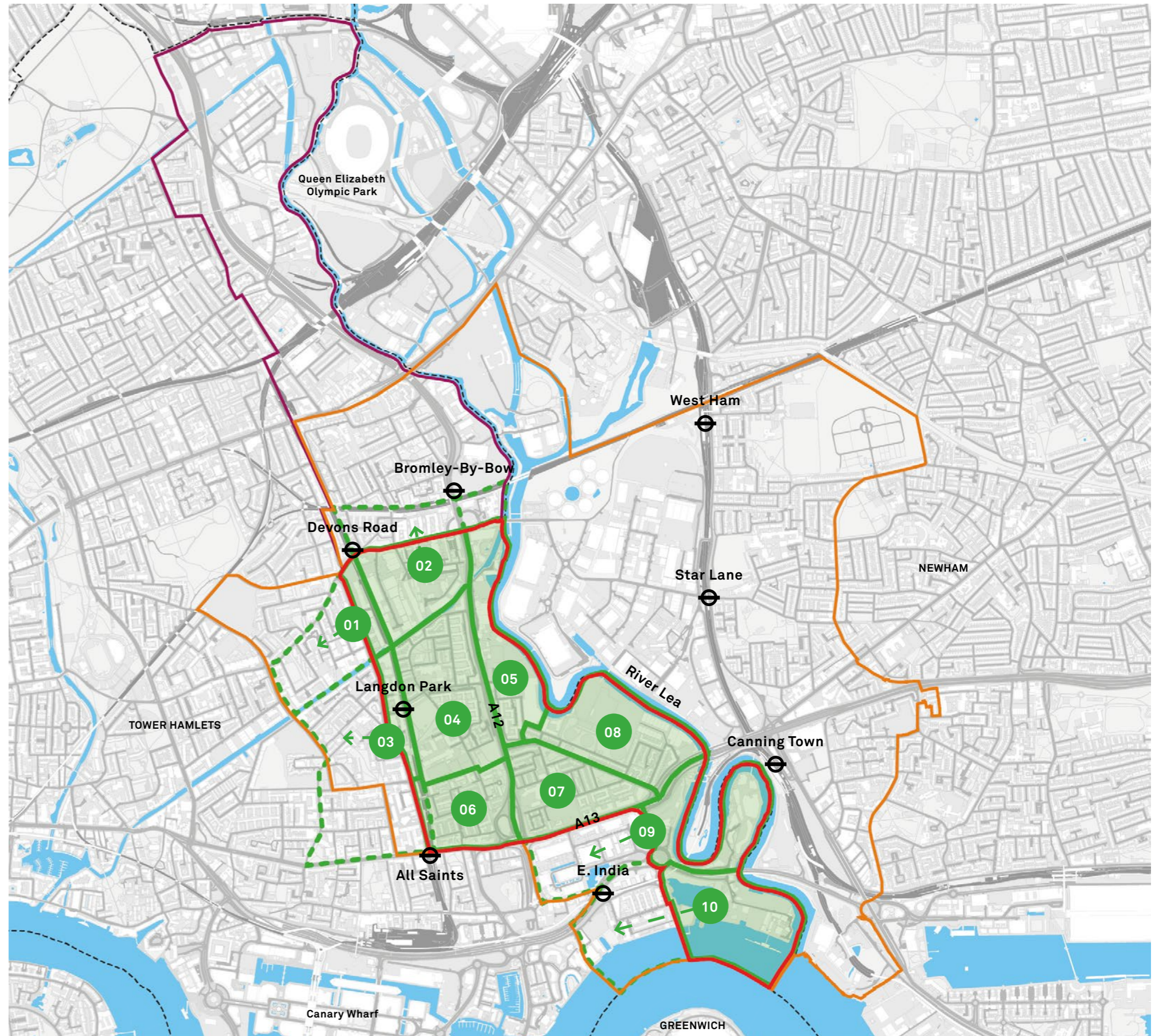
KEY

Neighbourhood Areas:
01 - Violet Road
02 - Bromley-By-Bow South
03 - Chrisp Street
04 - Langdon Park north and Teviot
05 - Poplar Riverside south
06 - Langdon Park south
07 - Aberfeldy
08 - Poplar Riverside south
09 - Leamouth

10 - East India Basin

Sub-area designation beyond core study area

Core study area

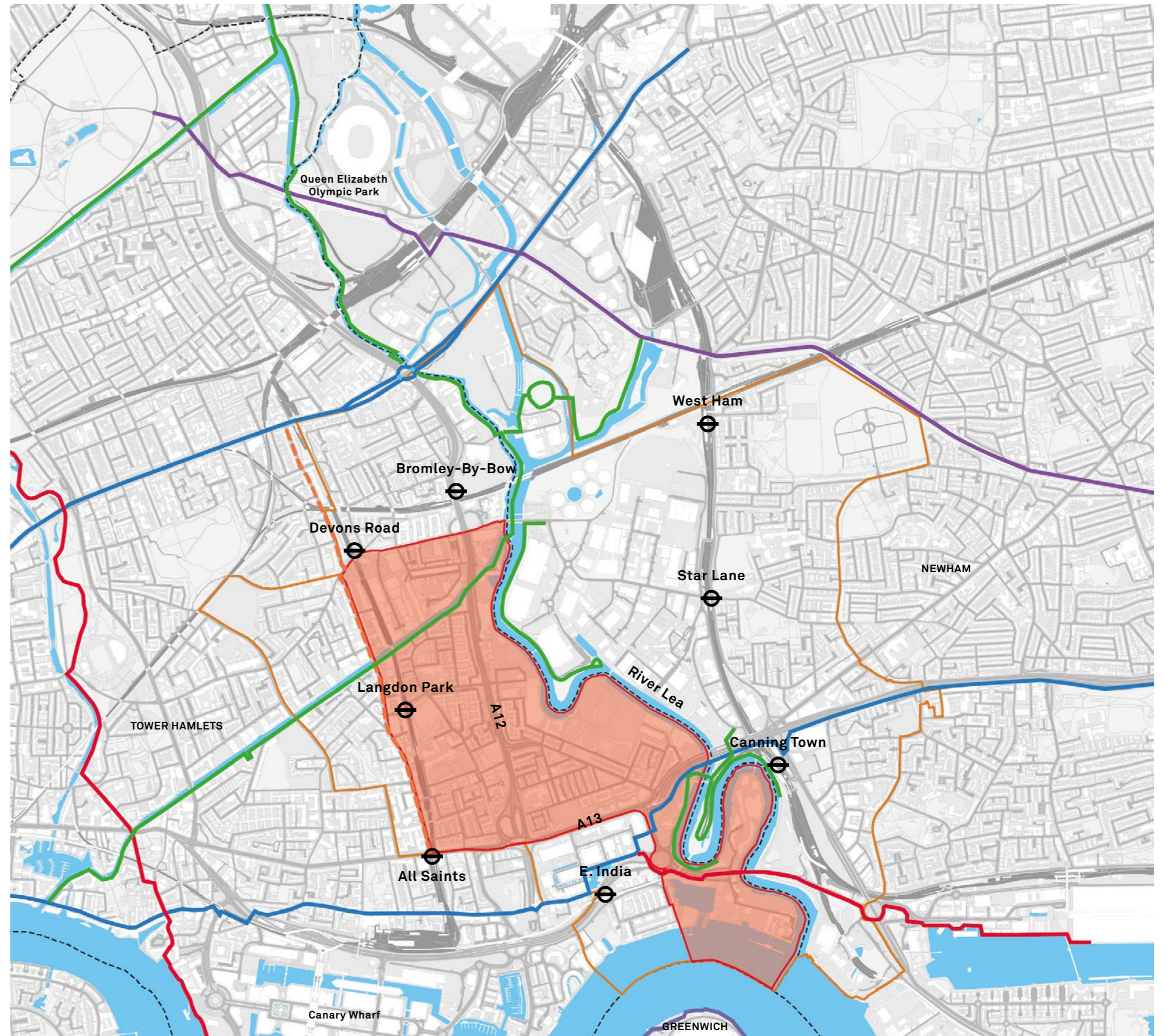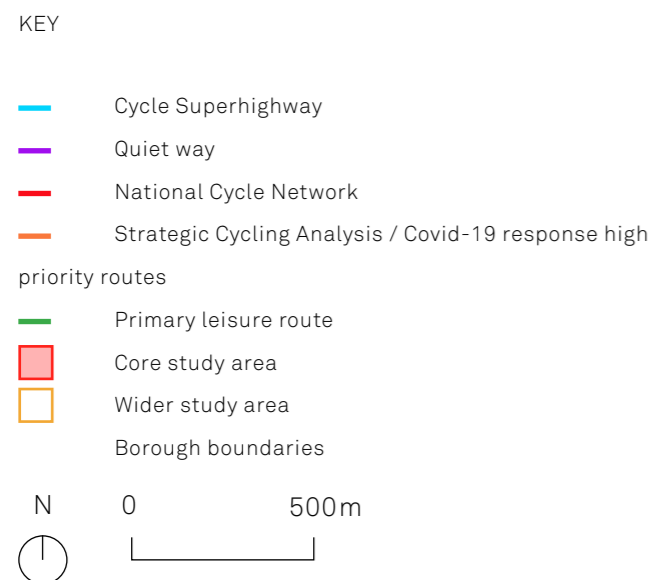Wider study area

Lower Lea Valley Sub area

Borough boundaries

N   0   500m

1.1
INTRODUCTION

Existing strategic connections

Significant connectivity corridors for both public transport and cycling exist e/w above and below the core area with local connectivity travelling n/s to connect with these nodes.

E/w connectivity is limited alongside severe local severance issues for walking and cycling.

KEY

—	Cycle Superhighway
—	Quiet way
—	National Cycle Network
—	Strategic Cycling Analysis / Covid-19 response high priority routes
—	Primary leisure route
▨	Core study area
☐	Wider study area
	Borough boundaries

N   0   500m

Queen Elizabeth Olympic Park

West Ham

Bromley-By-Bow

Devons Road

Star Lane

NEWHAM

Langdon Park

River Lea

A12

TOWER HAMLETS

Canning Town

A13

All Saints

E. India

Canary Wharf

GREENWICH

1.1

INTRODUCTION

Key learning

— The proposed Chrisp Street cycling route would create a very useful n/s link for both walking and cycling - Route earmarked for inclusion in Covid-19 response 'temporary' works.

— Potential for a very useful new e/w cycle link from West Ham / Star Lane crossing the River Lea at Twelvetrees Crescent and following the B140 west towards Stepney Green.

— New bridge crossings would open-up River Lea corridor, but limited options for onward journeys east.

— Journeys heading s/e from the study area limited by infrastructure severance. Promote improved links to existing infrastructure here.

— Improving routes across A12 challenging, however, a much improved Zetland St /Lochnagar St route could act as a very useful addition between the DLR stations in the west and the river.

— Sub area's 04 and 06, Langdon Park north and south not expecting significant change to 2031 and relatively well linked to areas to the west already.

— Sub-area's 05 and 08, Poplar Riverside north and south expecting significant change to 2031 - Key to link these areas to the west to encourage walking and cycling, alongside links to stations to the east.

— Eastward connection from East India Basin likely to remain limited as significant industrial sites including Protected Wharfs exist along that stretch of the river.

— A new route under the A13 along the river edge would significantly improve accessibility to Canning Town.

1.2 EXISTING INFORMATION REVIEW

Documents and policies

Documents and studies were reviewed as part of the appraisal process and have been summarised. Relevant maps and information is translated throughout this presentation.

↑ Re-connecting Poplar Riverside - March 2009
Delivery and implementation strategy for Poplar Riverside development area, build upon the Lower Lea Valley OAPF vision. The strategy concludes by setting outs proposals for the new uses within River Lea industrial sites and new connections linking them to the wider area.
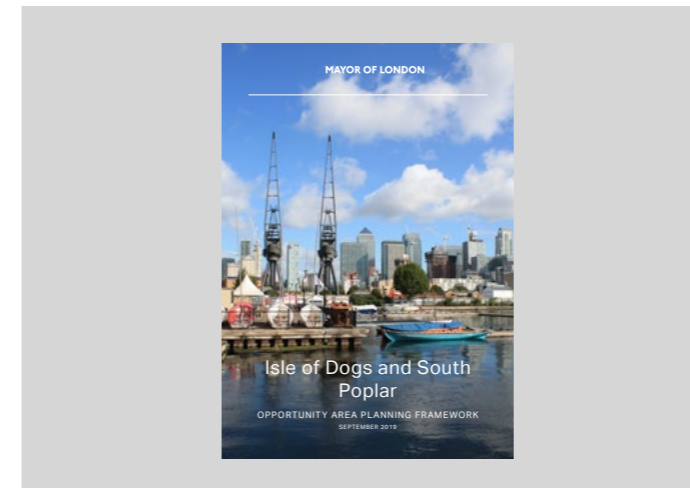
↑ Isle of Dogs and South Poplar OAPF - September 2019
A framework produced by the GLA, the LBTH and the TfL that sets out a plan for the future delivery and the new connections integrating the Isle of Dogs and South Poplar to the wider Opportunity Area defining Leamouth as Emerging Cultural Hub.

↑ Tower Hamlets Green Grid Strategy: Update - June 2017
A strategy commissioned by LBTH which identifies a number of opportunities to encourage and uplift walking and cycling in the Borough that should be incorporated within the Local Plan.
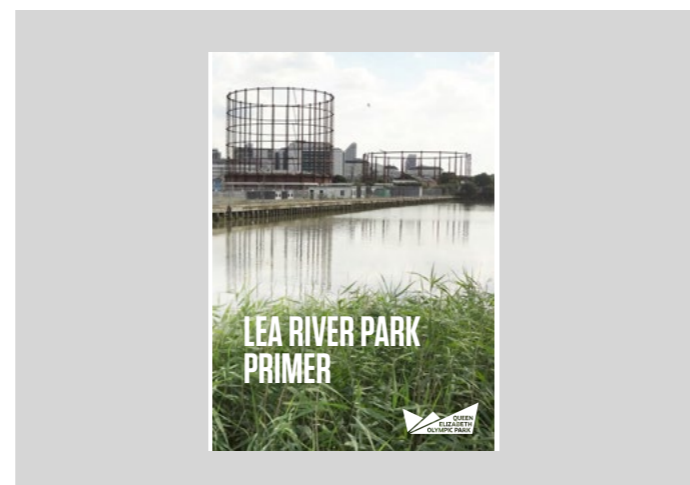
↑ Lea River Park Primer -November 2016
A vision for a delivery of continuous walking and cycling route along River Lea connecting the Lee Valley Regional Park and the River Thames. Report establishes a network of pedestrian and cycling routes along and across the Valley that should be adopted with forthcoming developments.

↑ Lower Lea Valley OAPF - January 2007
A framework by the GLA and the LDA sets to deliver new homes, jobs, infrastructures and public open spaces by releasing Lower Lea Valley industrial land. The document outlines proposed pedestrian and cycle networks that links the Lea Valley Regional Park to the River Thames and surrounding areas.

↑ Tower Hamlets Local Plan 2031 - May 2019
A LBTH produced document defining the local plan for future developments in the borough. It sets out the council policies regarding Lower Lea Valley amongst others.
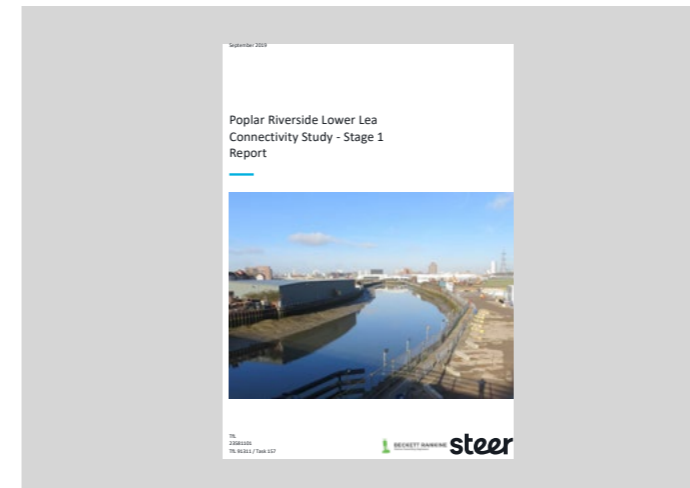
1.2 EXISTING INFORMATION REVIEW

Documents and policies

↑ Tower Hamlets Green Grid Strategy - 2010
Setting out the strategy for a successful network of spaces and routes across the borough that encourage people to walk and cycle.

↑ Lower Lea Connectivity Study - 2019
Short-lists and assesses 5 options to improve connectivity across the River Lea within the Leven Road Gasworks site. Concludes by recommending a single option between the Gasworks site to Electra Business Park.
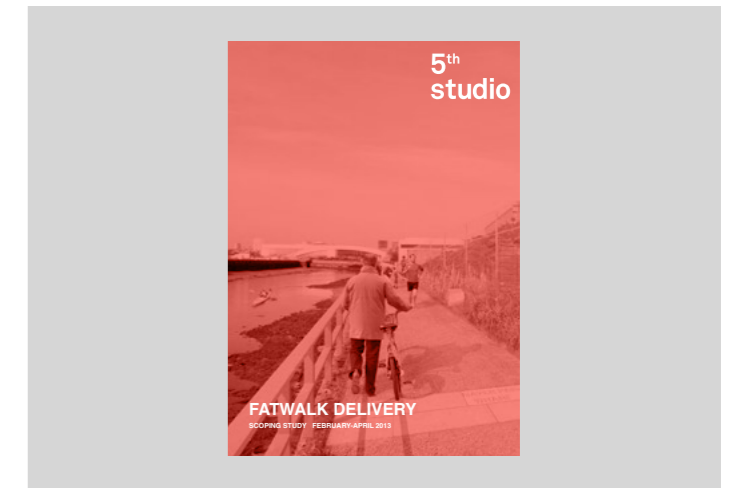
↑ Fatwalk Delivery Scoping Study - 2013
Commissioned by the LLDC to examine the options and limitations of extending the Leaway. The study identifies a route and offers a strategy to unlock connective route along the river.

↑ Lea River Park Design Guide - Manual - 2013
Provides a guide for how diverse design interventions along the Leaway route could be deployed and how project partners can make a practical contribution to establishing the Lea River Park.
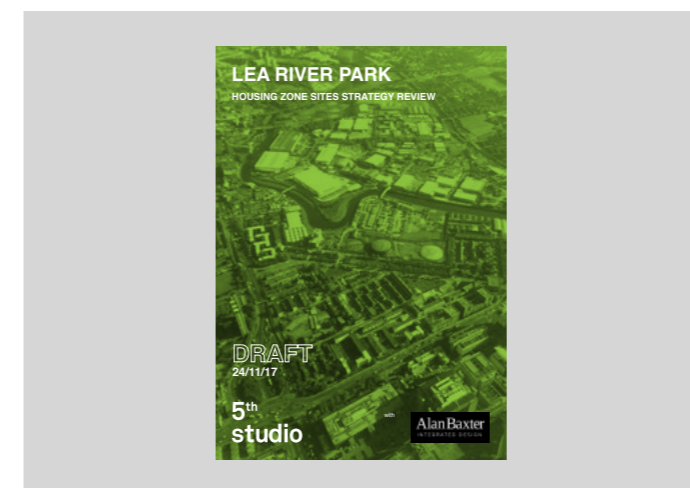
↑ Lea River Park Housing Zone Sites Strategy Review - November 2017
A strategic review of the role of new walking and cycling connections within the Lower Lea Valley in supporting the delivery of LB Tower Hamlet's Poplar Riverside Housing Zone project. The review sets out recommendations for improvements as part of a 15 year vision.
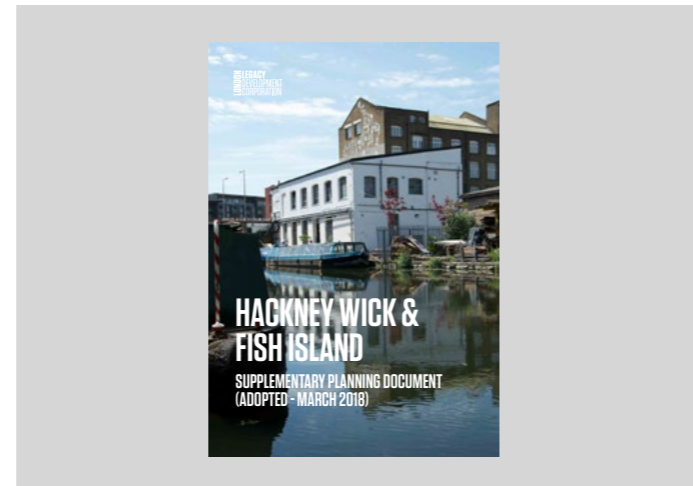
↑ LBTH property and land audit. Draft- April 2020
Land audit of Poplar Riverside and surrounding areas including assessment of current land issues and uses. Identifies potential sites within the area, and includes analysis of market intentions and potential of these sites.
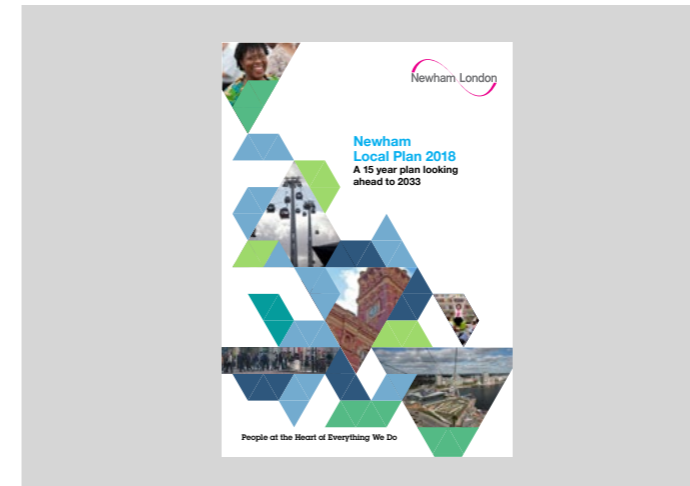
1.2 EXISTING INFORMATION REVIEW

Documents and policies

↑ Hackney Wick & Fish Island SPD - March 2018
Providing guidance for development proposals implemented within the Hackney Wick and Fish Island area which falls within the Sub Area Study Boundary including proposals along the River Lea.


↑ Newham Local Plan 2018 - 2033
An overarching 15 year plan for the borough. Policy S4 sets out a vision for redevelopment along River Lea, including extensions to the Leaway, and enhancing connections between areas within the Sub Area Study Boundary.


**↑ Coronavirus (COVID-19): Safer Public Places -
Urban Centres and Green Spaces - May 2020**
A guidance document that sets out temporary interventions for safer public places during social distancing period. It focuses on urban settings and green spaces that likely to have a high footfall.
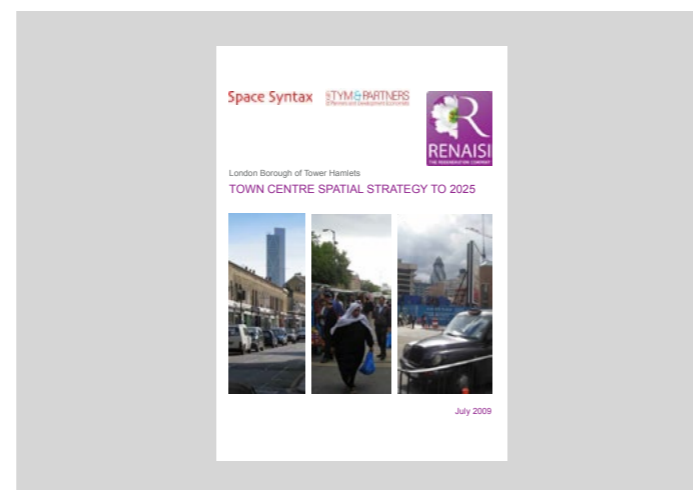
↑ LBTH Town Centre Spatial Strategy to 2025 - July 2009
A detailed strategy setting out how town centres in the borough are to be planned, designed, managed and connected over a fifteen year period. It offers guidance for district and neighbourhood centres within the Core and Sub Area Study Boundaries including Chrisp Street district centre
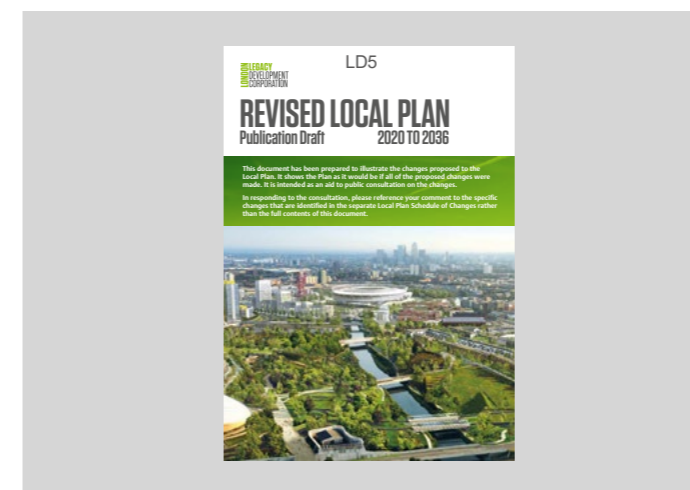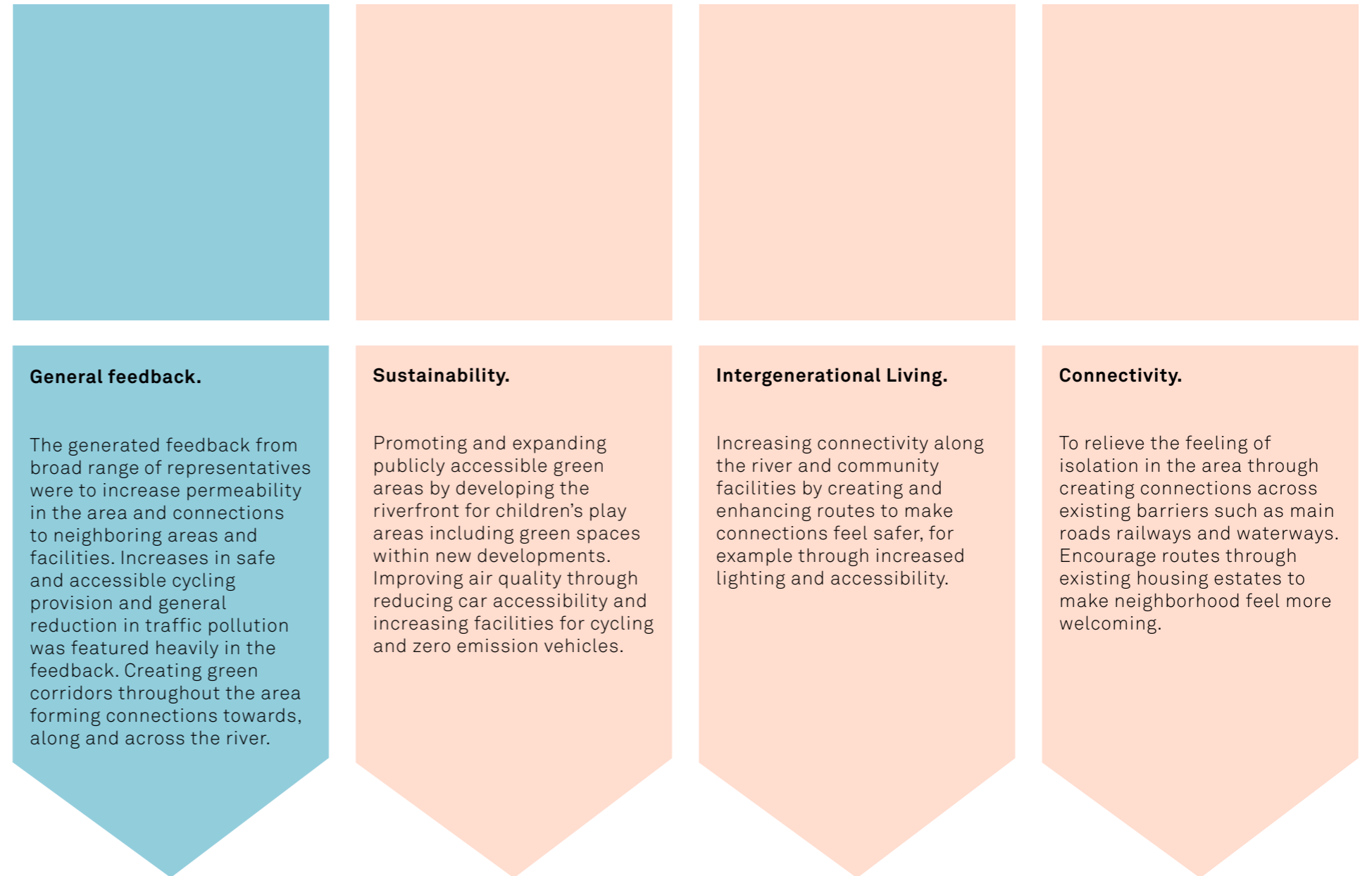

↑ LLDC Local Plan 2020 to 2036 Publication Draft -
Sets out changes to the existing Local Plan including within Fish Island and Bromley by Bow which fall within the Sub Area Study Boundary. Highlights potential transport and connection improvements.

1.2 EXISTING INFORMATION REVIEW

AAP workshop feedback

The following notes from the East of Borough Area Action Plan Visioning Workshop facilitated by LBTH and held on 23.01.20 correspond with comments relating to movement and connectivity by local community group representatives.

General feedback.

The generated feedback from broad range of representatives were to increase permeability in the area and connections to neighboring areas and facilities. Increases in safe and accessible cycling provision and general reduction in traffic pollution was featured heavily in the feedback. Creating green corridors throughout the area forming connections towards, along and across the river.

Sustainability.

Promoting and expanding publicly accessible green areas by developing the riverfront for children's play areas including green spaces within new developments. Improving air quality through reducing car accessibility and increasing facilities for cycling and zero emission vehicles.

Intergenerational Living.

Increasing connectivity along the river and community facilities by creating and enhancing routes to make connections feel safer, for example through increased lighting and accessibility.

Connectivity.

To relieve the feeling of isolation in the area through creating connections across existing barriers such as main roads railways and waterways. Encourage routes through existing housing estates to make neighborhood feel more welcoming.

2.1
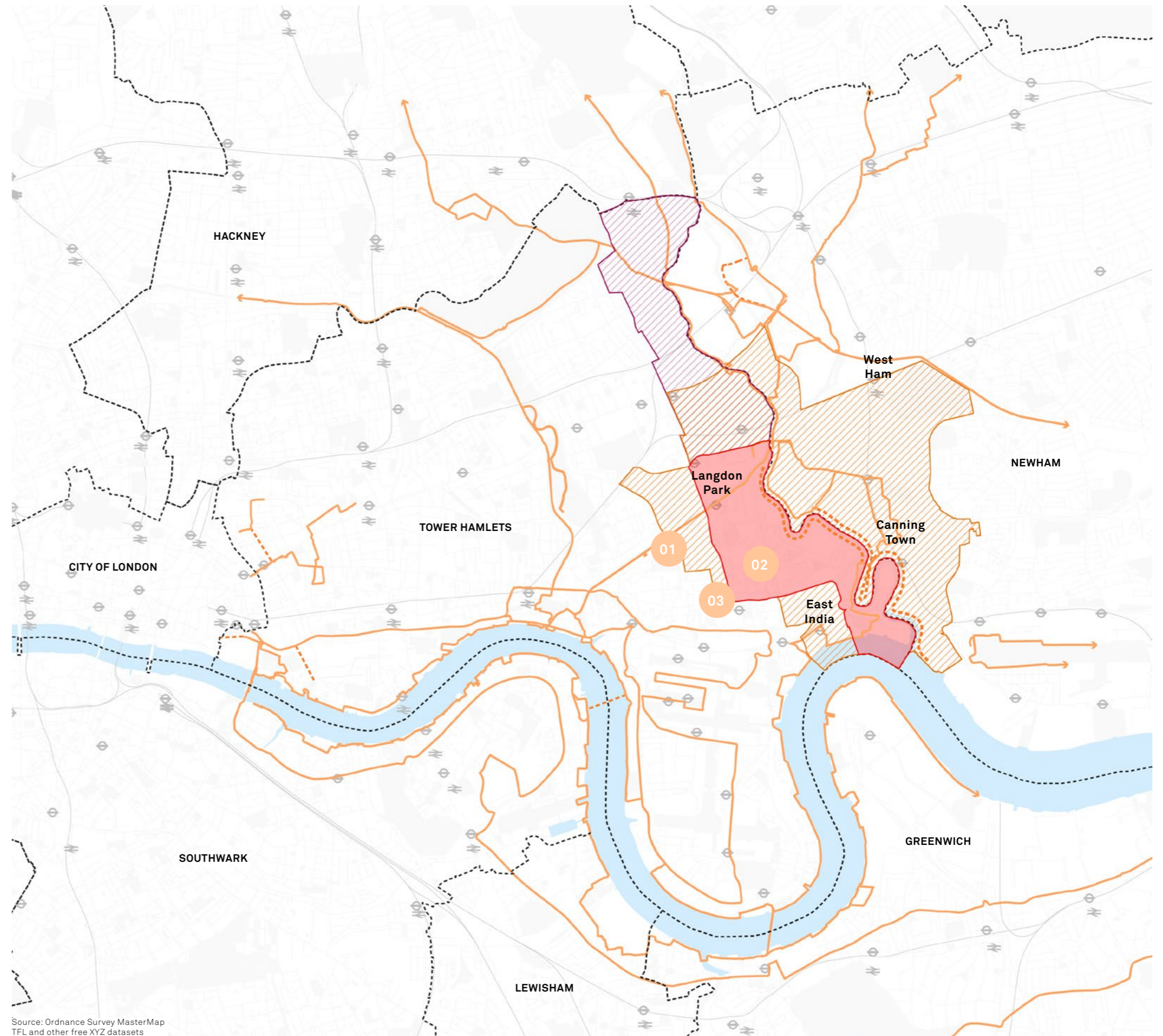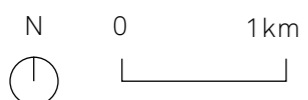# BOROUGH-WIDE
ANALYSIS

Designated
walking routes

Designated walking routes directly through the study area are lacking.
Three conspicuous missing links are:
1. Between the Thames Path and Lea Valley Walk which is planned to be expanded.
2. Between the Lea Valley Walk and Victoria Dock open space
3. **The north bank of River Thames east of the core study area**

KEY

—— Existing walking routes

-- -- Proposed walking routes

Core study area

Lower Lea Valley Sub area

Wider study area

Borough boundaries

N   0   1km

HACKNEY

West Ham

NEWHAM

Langdon Park

Canning Town

01

02

03

East India

TOWER HAMLETS

CITY OF LONDON

SOUTHWARK

GREENWICH

LEWISHAM

2.1
BOROUGH-WIDE ANALYSIS

Designated cycling routes

The map highlights a bottleneck in the cycle network from west to east due to low number of crossing over the River Lea.

The Thames Path cycle route does not extend to the core area as it is cut of at the north east of Isle of Dogs.

HACKNEY

West Ham

NEWHAM

Langdon Park

TOWER HAMLETS

Canning Town

CITY OF LONDON

East India

SOUTHWARK

GREENWICH

LEWISHAM

Source: Ordnance Survey MasterMap
TFL and other free XYZ datasets

KEY

—— London cycle network
—— National cycle network
—— Cycle superhighway
—— Other cycling routes
- - - Proposed cycling routes
▨ Core study area
▨ Wider study area
▨ Lower Lea Valley Sub area
Borough boundaries
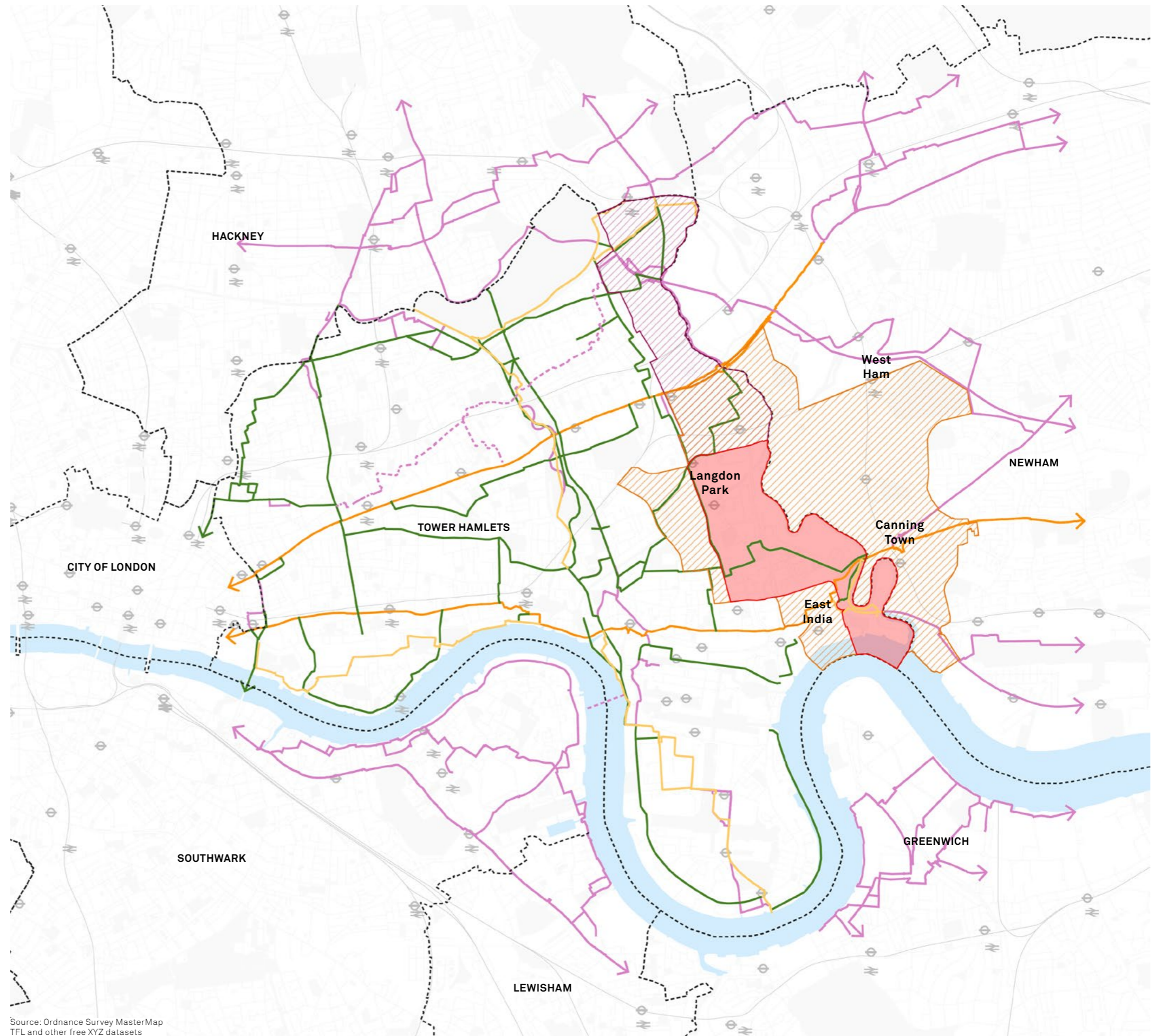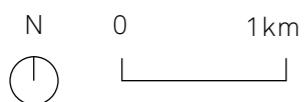
N   0   1km

2.1
BOROUGH-WIDE
ANALYSIS

Bus routes and stops (inc. River Bus)

The core area is well served by bus routes terminating in neighbouring local centres and central London.

The core area is poorly connected to the river bus network although existing piers along the core area river bank are present and could be utilised.

KEY

——	Existing London bus routes
- -	Proposed London bus routes
•	Bus stops
▬ ▬	Proposed Silvertown tunnel
——	River Bus routes (accommodates 4-14 bicycles)
•	River Bus stops
▨	Core study area
▨	Wider study area
▨	Lower Lea Valley Sub area
	Borough boundaries
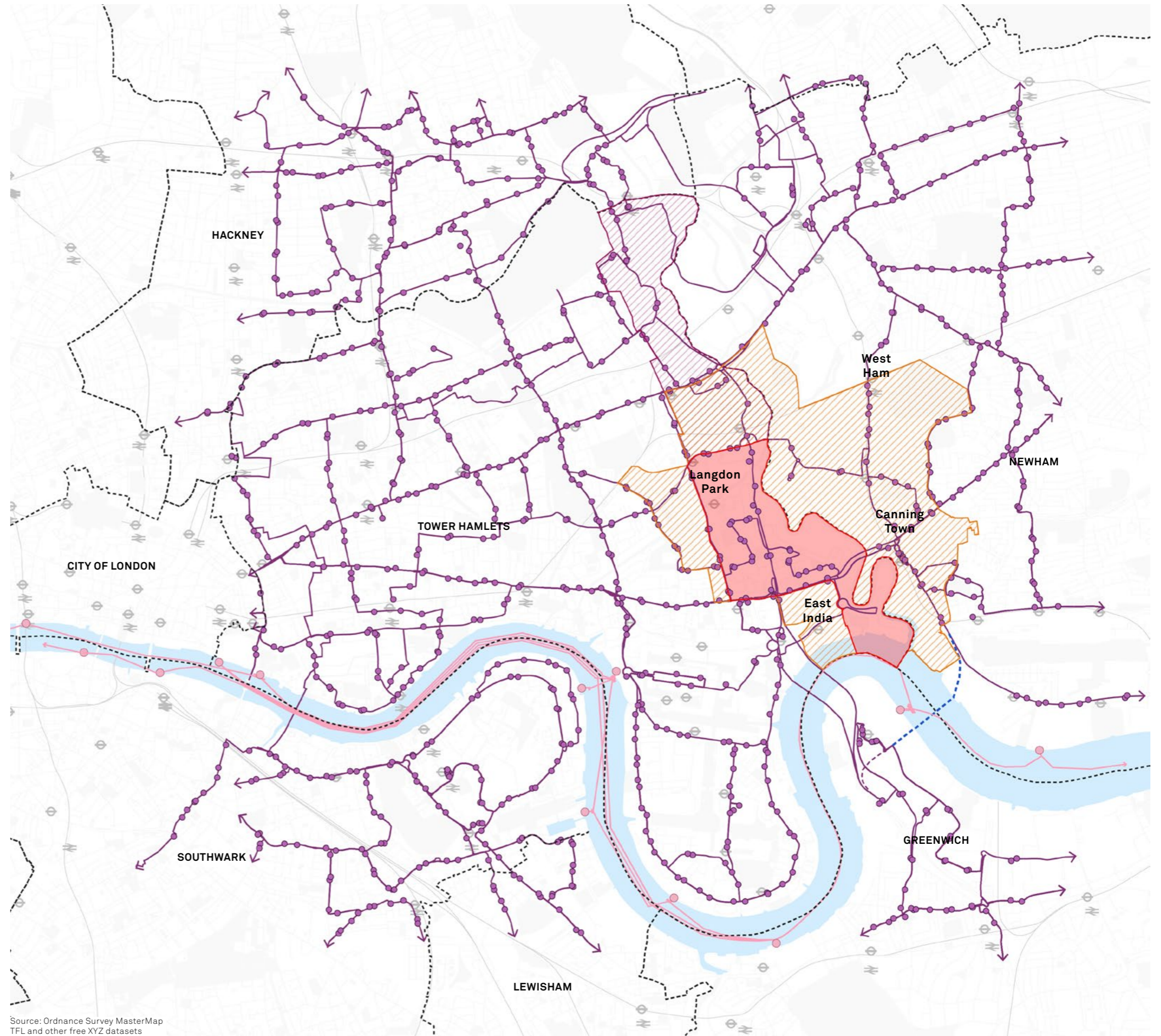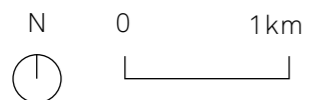
N   0   1km

Source: Ordnance Survey MasterMap
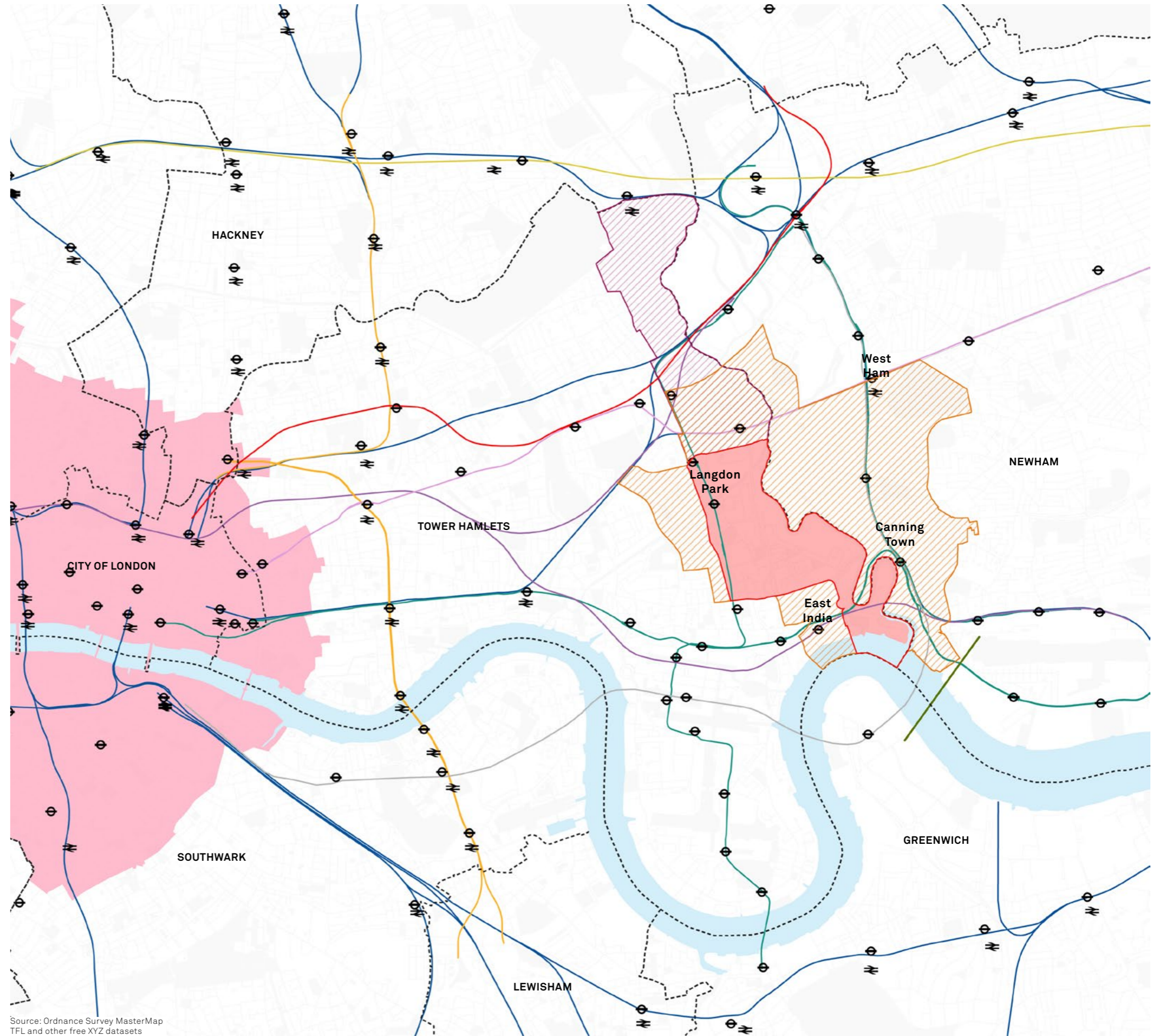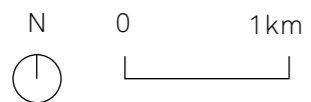TFL and other free XYZ datasets

2.1
BOROUGH-WIDE ANALYSIS

LUL / Rail Infrastructure

Rail infrastructure is concentrated on the boundary of the core study area, in particular e/w corridors above and below.

The DLR lines link to the network n/s but also create local severance.

KEY

—— Mainline trains
—— London Underground - Central Line
—— London Underground - Jubilee Line
—— London Underground - District, Hammersmith & City Line
—— London Underground - Elizabeth Line
—— London Overground
—— The Docklands Light Railway (DLR)
—— Emirates Air Line
—— Eurostar
- - - Proposed rail extensions
▨ Core study area
▨ Wider study area
▨ Lower Lea Valley Sub area
Borough boundaries

N   0   1km

HACKNEY

West Ham

NEWHAM

Langdon Park

Canning Town

TOWER HAMLETS

East India

CITY OF LONDON

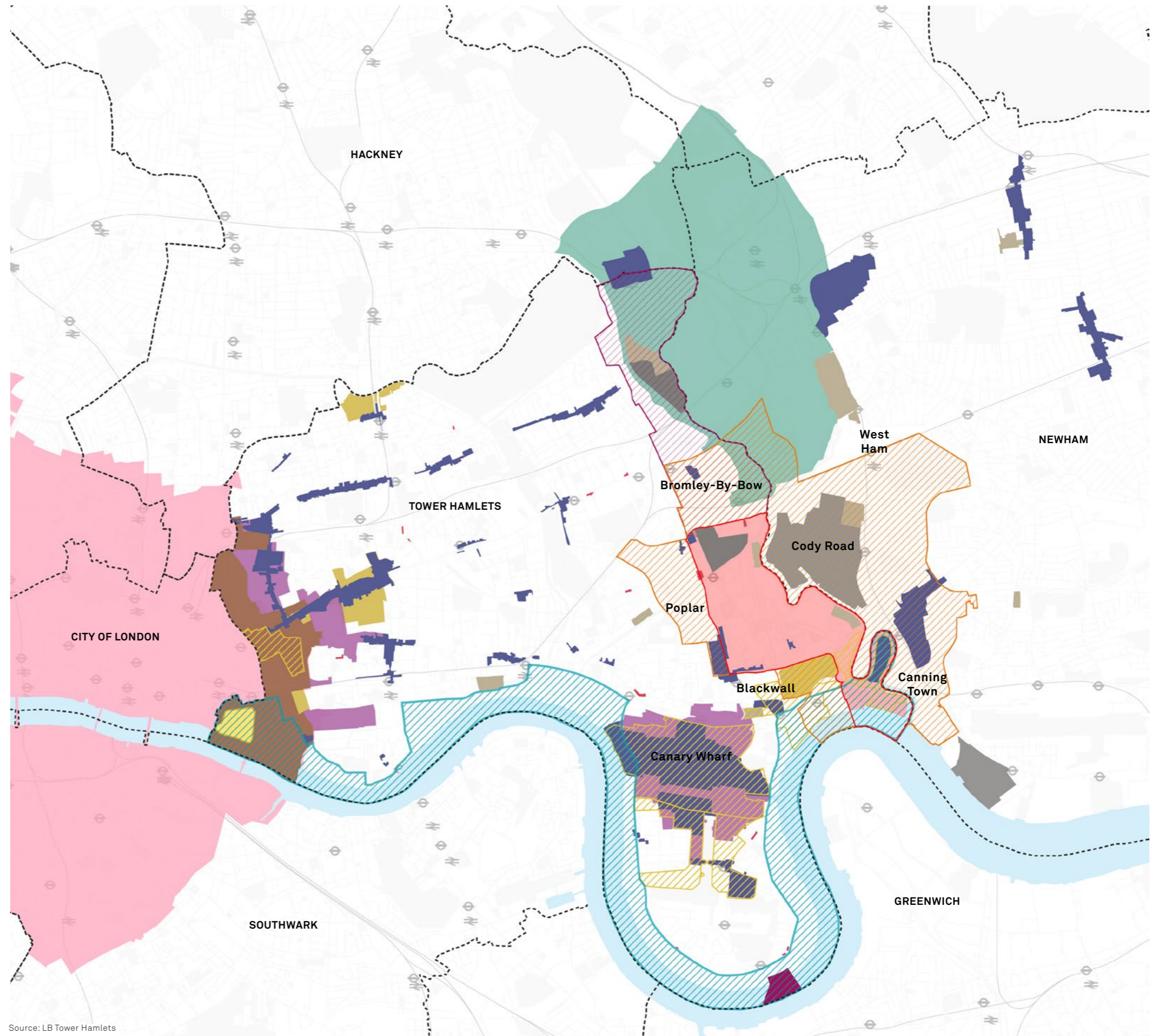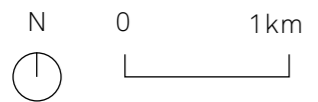SOUTHWARK

GREENWICH

LEWISHAM

Source: Ordnance Survey MasterMap
TFL and other free XYZ datasets

2.1
BOROUGH-WIDE ANALYSIS

Planning designations

There are prominent employment areas with a mix of types surrounding the core area with Canary Wharf being the most significant draw in the wider borough area along with the edge of the City.2.

KEY

■ (dark blue)	Town centres
■ (purple)	Primary shopping areas
■ (grey)	Strategic Industrial Land (SIL)
■ (tan)	Locally Significant Industrial Sites
■ (olive)	Local employment locations
■ (yellow)	World Heritage Site
■ (dark red)	The Greenwich World Heritage Site buffer zone
■ (red)	Neighbourhood parades
▨ (yellow hatch)	Tall building zone
■ (brown)	Preferred office locations
■ (teal)	Mayoral Development Corporation boundary
■ (pink)	Central Activities Zone
▨ (blue hatch)	Thames Policy Area
▭ (red outline)	Core study area
▨ (orange hatch)	Wider study area
▨ (pink hatch)	Lower Lea Valley Sub area
- - -	Borough boundaries

N   0   1km

HACKNEY

NEWHAM

West Ham

Bromley-By-Bow

Cody Road

TOWER HAMLETS

Poplar

CITY OF LONDON

Blackwall

Canning Town
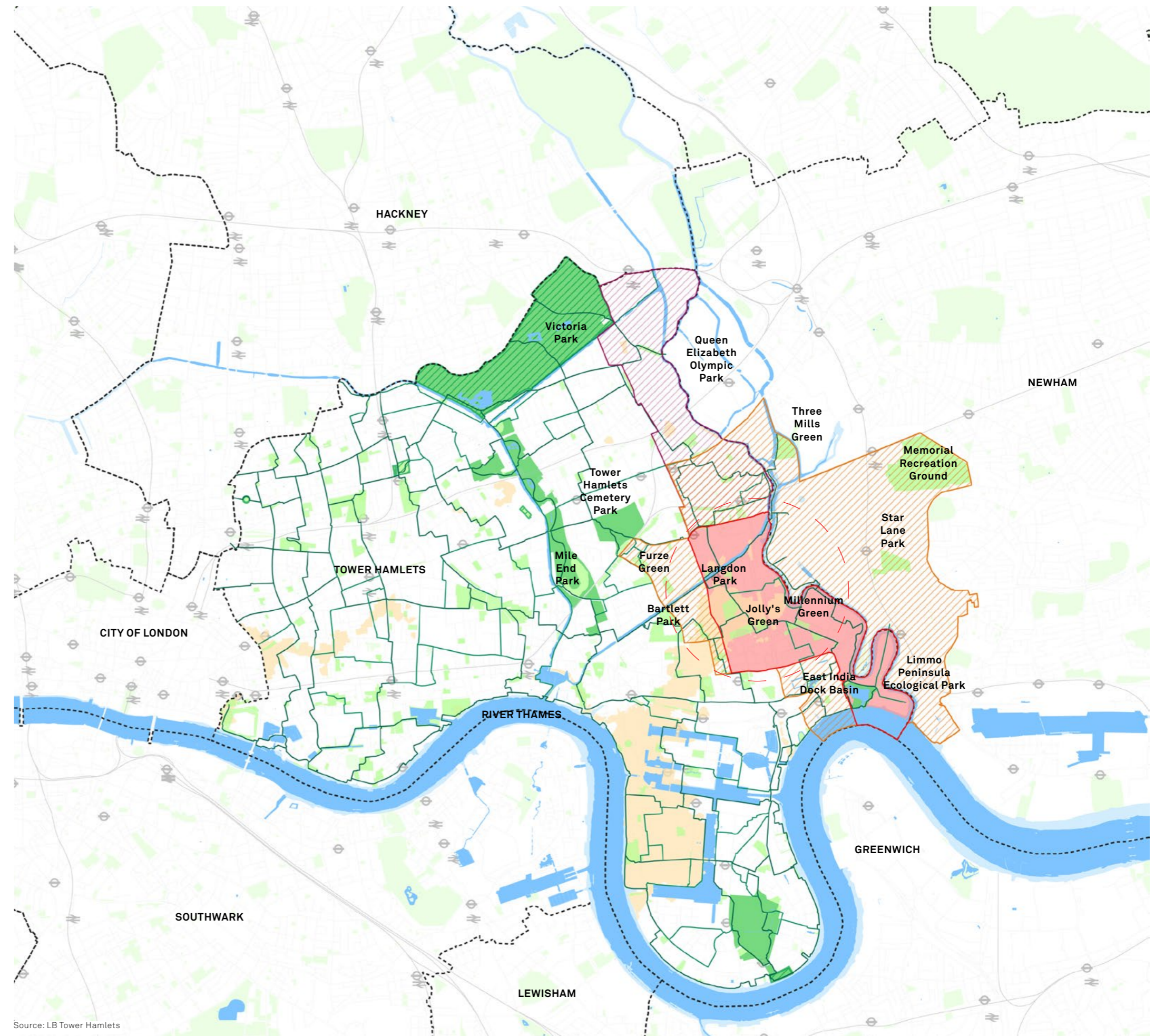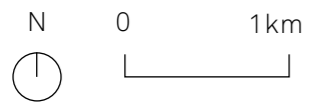
Canary Wharf

SOUTHWARK

GREENWICH

Source: LB Tower Hamlets

2.1
BOROUGH-WIDE ANALYSIS

Planning designations

There are prominent employment areas with a mix of types surrounding the core area with Canary Wharf being the most significant draw in the wider borough area along with the edge of the City.

KEY

▮	Town centres
▮	Primary shopping areas
▮	Strategic Industrial Land (SIL)
▮	Locally Significant Industrial Sites
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▮	World Heritage Site
▮	The Greenwich World Heritage Site buffer zone
▮	Neighbourhood parades
▨	Tall building zone
▮	Preferred office locations
▮	Mayoral Development Corporation boundary
▮	Central Activities Zone
▨	Thames Policy Area
▨	Core study area
▨	Wider study area
▨	Lower Lea Valley Sub area
	Borough boundaries

N   0   1km

HACKNEY

Victoria Park

Queen Elizabeth Olympic Park

Three Mills Green

Memorial Recreation Ground

NEWHAM

Tower Hamlets Cemetery Park

Star Lane Park

TOWER HAMLETS

Mile End Park

Furze Green

Langdon Park

CITY OF LONDON

Bartlett Park

Jolly's Green

Millennium Green

Limmo Peninsula Ecological Park

East India Dock Basin

RIVER THAMES

GREENWICH

SOUTHWARK

LEWISHAM

Source: LB Tower Hamlets

2.1
BOROUGH-WIDE ANALYSIS

Heritage and conservation

The core study area is an archaeological priority area but contains fewer listed buildings than other areas in the borough.

Balfron Tower is a borough landmark and certain views of it are protected.

HACKNEY

NEWHAM

West Ham

Bromley-By-Bow

TOWER HAMLETS

Cody Road

Poplar

CITY OF LONDON

Blackwall

Canning Town

Canary Wharf

SOUTHWARK

GREENWICH

KEY

- Existing conservation areas
- Archaeological priority areas
- Listed buildings
- World heritage site
- London view management
- Strategically important landmarks
- Borough landmarks
- Borough designated views
- Core study area
- Wider study area
- Lower Lea Valley Sub area
- Borough boundaries

N   0   1km
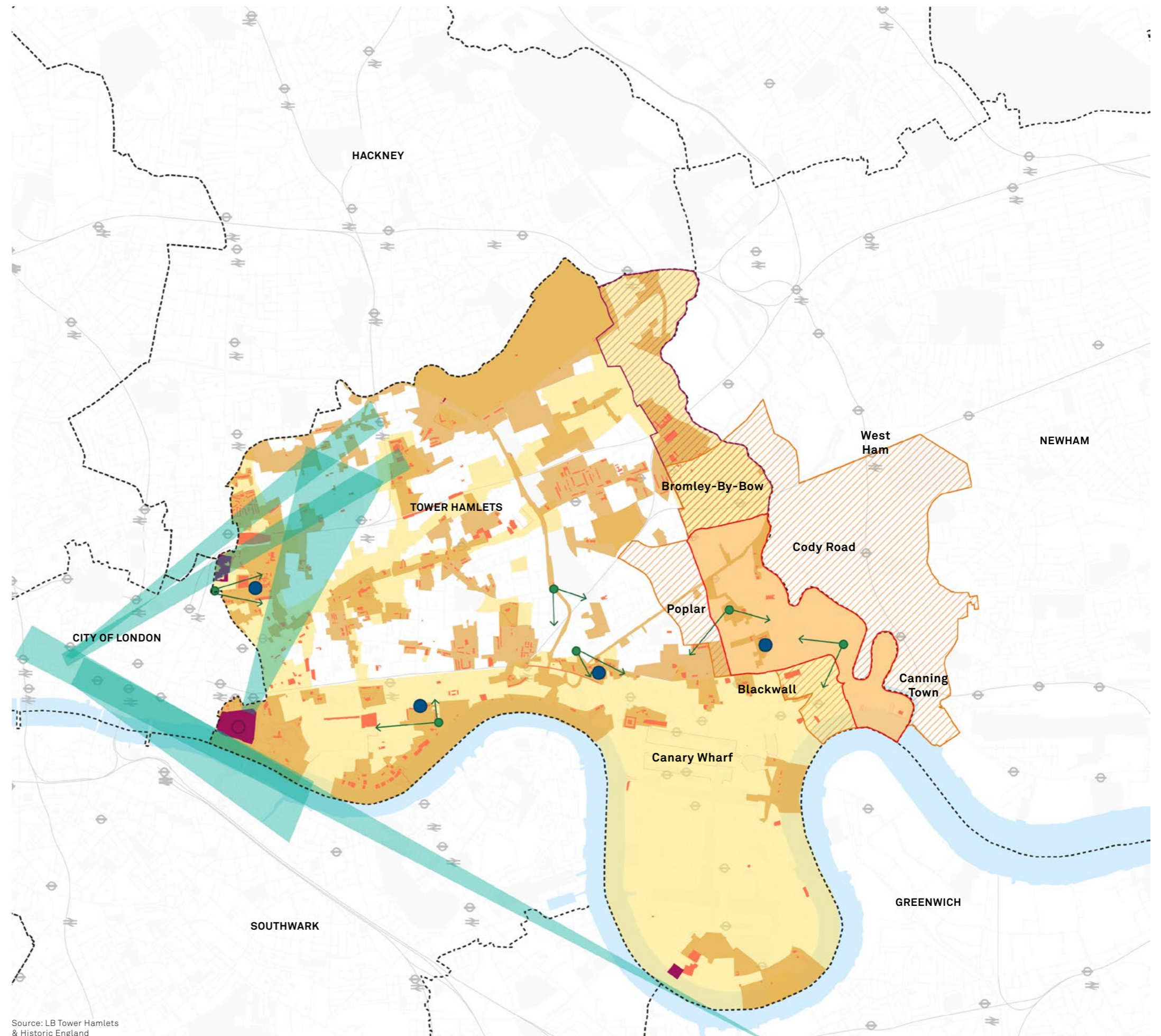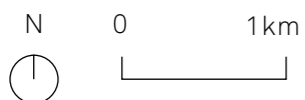
Source: LB Tower Hamlets & Historic England

2.1
BOROUGH-WIDE ANALYSIS

Fluvial flood zones

Most of the core study area is within a designated Critical Drainage Area.

HACKNEY

NEWHAM

West Ham

Bromley-By-Bow

Cody Road

TOWER HAMLETS

Poplar

CITY OF LONDON

Blackwall

Canning Town

Canary Wharf

GREENWICH

SOUTHWARK

Source: Environment Agency

KEY

■ Flood zone 3b - functional floodplain
■ Flood zone 3a - high risk
■ Flood zone 2 - medium risk
Critical drainage areas
Core study area
Wider study area
Lower Lea Valley Sub area
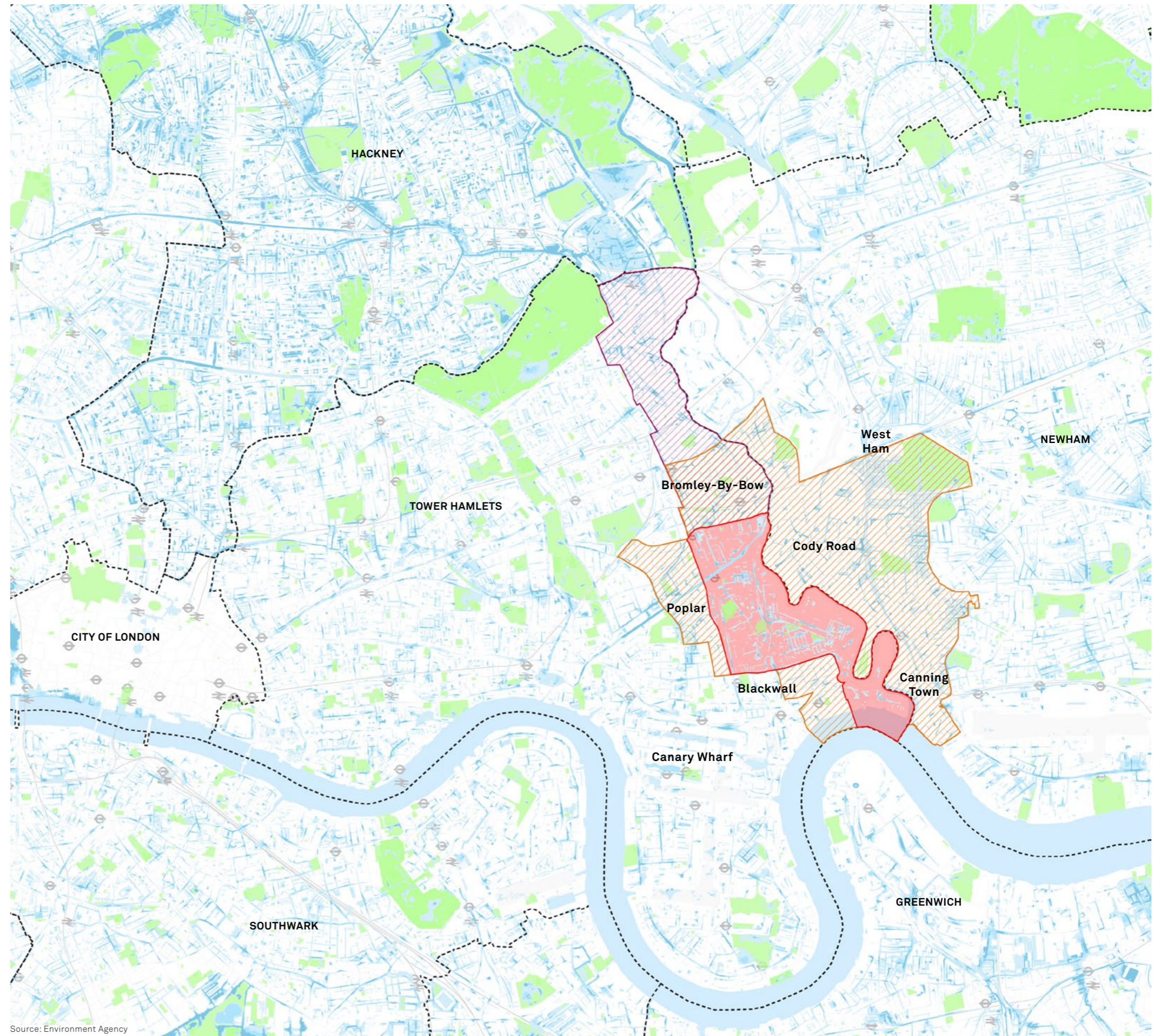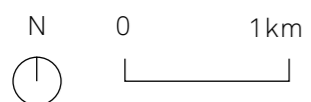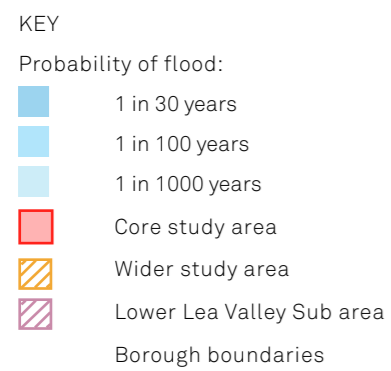Borough boundaries

N   0   1km
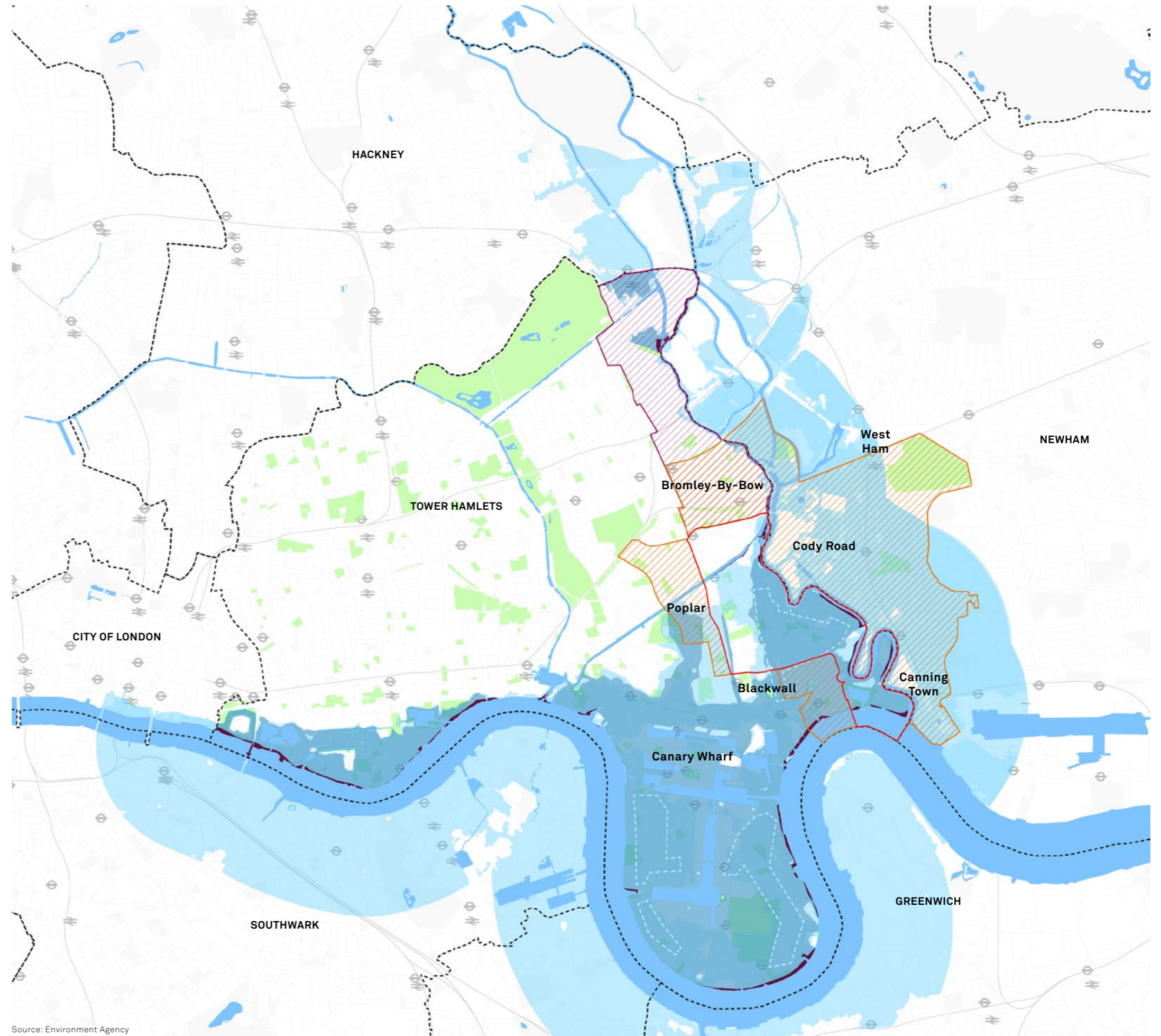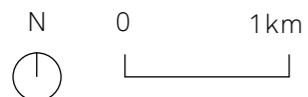
2.1
BOROUGH-WIDE ANALYSIS

Surface flooding

Surface flooding risk is mainly associated with borough roads.

Risk in the core area is relatively lower than in the rest of the borough but is slightly higher to the east as the wider study area.

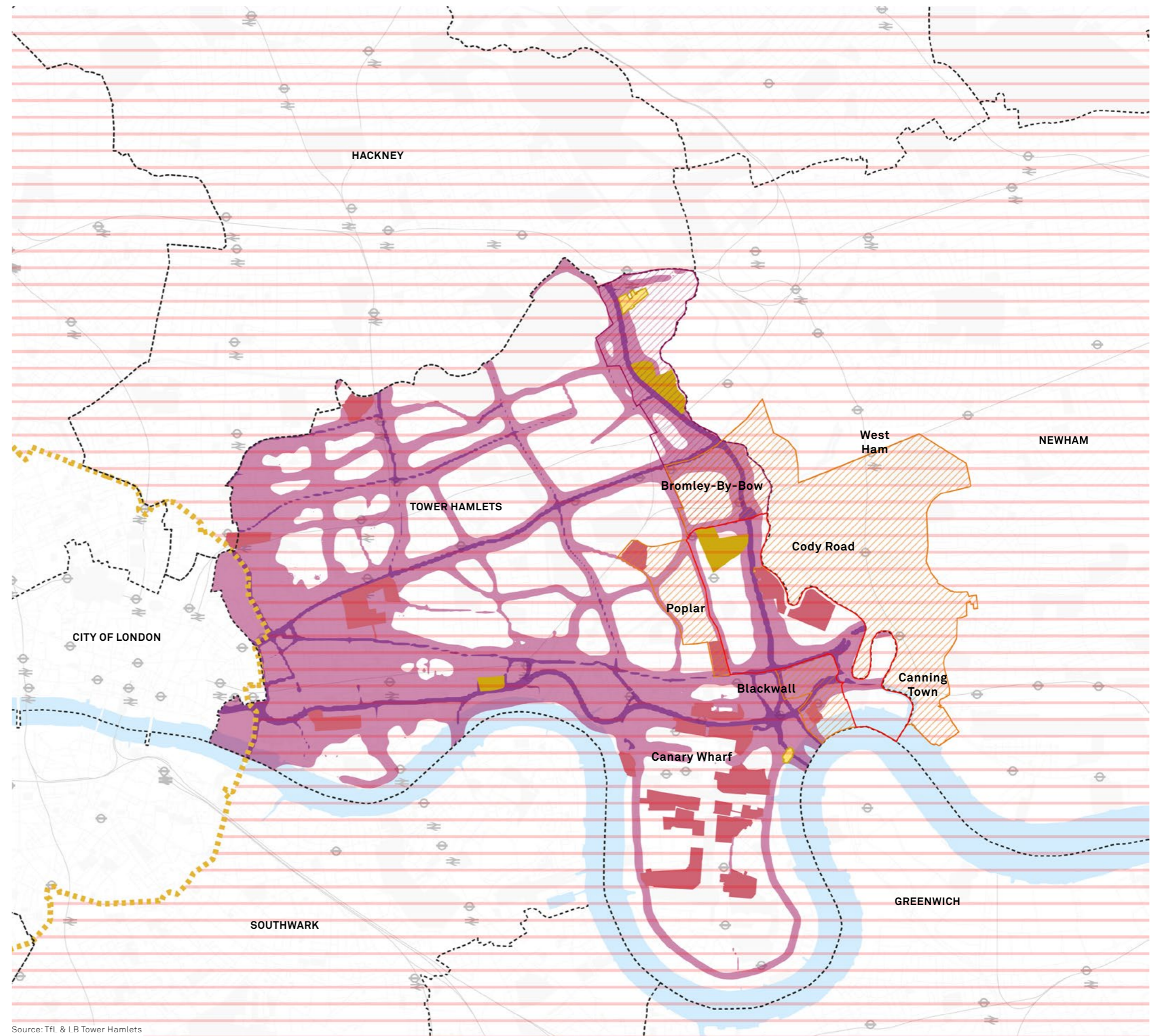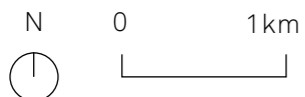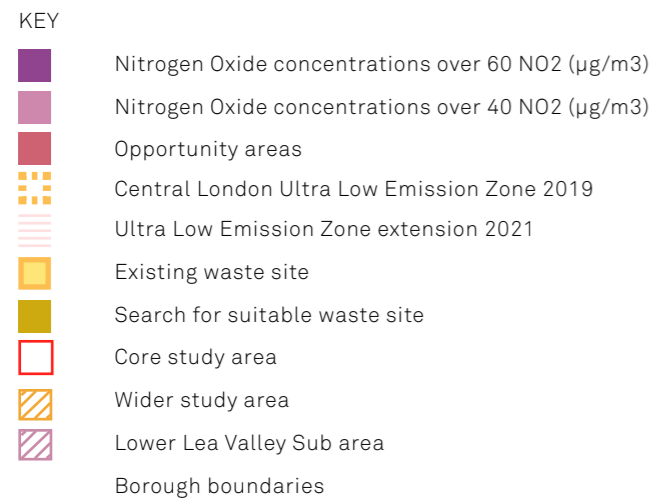SUDs infrastructure should be a key development consideration.

Source: Environment Agency

KEY

Probability of flood:

- 1 in 30 years
- 1 in 100 years
- 1 in 1000 years
- Core study area
- Wider study area
- Lower Lea Valley Sub area
- Borough boundaries

N   0   1km

2.1
BOROUGH-WIDE ANALYSIS

Air pollution

The pollution levels are high in the core area particularly along the A12. Construction generated pollution within the opportunity areas is likely to decrease air quality further.

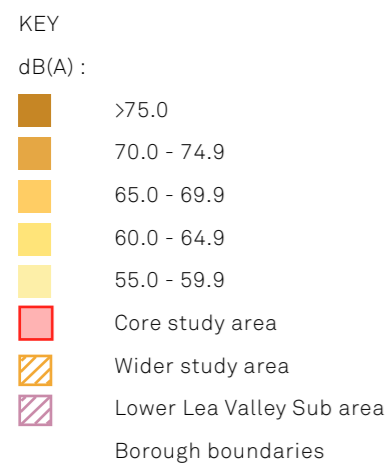The planned Ultra Low Emission Zone extension extends across the entire study area.

KEY

- Nitrogen Oxide concentrations over 60 NO2 (µg/m3)
- Nitrogen Oxide concentrations over 40 NO2 (µg/m3)
- Opportunity areas
- Central London Ultra Low Emission Zone 2019
- Ultra Low Emission Zone extension 2021
- Existing waste site
- Search for suitable waste site
- Core study area
- Wider study area
- Lower Lea Valley Sub area
- Borough boundaries

N   0   1km

HACKNEY

West Ham

NEWHAM

Bromley-By-Bow

TOWER HAMLETS

Cody Road

Poplar

CITY OF LONDON

Blackwall

Canning Town

Canary Wharf

GREENWICH

SOUTHWARK

Source: TfL & LB Tower Hamlets

2.1
BOROUGH-WIDE ANALYSIS

Road traffic sound pollution

Sound pollution is very high along the A12 corridor and the southern part of the area where there are major ring roads and traffic leading to the Blackwall tunnel. Proposed walking routes along the River Lea should consider the effects of sound pollution.

HACKNEY

NEWHAM

West Ham

Bromley-By-Bow

Cody Road

TOWER HAMLETS

Poplar

CITY OF LONDON

Blackwall

Canning Town

Canary Wharf

GREENWICH

SOUTHWARK

Source: TfL 2019

KEY

dB(A) :

■	>75.0
■	70.0 - 74.9
■	65.0 - 69.9
■	60.0 - 64.9
■	55.0 - 59.9
■	Core study area
▧	Wider study area
▨	Lower Lea Valley Sub area
	Borough boundaries

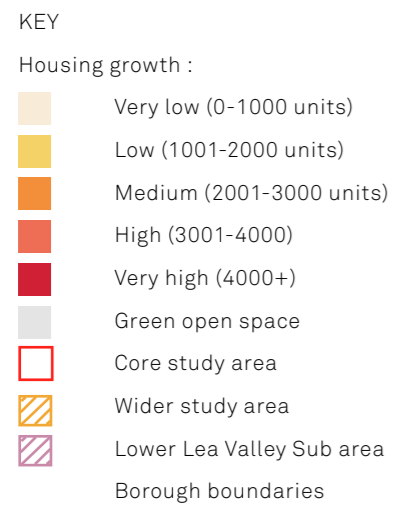Map indicates the annual average noise levels for the 16-hour period between 07.00 – 23.00
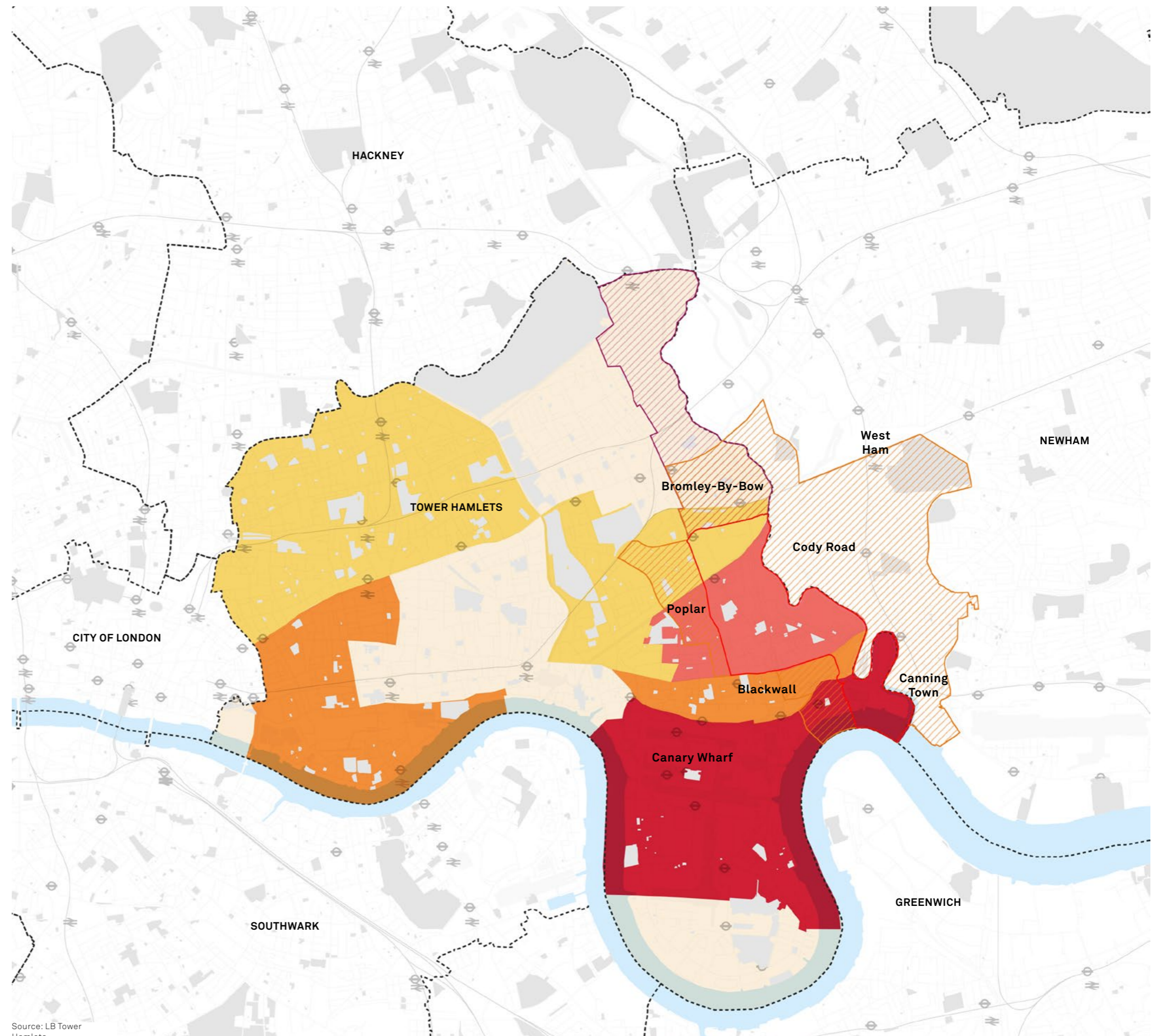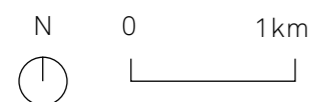
N   0   1km
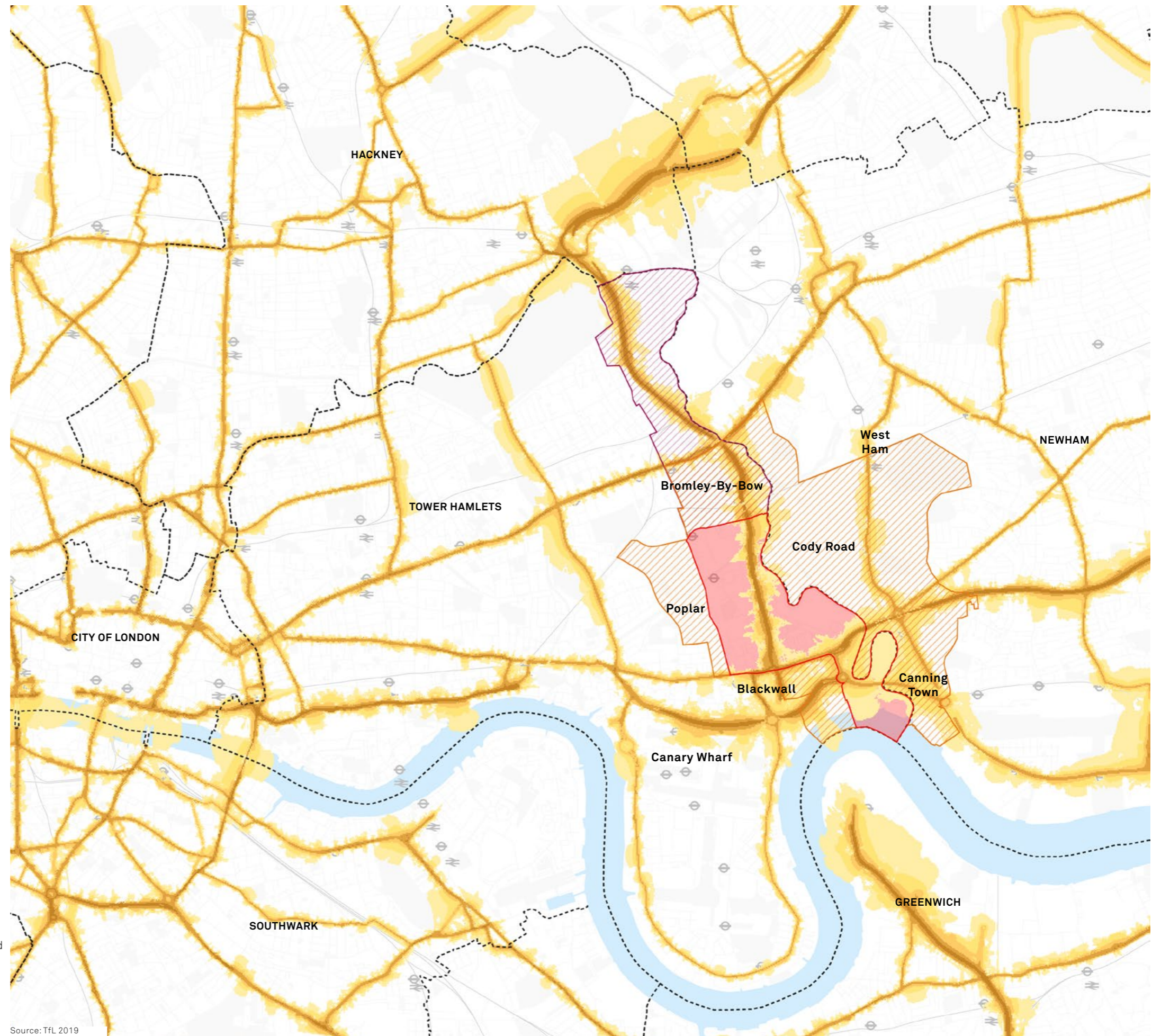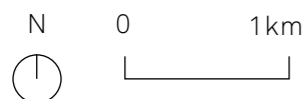
2.1
BOROUGH-WIDE
ANALYSIS

Housing growth distribution

Strong housing growth is expected within and to the south of the core study area.

KEY

Housing growth :

- ▢ Very low (0-1000 units)
- ▢ Low (1001-2000 units)
- ▢ Medium (2001-3000 units)
- ▢ High (3001-4000)
- ▢ Very high (4000+)
- ▢ Green open space
- ▢ Core study area
- ▨ Wider study area
- ▨ Lower Lea Valley Sub area
- Borough boundaries

Map indicates the annual average noise levels for the 16-hour period between 07.00 – 23.00

N   0   1km

Source: LB Tower Hamlets

HACKNEY

TOWER HAMLETS

CITY OF LONDON

SOUTHWARK

Bromley-By-Bow

Poplar

Blackwall

Canary Wharf

West Ham

Cody Road

Canning Town

NEWHAM

GREENWICH

2.1
# BOROUGH-WIDE
ANALYSIS

Wider development context

There are 5 designated site allocations within the wider study area boundary:

Ailsa Street
Leven Road Gas Works
Reuters LTD
Bow Common Lane
Chrisp Street Town Centre

HACKNEY

NEWHAM

West Ham

Bromley-By-Bow

Cody Road

TOWER HAMLETS

Poplar

CITY OF LONDON

Blackwall

Canning Town

Canary Wharf

SOUTHWARK

GREENWICH

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Source: LB Tower Hamlets

KEY

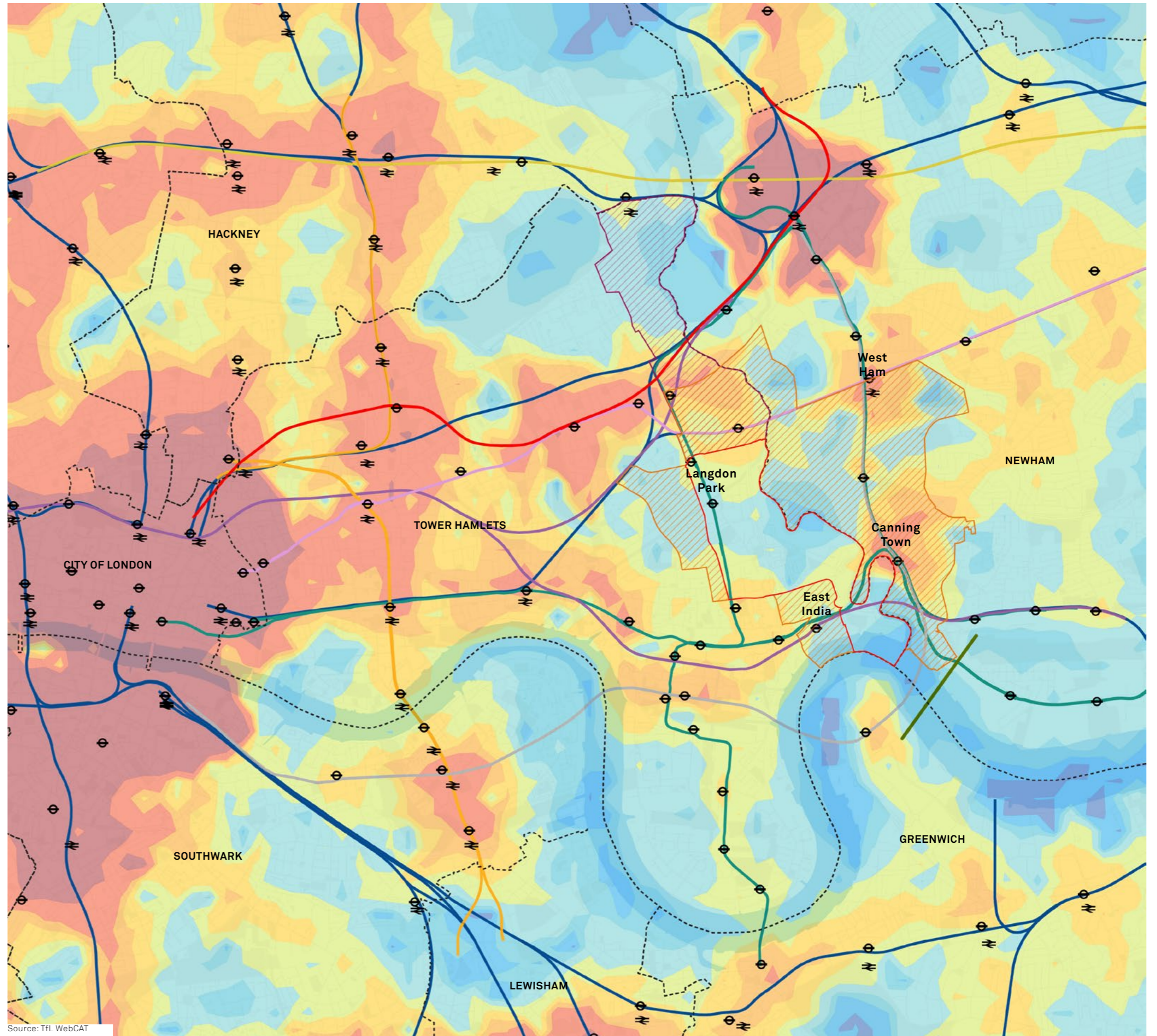|	
■	Opportunity Areas
■	Established neighbourhood planning forums
■	Core study area
▨	Wider study area
▨	Lower Lea Valley Sub area
	Borough boundaries
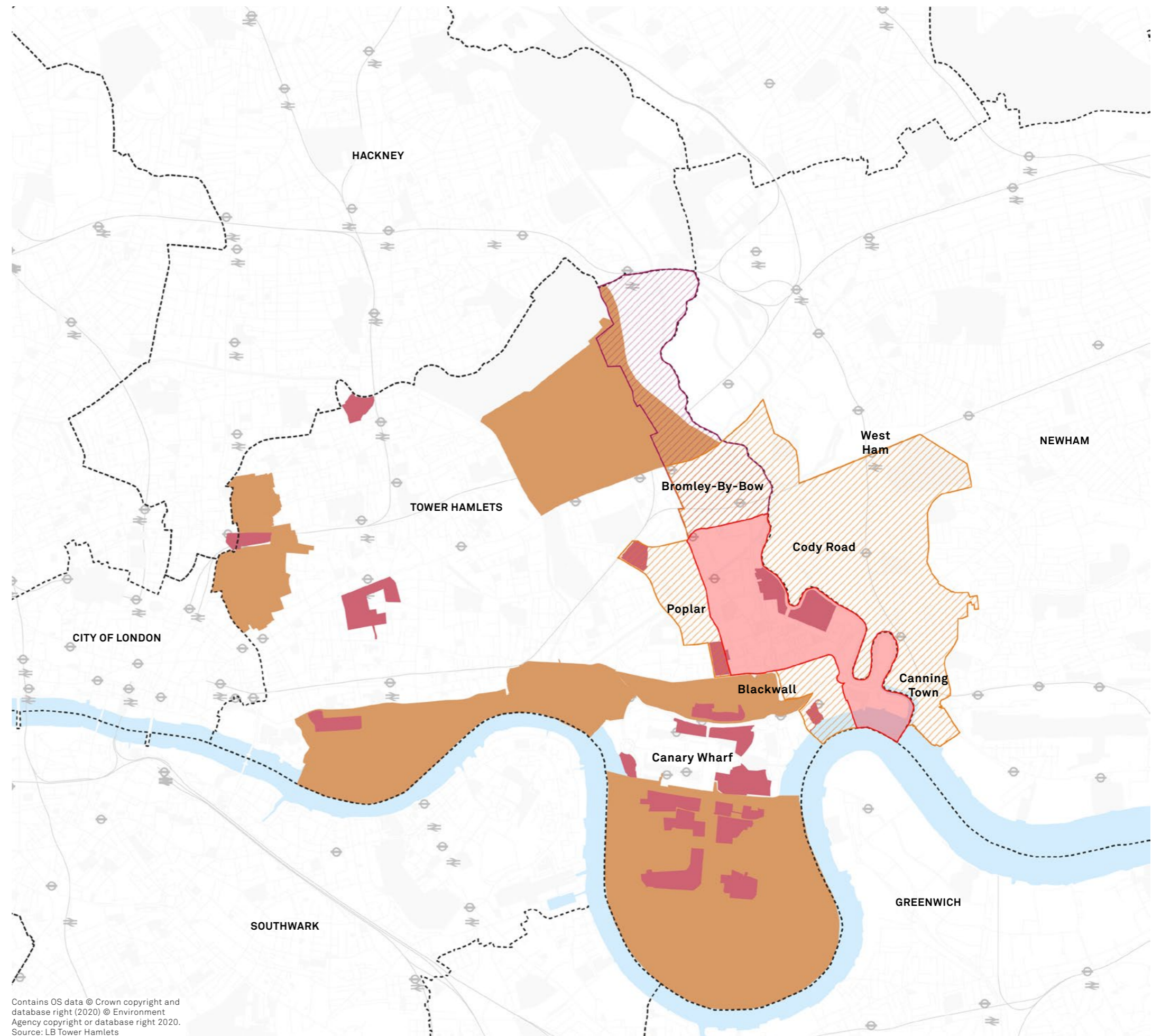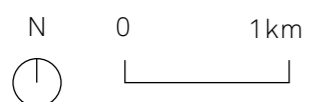
N   0   1km

2.2 MOVEMENT ANALYSIS

PTAL and LUL / Rail Infra.

KEY

PTAL score (2020):

- 0
- 1a
- 1b
- 2
- 3
- 4
- 5
- 6a
- 6b

LUL/Rail infrastructure:

- Mainline trains
- London Underground - Central Line
- London Underground - Jubilee Line
- London Underground - District, Hammersmith & City Line
- London Underground - Elizabeth Line
- London Overground
- The Docklands Light Railway (DLR)
- Emirates Air Line
- Eurostar
- Proposed rail extensions
- Core study area
- Wider study area
- Lower Lea Valley Sub area
- Borough boundaries

N   0   1km

HACKNEY

West Ham

NEWHAM

Langdon Park

TOWER HAMLETS

Canning Town

CITY OF LONDON

East India

SOUTHWARK

GREENWICH

LEWISHAM

Source: TfL WebCAT

2.2 MOVEMENT
ANALYSIS

Core area PTAL

Note: Some discrepancies in TfL data around West Ham and Canning Town stations have been adjusted for.

KEY

PTAL score:
- 0
- 1a
- 1b
- 2
- 3
- 4
- 5
- 6a
- 6b

Core study area

Borough boundaries

N   0   250m

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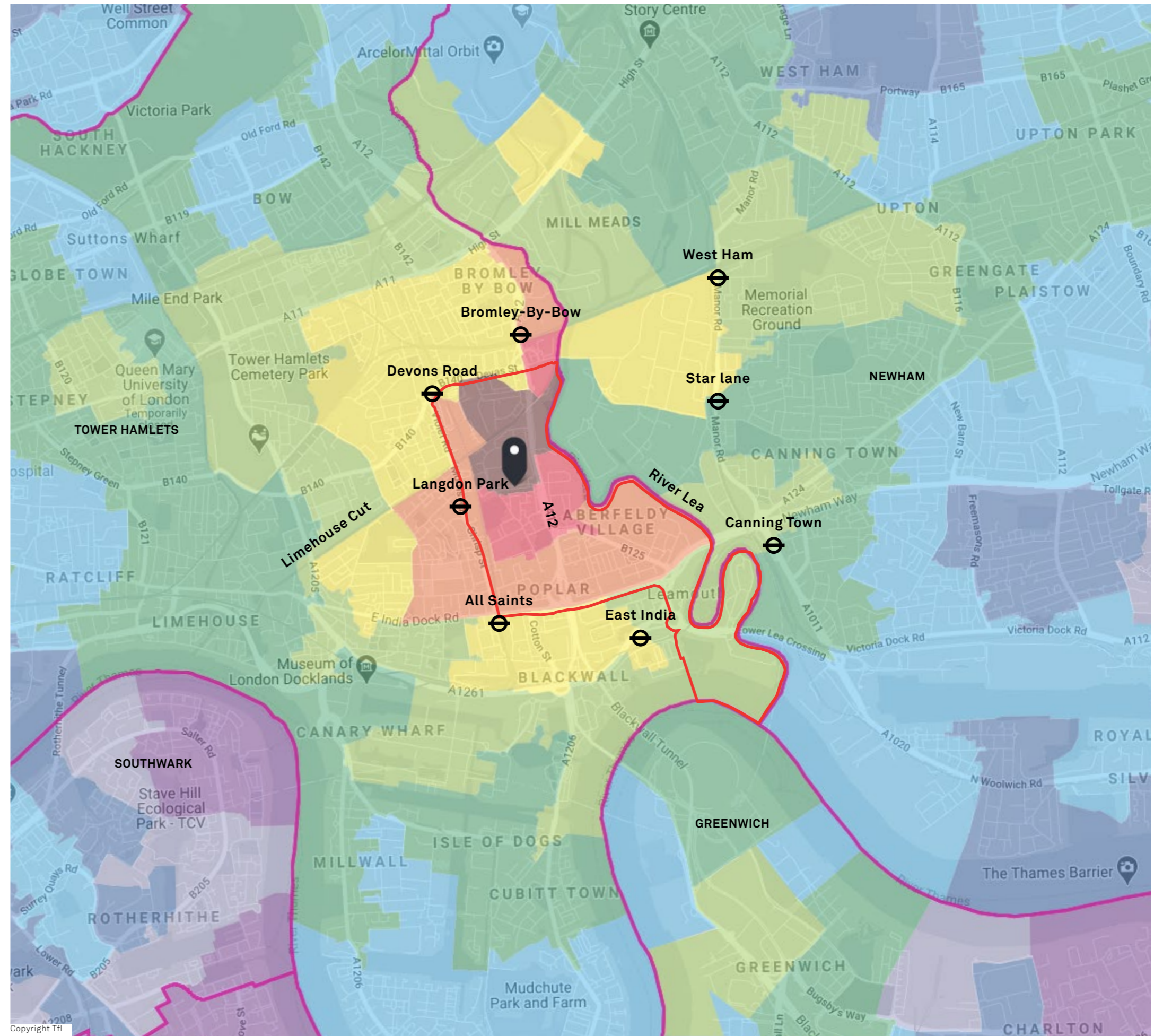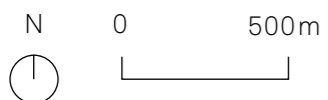Source: TfL WebCAT
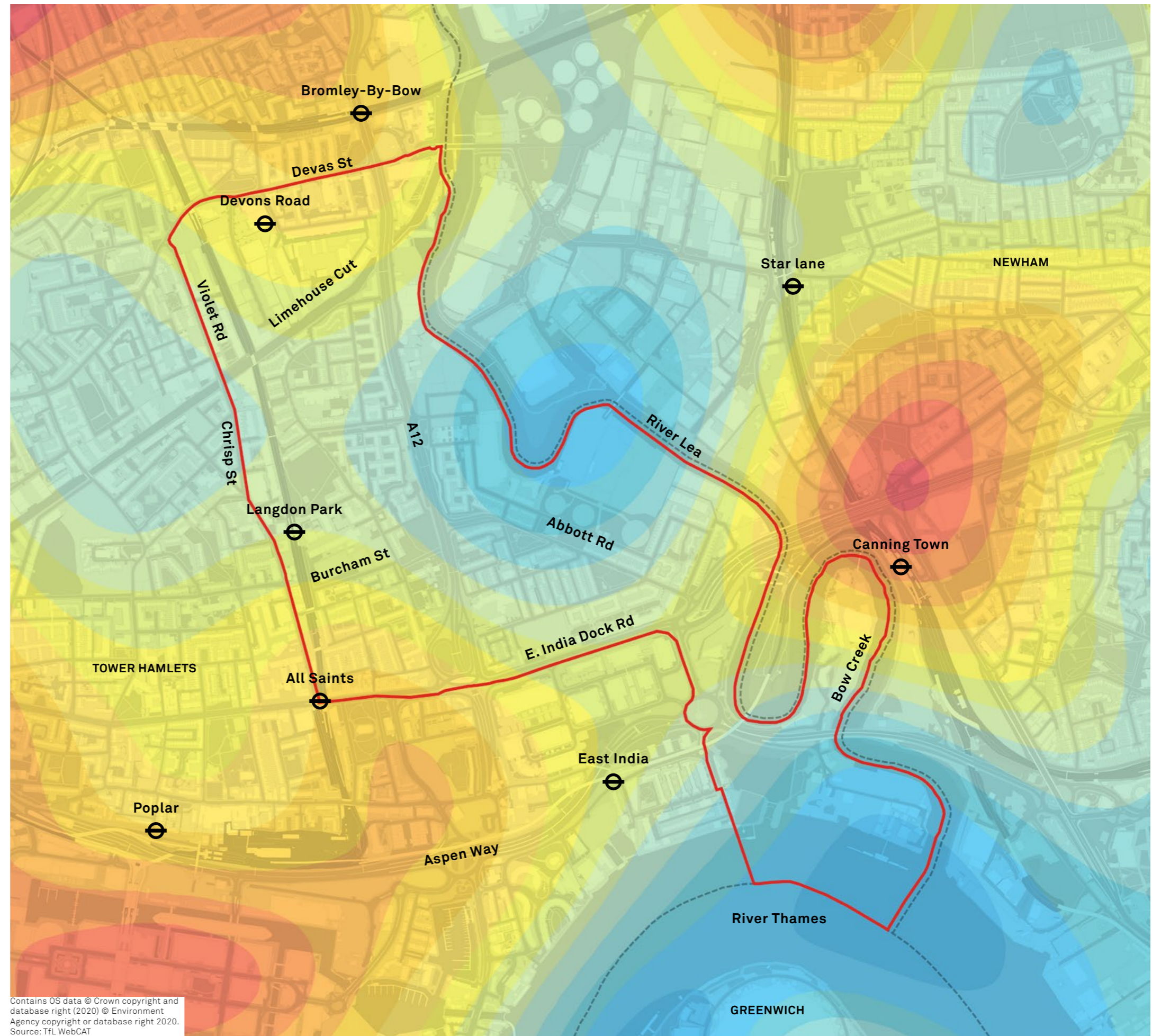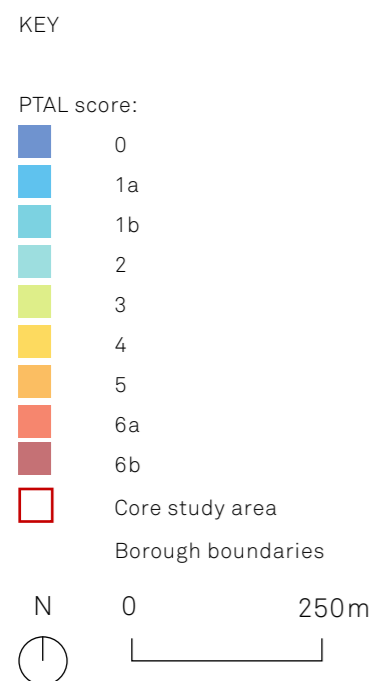
2.2 MOVEMENT ANALYSIS

Centre of core area / TIM map

Evident disconnect eastwards, but no relatively fast routes in any direction.

KEY

Travel time

- ■ < 5 minutes
- ■ 5 - 10 minutes
- ■ 10 - 15 minutes
- ■ 15 - 20 minutes
- ■ 20 - 25 minutes
- ■ 25 - 30 minutes
- ■ 30 - 35 minutes
- ■ 35 - 40 minutes
- ■ 40 - 45 minutes
- ■ 45 - 50 minutes
- — Core area boundaries
- — Borough boundaries

N   0   500m
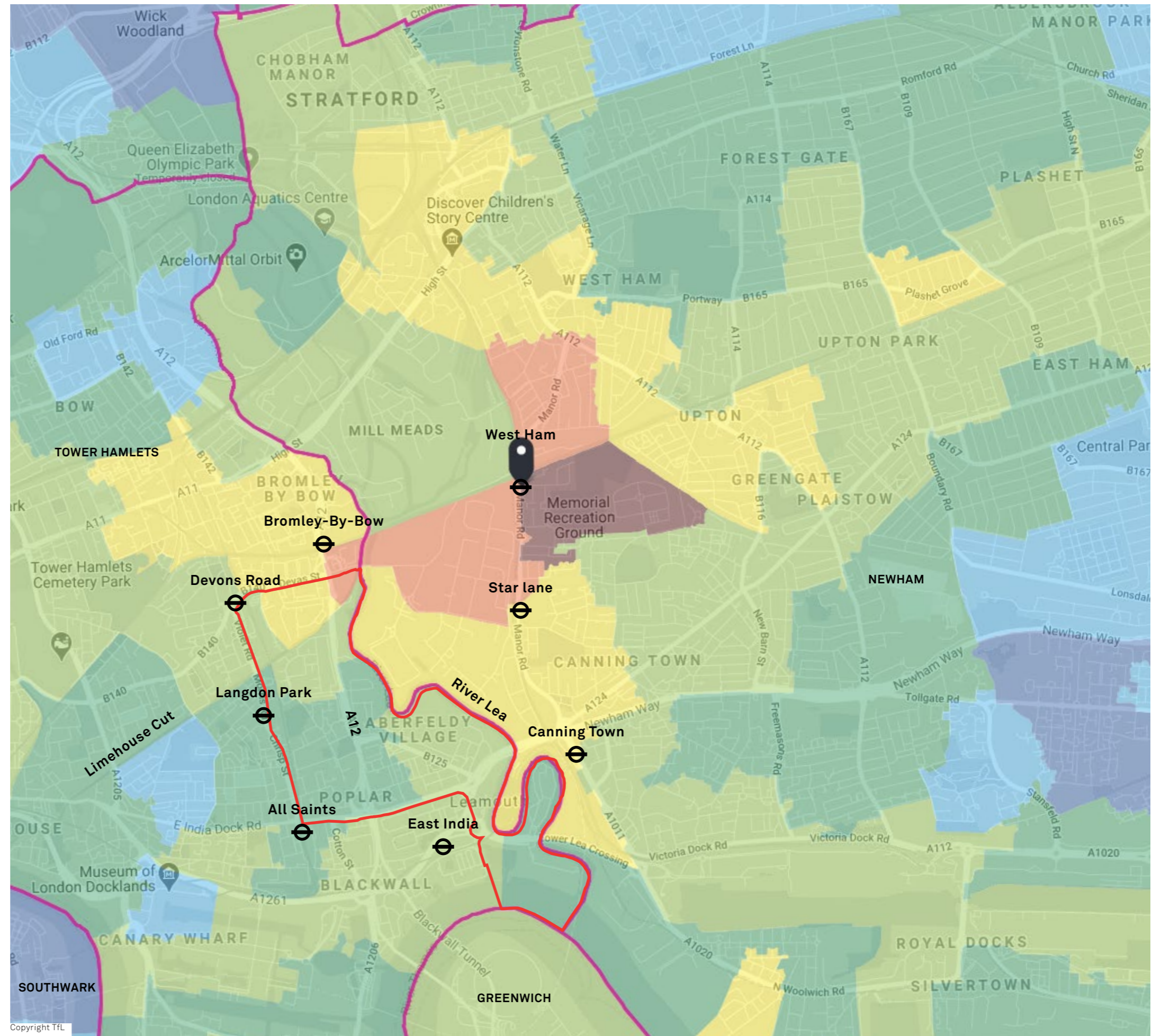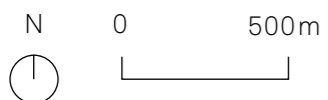
2.2 MOVEMENT ANALYSIS

West Ham / TIM map

Laborious connectivity between core study area to / from West Ham station.

KEY

Travel time

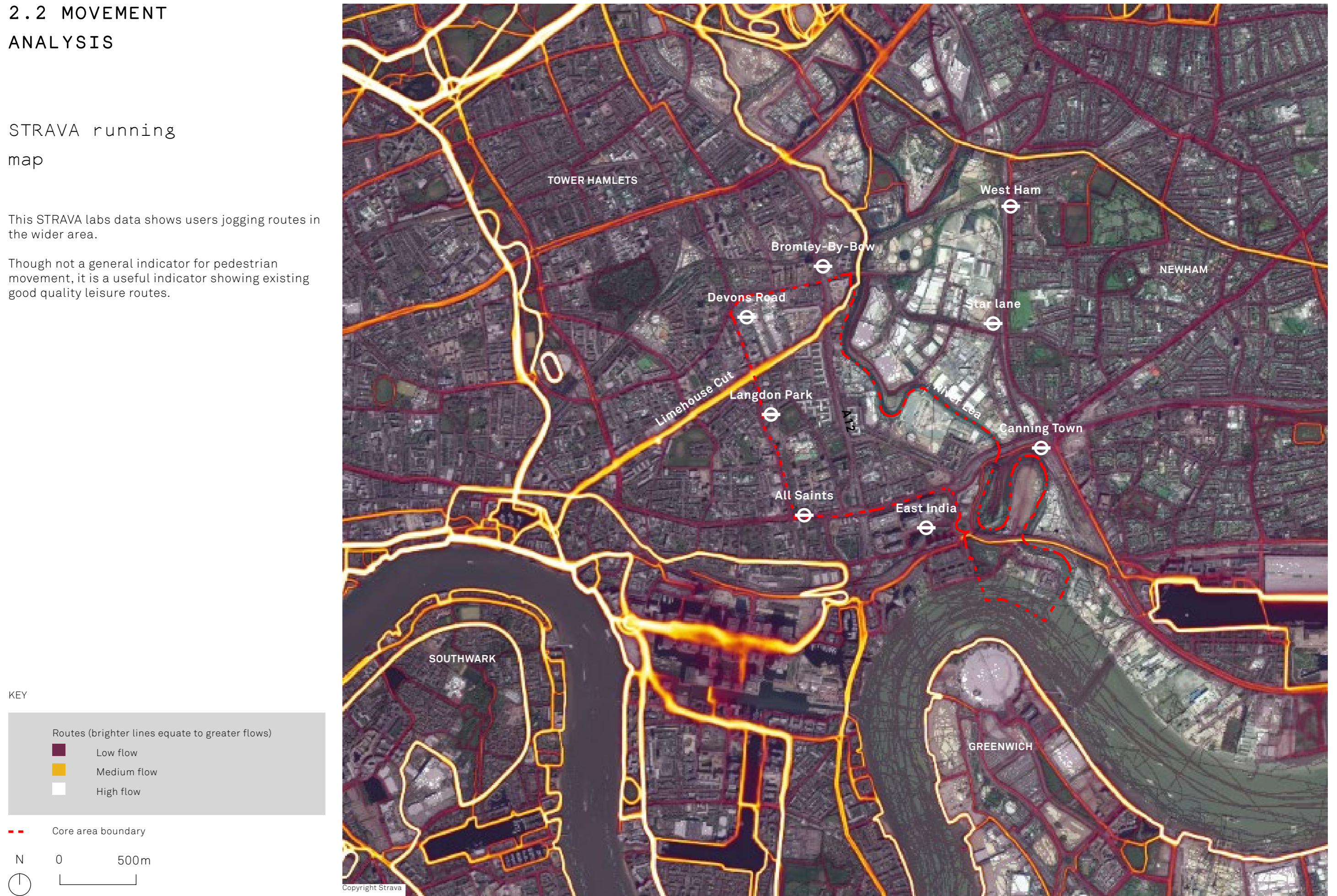|	
■	< 5 minutes
■	5 - 10 minutes
■	10 - 15 minutes
■	15 - 20 minutes
■	20 - 25 minutes
■	25 - 30 minutes
■	30 - 35 minutes
■	35 - 40 minutes
■	40 - 45 minutes
■	45 - 50 minutes
—	Core area boundaries
—	Borough boundaries

N   0   500m

2.2 MOVEMENT ANALYSIS

STRAVA running map

This STRAVA labs data shows users jogging routes in the wider area.

Though not a general indicator for pedestrian movement, it is a useful indicator showing existing good quality leisure routes.
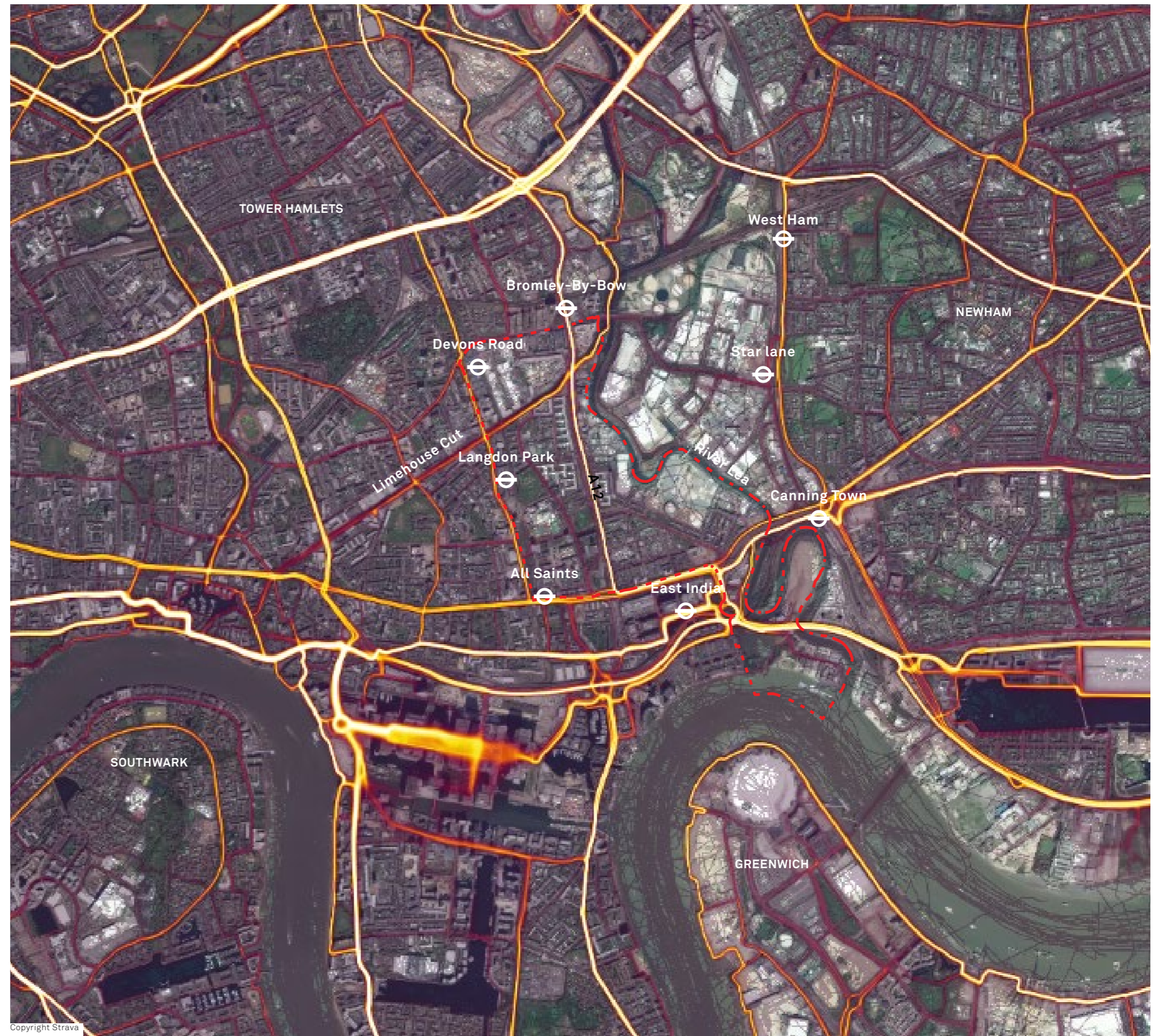

KEY

Routes (brighter lines equate to greater flows)

- Low flow
- Medium flow
- High flow

- - - Core area boundary

N   0   500m
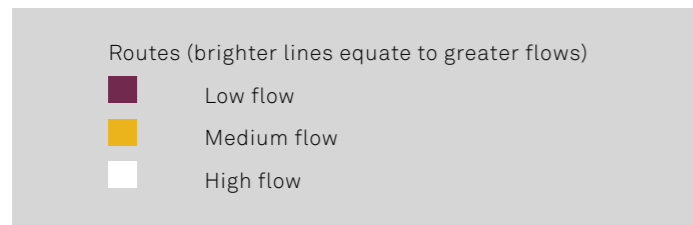
2.2 MOVEMENT ANALYSIS

STRAVA cycling map

STRAVA cycle data is probably more useful than jogging data as it is often used by commuters as well as leisure riders, so gives some indication of how people might currently get too/from work.

E/w routes are clearly very popular and relate to the existing infrastructure provision on both the A11 (CS2) and CS3 which runs parallel to the A13, as well as the A13 itself.
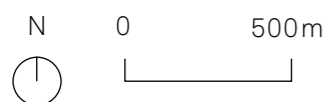
Other routes include the A12 and Chrisp Street, Limehouse Cut and Devons road to a lesser extent.

KEY

Routes (brighter lines equate to greater flows)

- Low flow
- Medium flow
- High flow

- - - Core area boundary

N   0   500m

2.2 MOVEMENT ANALYSIS

PtCT cycle commuting map

Propensity to Cycle Tool (PtCT) data sourced from www.PCT.bike.

Commuting to work scenario projected routes, which includes all legal routes not taking into account cyclist preference but chosen for directness.

Of-course, the PtCT is limited by assuming that all existing legal routes are suitable for cycling and not including new connections, but gives a indication of the volumes of potential cycle traffic through and around the area given a relatively small increase in cycle commuting.

KEY

Sceanario based on The Government Target (Equality) which models a doubling of cycling nationally, corresponding to the proposed target in the English Department for Transport's draft Cycling Delivery Plan to double cycling in England between 2013 to 2025. The Government Target (Equality) scenario models the increase as occurring solely as a function of trip distance and hilliness, i.e. equitably across age, sex, and other socio-demographic groups.

% of Lower Super Output Area (LSOA) inhabitants cycling to work

- 2 - 3%
- 4 - 6%
- 7 - 8%

Routes (thicker lines equate to greater flows)

— Quickest routes (all legal routes not taking into account cyclist preference but chosen for directness)

— Quieter routes (based on Cyclestreets route data)

— Core area boundary

N   0   250m
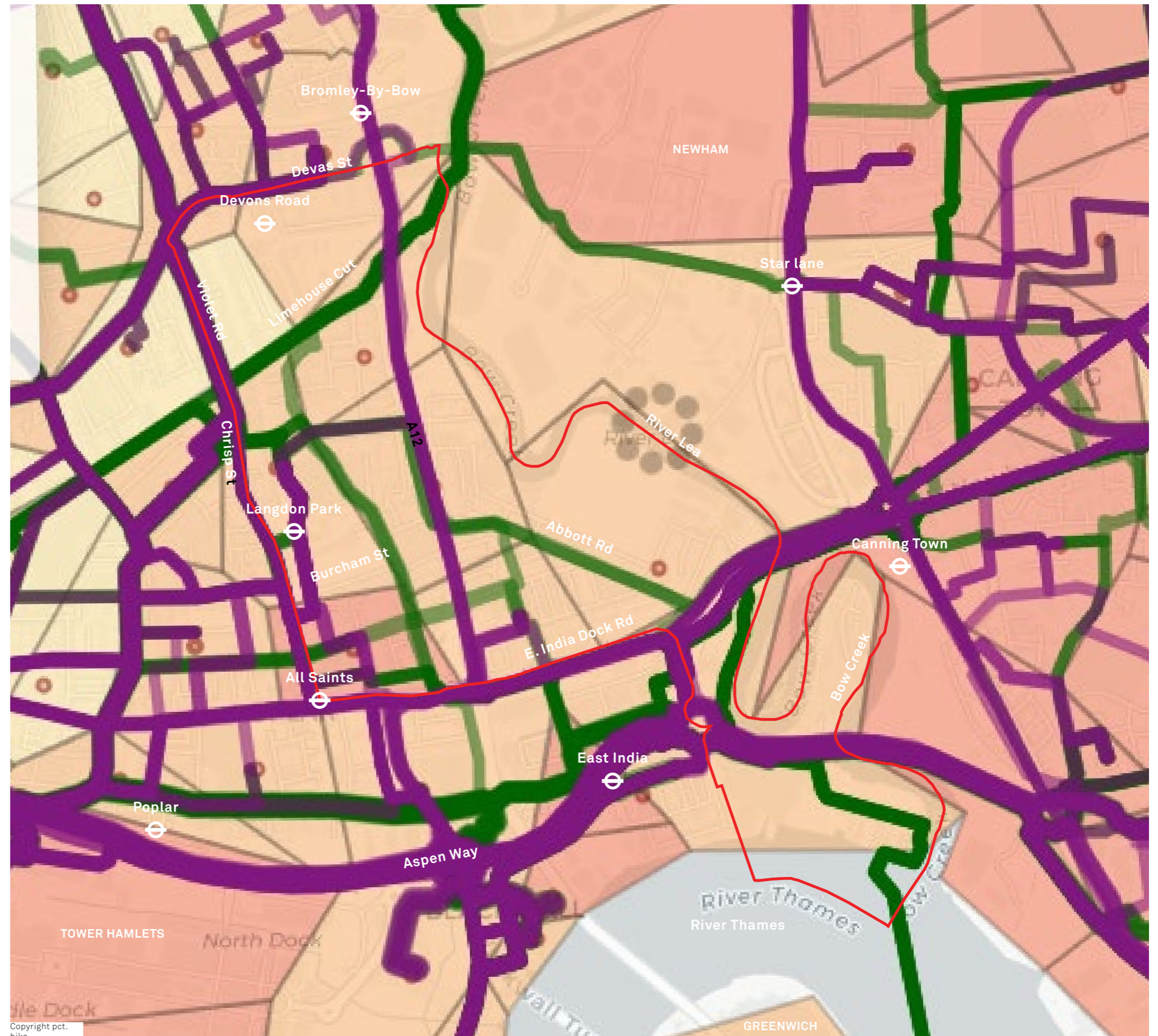
2.2 MOVEMENT ANALYSIS

PtCT cycle to school map

Propensity to Cycle Tool (PtCT) data sourced from www.PCT.bike.

Cycling to school scenario projected routes, which includes all legal routes not taking into account cyclist preference but chosen for directness.

Of-course, the PtCT is limited by assuming that all existing legal routes are suitable for cycling and not including new connections, but gives a indication of the volumes of potential cycle traffic through and around the area given a relatively small increase in cycle commuting.
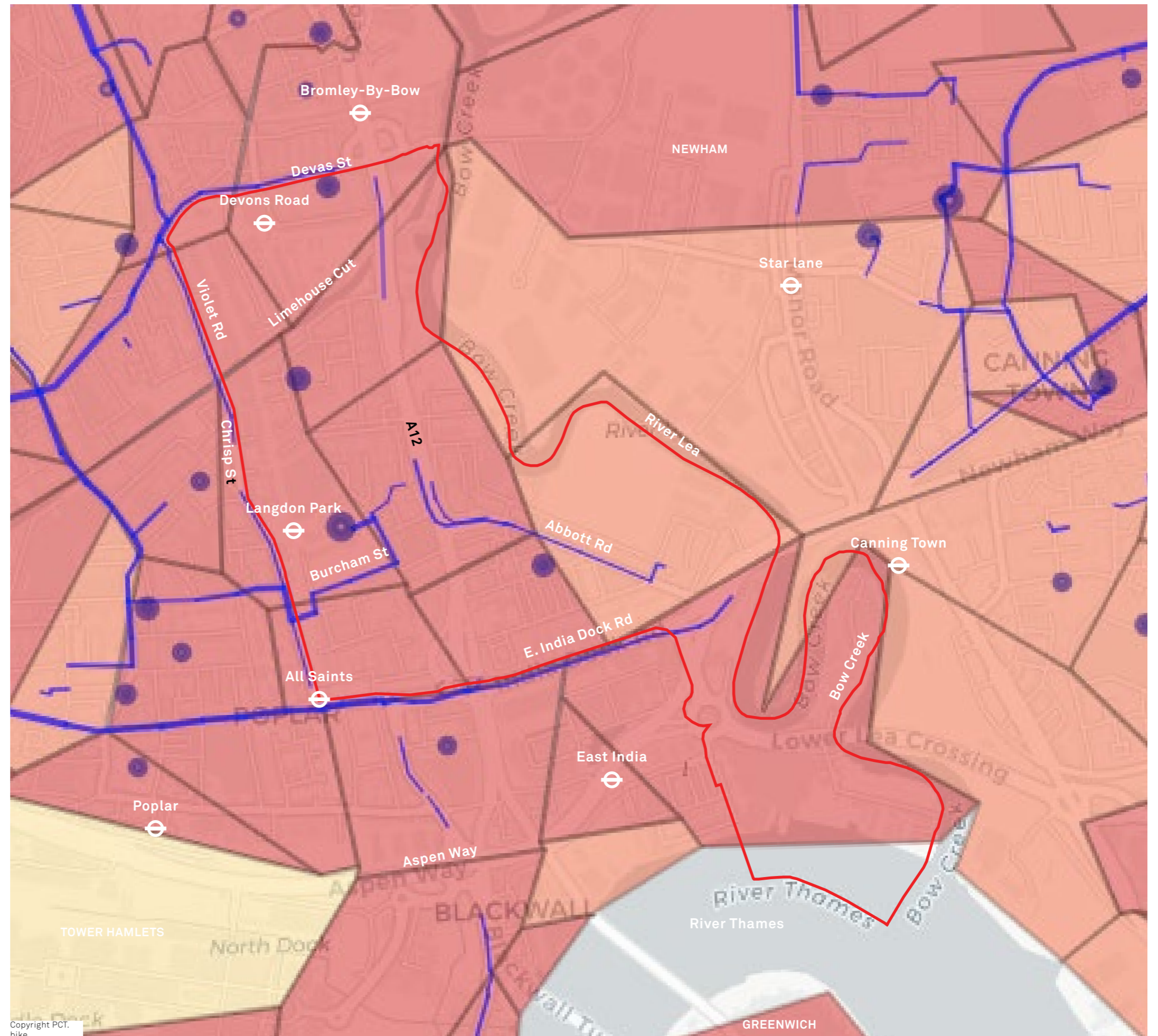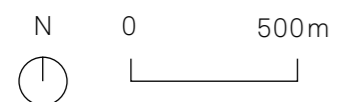
KEY

Scenario based on The Government Target (Equality) which models a doubling of cycling nationally, corresponding to the proposed target in the English Department for Transport's draft Cycling Delivery Plan to double cycling in England between 2013 to 2025. The Government Target (Equality) scenario models the increase as occurring solely as a function of trip distance and hilliness, i.e. equitably across age, sex, and other socio-demographic groups.

% of Lower Super Output Area (LSOA) inhabitants cycling to school

▮	2 - 3%
▮	4 - 6%
▮	7 - 8%

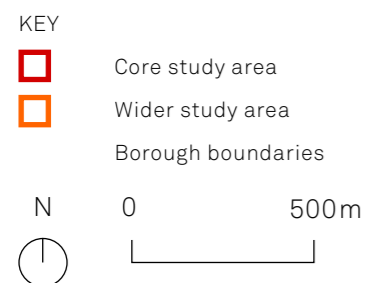Routes (thicker lines equate to greater flows)

▬	Quickest routes (all legal routes not taking into account cyclist preference but chosen for directness
▬	Core area boundary

N   0   500m

Copyright PCT. bike

2.3 SITE CONTEXT

Study area boundaries

KEY

☐ Core study area
☐ Wider study area
   Borough boundaries

N   0   500m

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database right (2020) © Environment
Agency copyright or database right 2020

A11
Bromley-by-Bow
Devons Road
West Ham
Star Lane
NEWHAM
A12
Langdon Park
TOWER HAMLETS
Canning Town
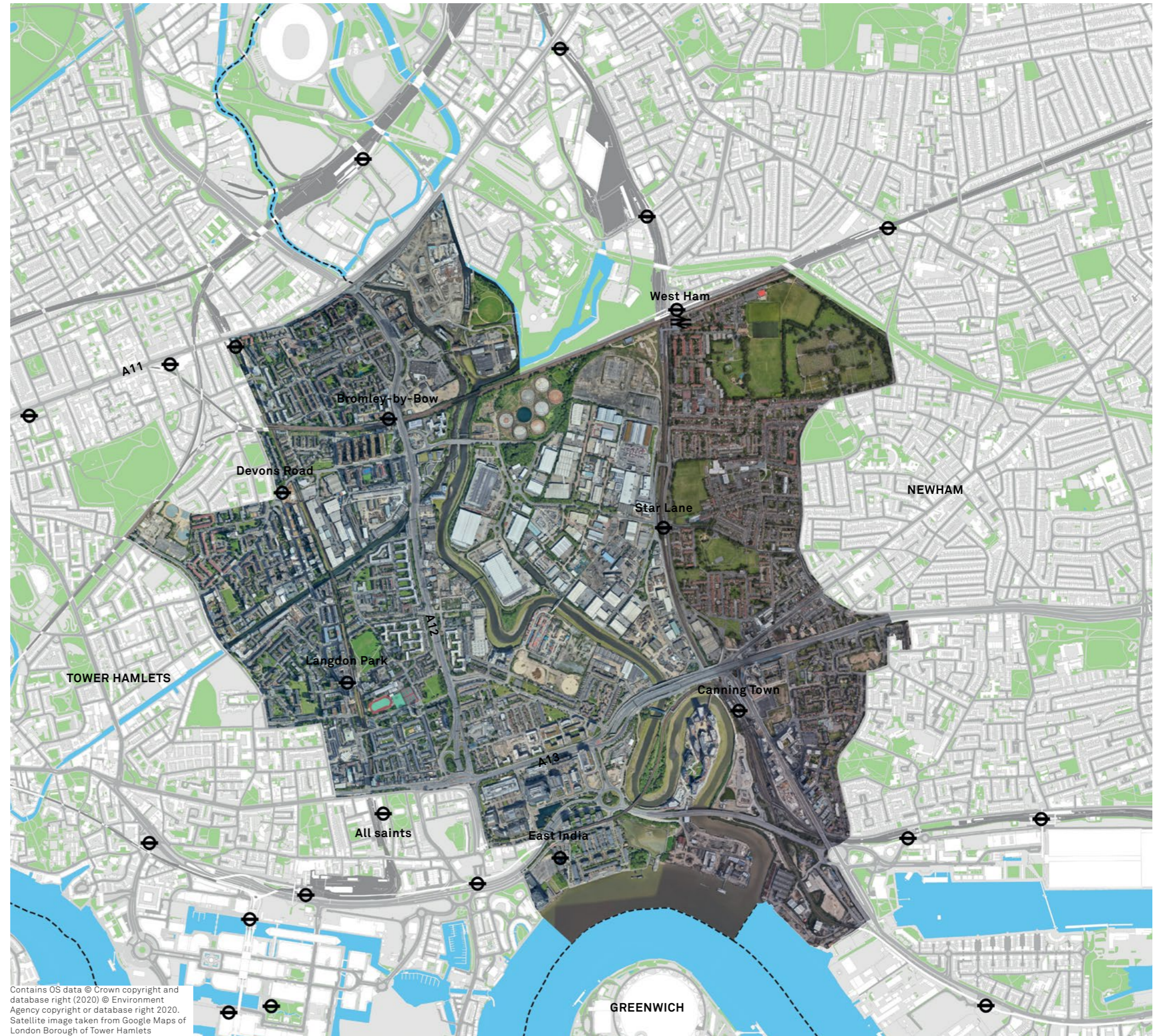A13
All saints
East India
GREENWICH

2.3 SITE CONTEXT

Aerial map

Aerial image highlighting building volumes within the study areas.

Industrial areas to the east are predominantly larger volume buildings in comparison to the finer grain to the rest of the study area.
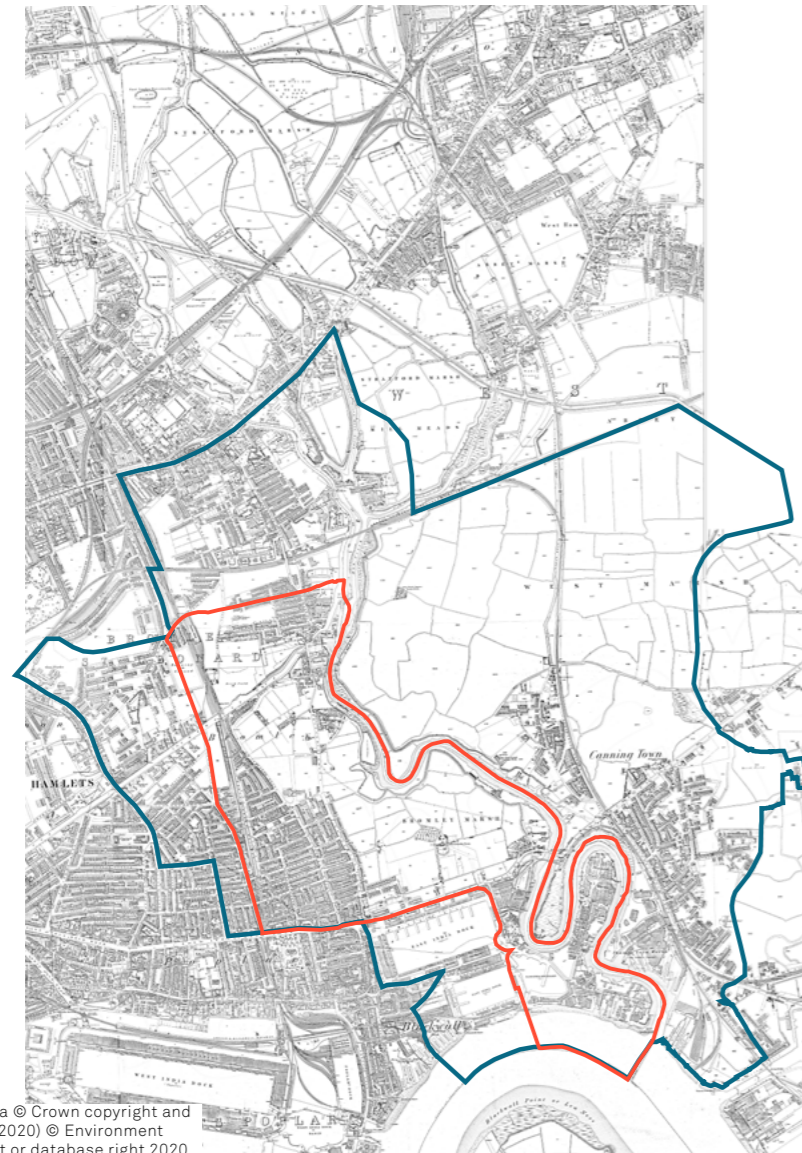

Contains OS data © Crown copyright and database right (2020) © Environment Agency copyright or database right 2020. Satellite image taken from Google Maps of London Borough of Tower Hamlets

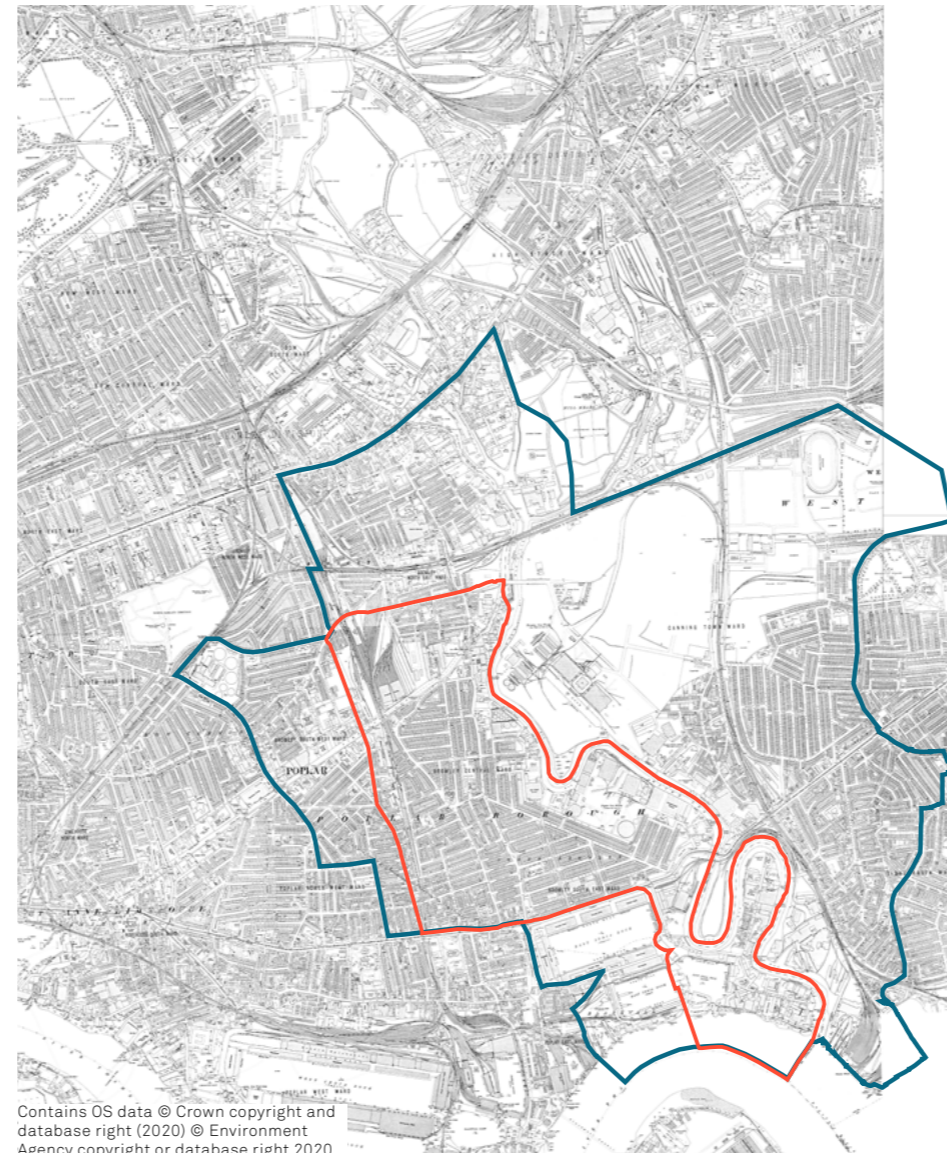N   0   500m

2.3 SITE
CONTEXT

Historic maps

Historical maps showing the progressive eastward expansion of urban development in the 19th and the 20th centuries. Industry has consistently been situated along the banks of the River Lea.
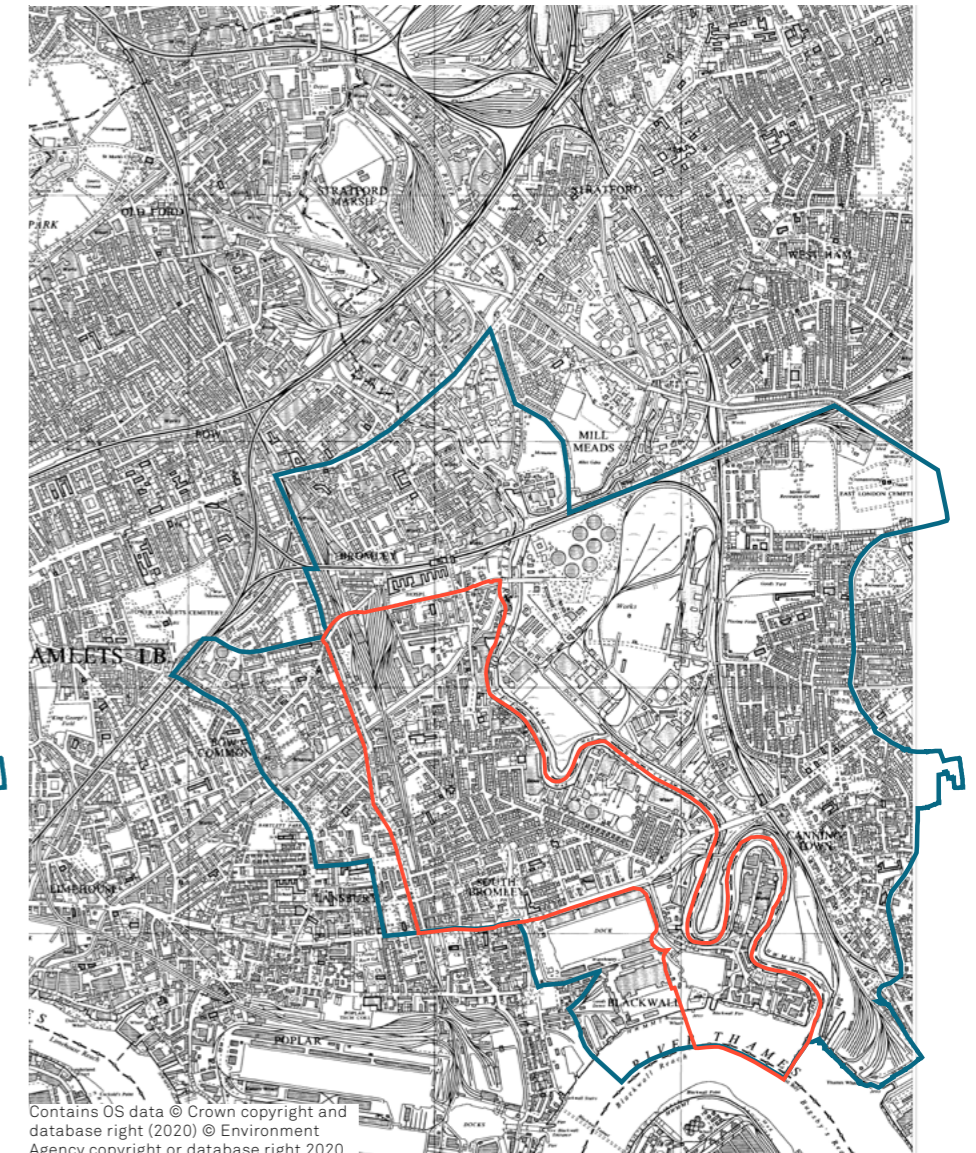
1860

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1910

Contains OS data © Crown copyright and database right (2020) © Environment Agency copyright or database right 2020

1960

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Historic aerial
images

Areal images showing progression of major developments such as
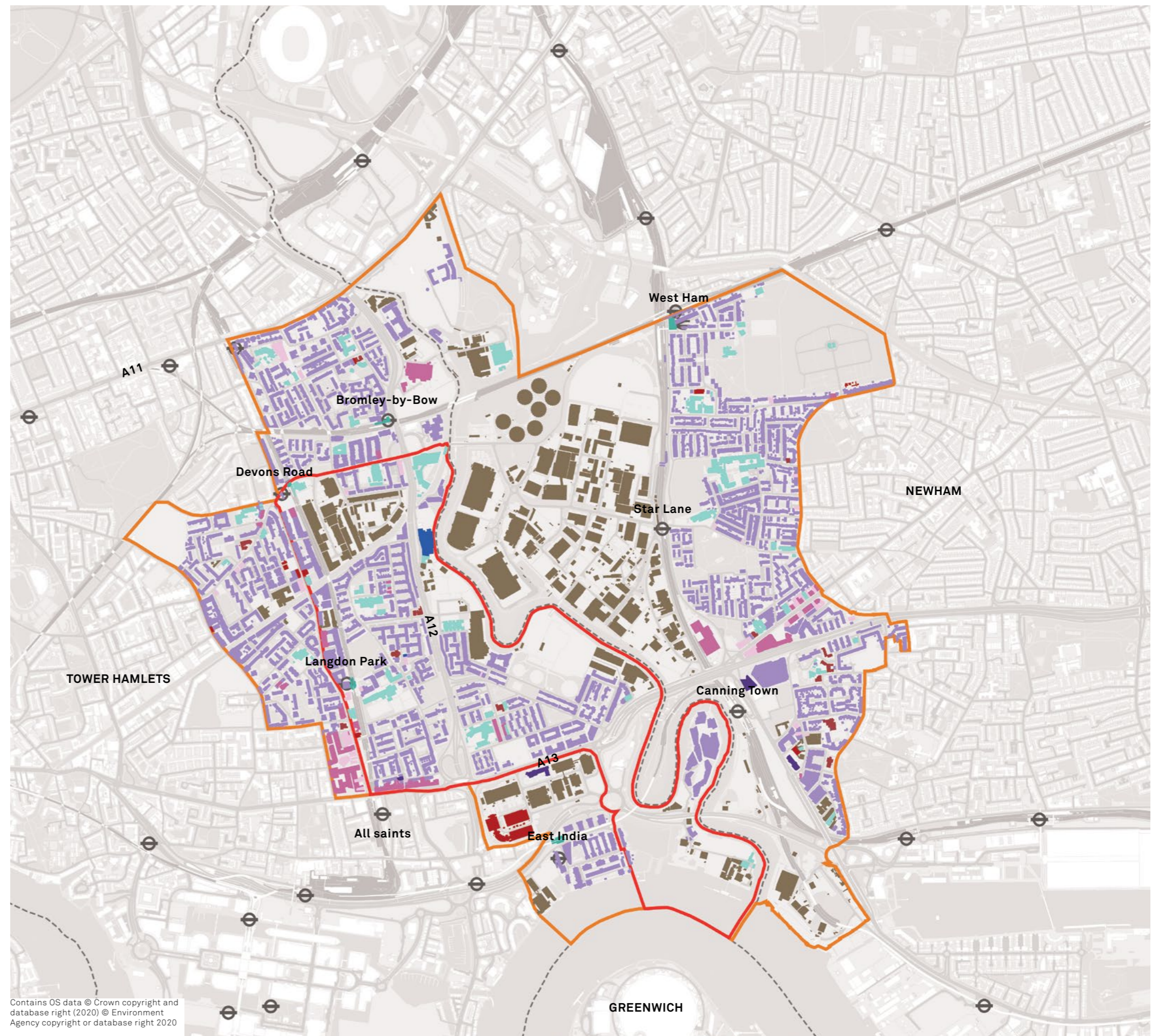Olympic Park and City Island over 20 year period.

1999

Source: Google

2010

Source: Google

2019

Source: Google

2.3 SITE CONTEXT

Land use map

KEY

- Faith
- Education / leisure / community / health
- Retail
- Industrial
- Food and drink
- Commercial
- Hotel
- Residential
- Transport
- Vacant
- Core study area
- Wider study area
- Borough boundaries

N   0   500m

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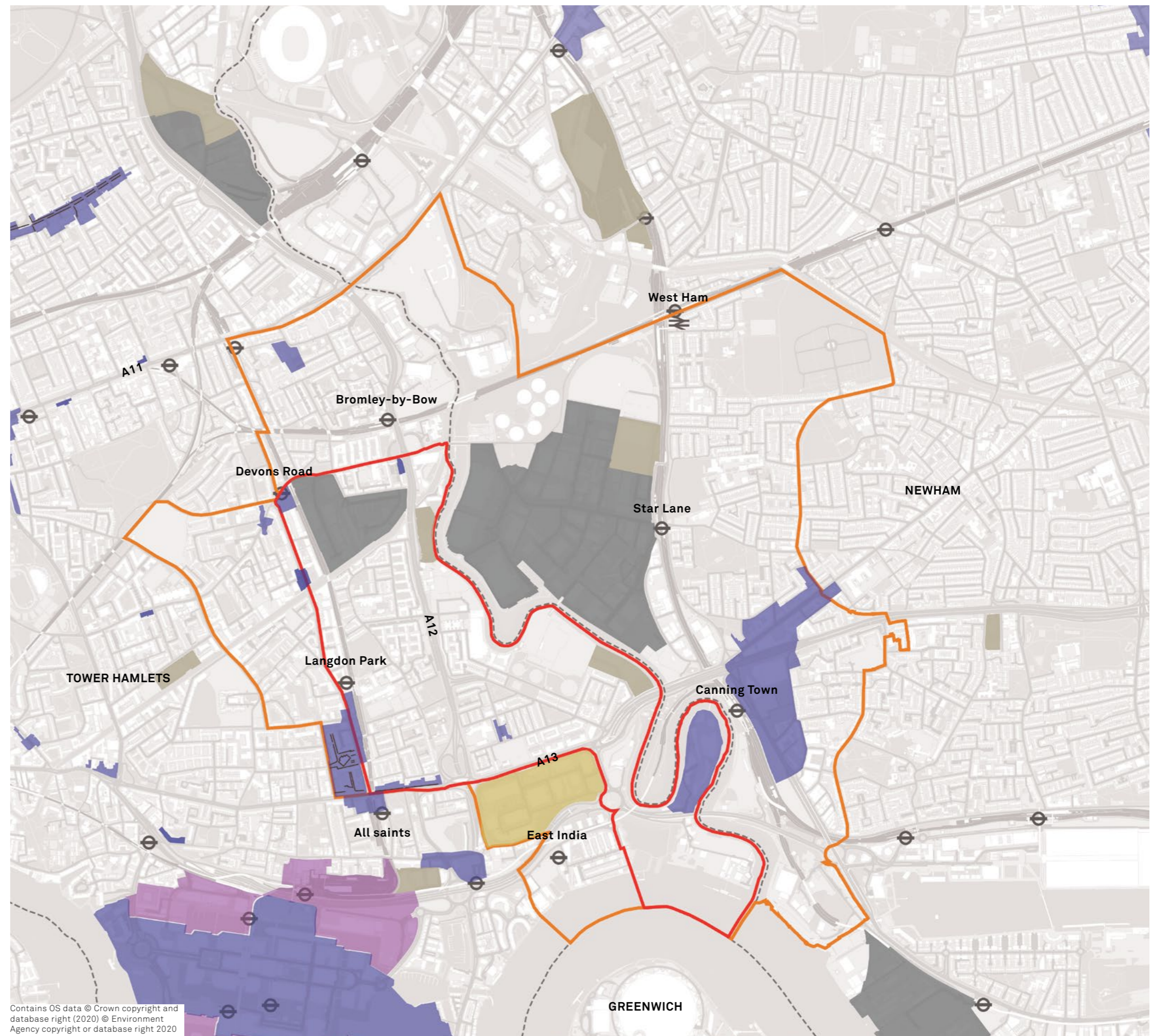
2.3 SITE CONTEXT

Key employment and retail areas

KEY

- – – Publicly accessible pedestrian priority routes
- – – Private pedestrian priority routes
- Strategic Industrial location (SIL)
- Locally Significant Industrial Sites
- Employment location
- Retail destinations
- Isle of Dogs Activity Area
- Core study area
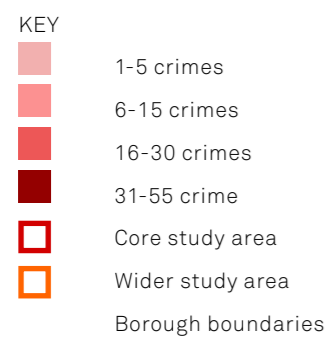- Wider study area
- Borough boundaries

N   0   500m

West Ham

A11

Bromley-by-Bow

Devons Road

Star Lane

NEWHAM

A12

TOWER HAMLETS

Langdon Park

Canning Town

A13

All saints

East India

Isle of Dogs

GREENWICH

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2.3 SITE CONTEXT

Crime heat map

There were total of 4005 crimes reported and documented within the study area in first three months of 2020

The top 3 roads with 50 crimes and over are on or near:
1. Paton Close
2. Pioneer Close
3. Barking Road high-street

KEY

- 1-5 crimes
- 6-15 crimes
- 16-30 crimes
- 31-55 crime
- Core study area
- Wider study area
- Borough boundaries

N   0   500m

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Agency copyright or database right 2020.
Source: Metropolitan Police

West Ham

A11

Bromley-by-Bow

Devons Road

Star Lane

NEWHAM

Langdon Park

A12

TOWER HAMLETS

Canning Town

A13

All saints

East India

GREENWICH

2.3 SITE CONTEXT

% of private dwellings without outdoor space

The study area has a high percentage of housing without private outdoor space, which could be mitigated with publicly accessible pockets of open space and pedestrian friendly routes to the river.

KEY

Percentage of private dwellings without outdoor space:

- 49-98%
- 27-49%
- 15-27%
- 7-15%
- Core study area
- Wider study area
- Borough boundaries
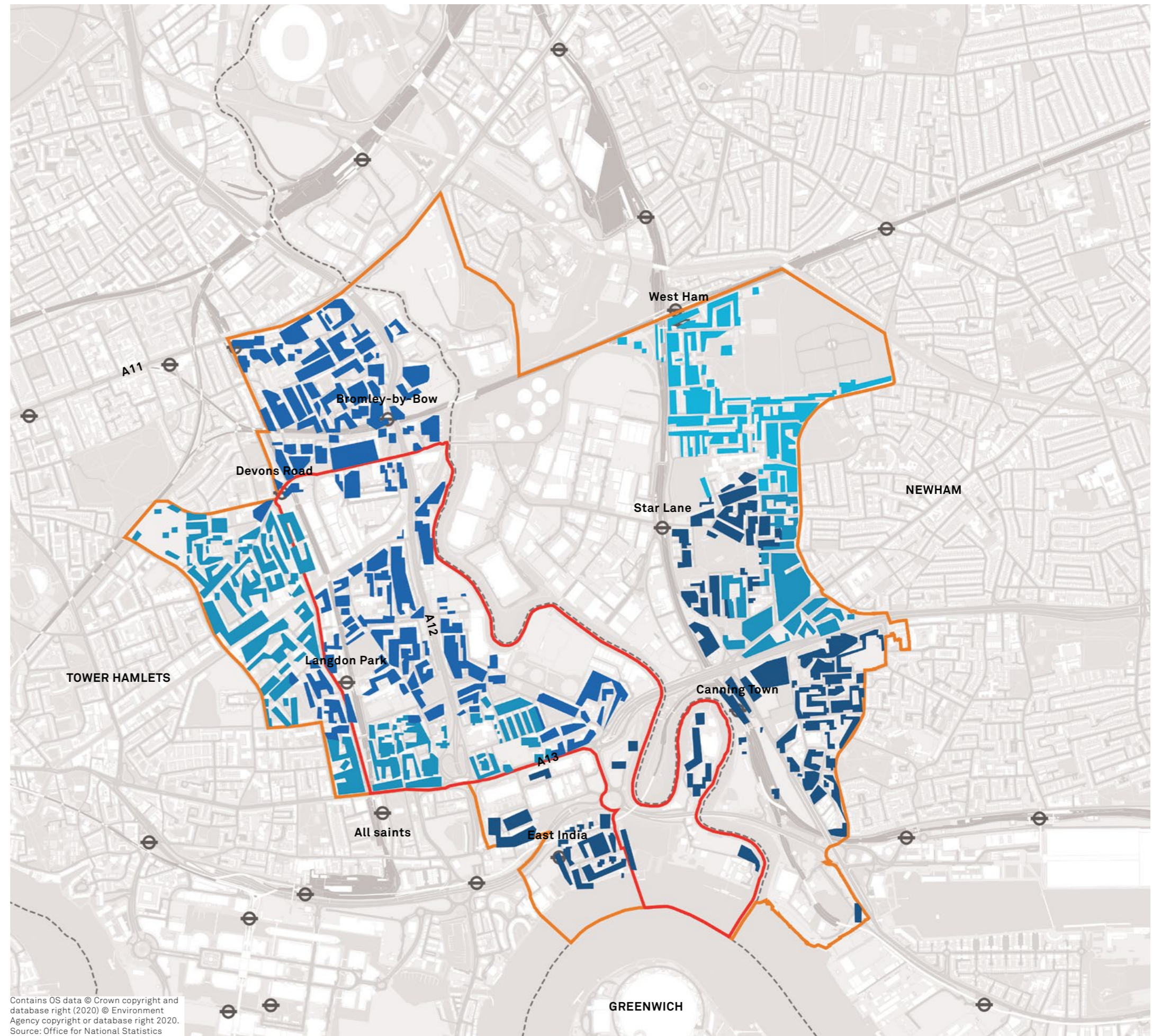
N   0   500m

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Destinations: Local schools

School locations and their relationship to existing pedestrian priority network, highlighting potential network expansion within study area with schools as a focus.

Primary Schools:
1. The Clara Grant Primary School
2. Marner Primary School
3. Manorfield Primary School
4. St Saviour's School
5. Culloden Primary Academy
6. Woolmore Primary School

Secondary Schools:
1. East London Science School
2. Bow School
3. East Lea Community School
4. Langdon Park School

KEY

- ■ Primary
- ■ Secondary
- - - Pedestrian priority routes
- ▢ Core study area
- ▢ Wider study area
- Borough boundaries

N   0   500m

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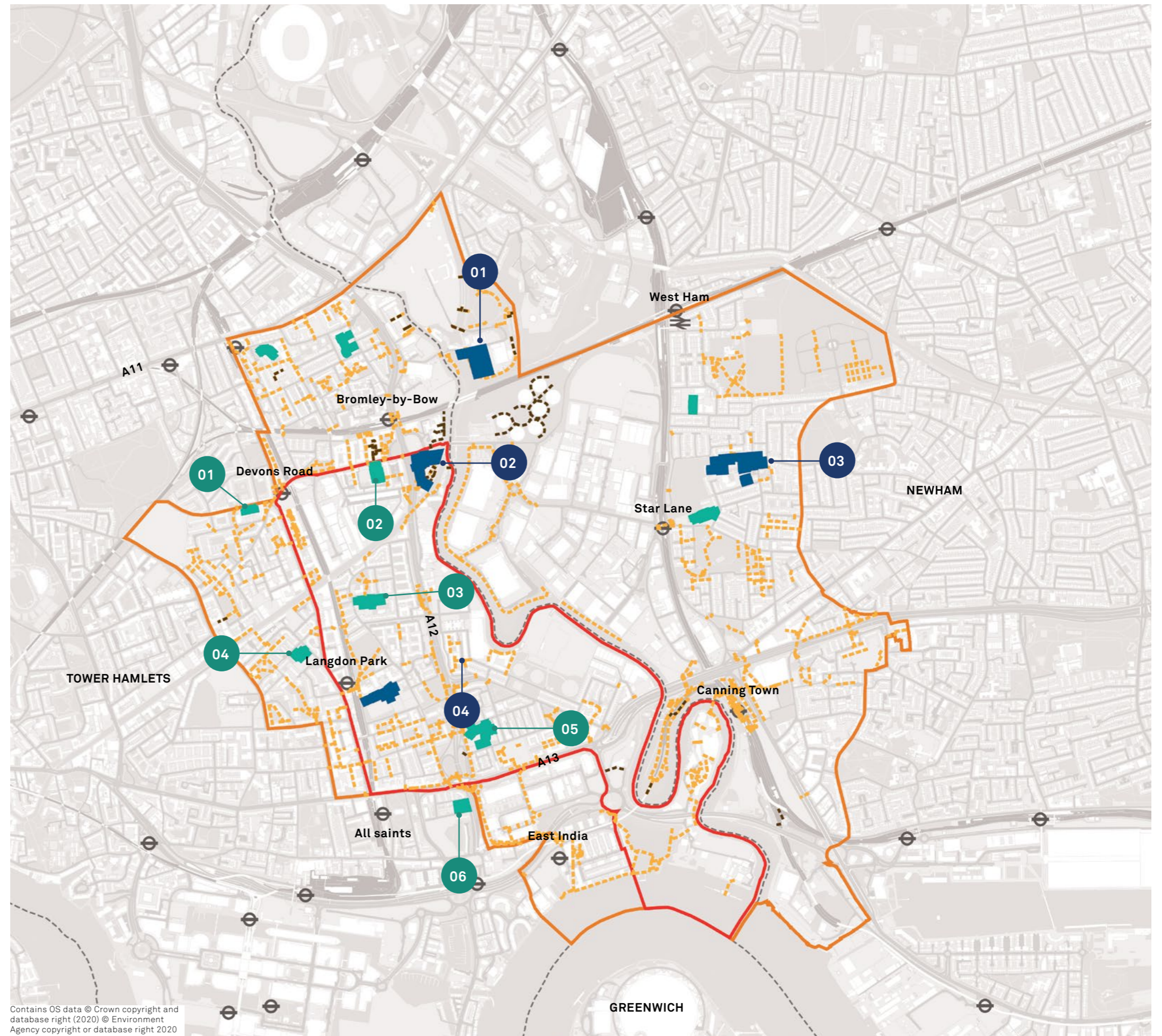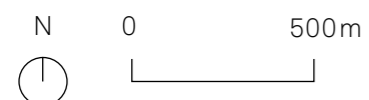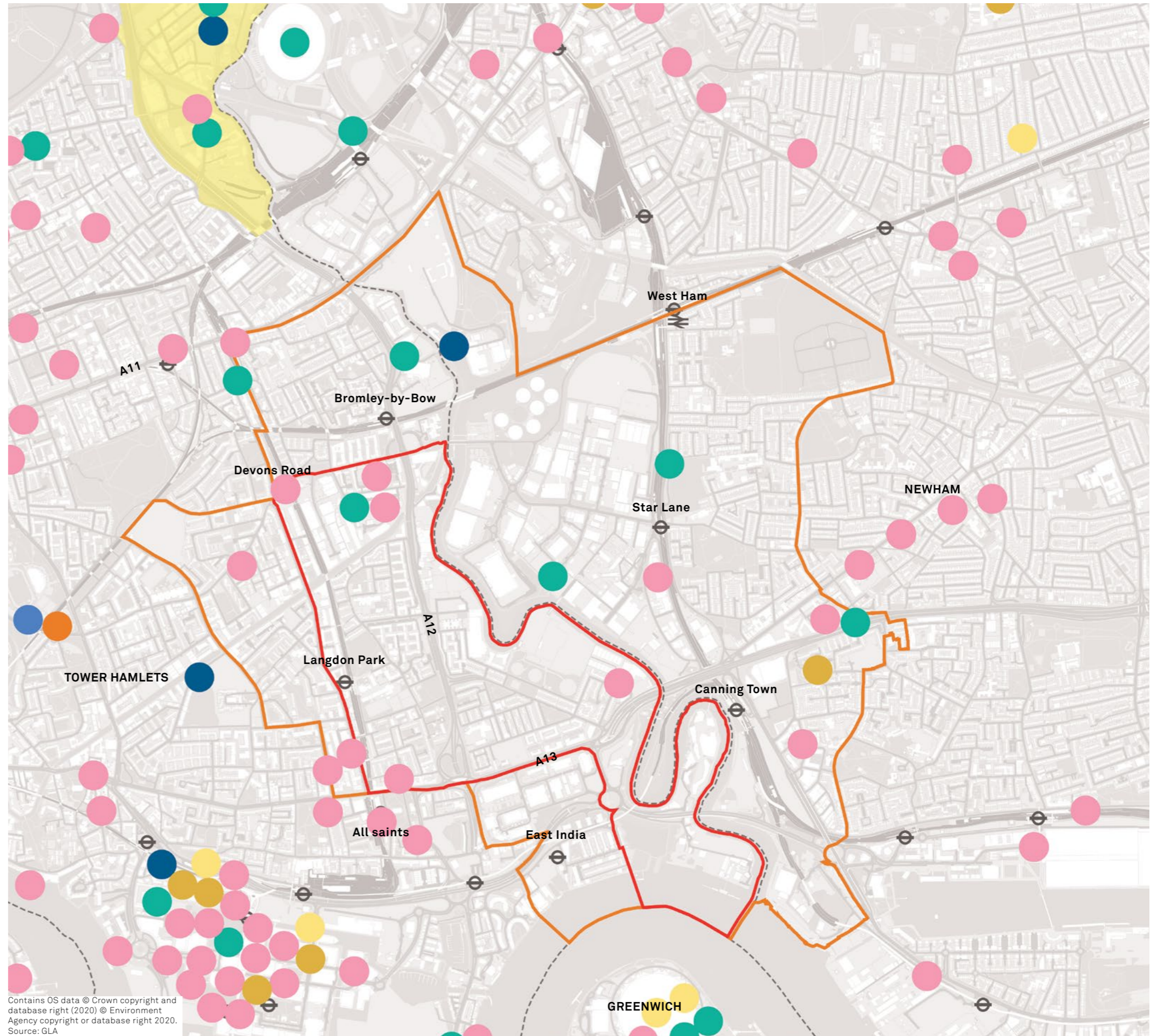
2.3 SITE CONTEXT

Destinations: Local cultural infrastructure

The study area includes a number of cultural consumption destinations with a high concentration of cultural activity within the Hackney Wick and Fish Island CEZ to the north, and canary Wharf to the south.

KEY

- ● Pubs
- ● Museums, galleries and art centres
- ● Cinemas, theatres and dance venues
- ● Music related venues
- ● Archive
- ● Skate-parks
- ● Legal street walls
- ▢ Hackney Wick and Fish Island CEZ
- ▢ Core study area
- ▢ Wider study area
- Borough boundaries

N   0   500m

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Source: GLA

2.4 SITE CONTEXT - MOVEMENT

TfL street types

The mapped street types demonstrate a mix in land uses / character and the severance issue which vary across the core area.

KEY

- ▬ Core Road
- ▬ Connector
- ▬ Local Street
- ▬ High Road
- ▬ High Street
- ▬ Town Square
- ▬ City Hub
- ▬ City Street
- ▬ City Place
- ▬ Industrial/Service Road
- ☐ Core study area
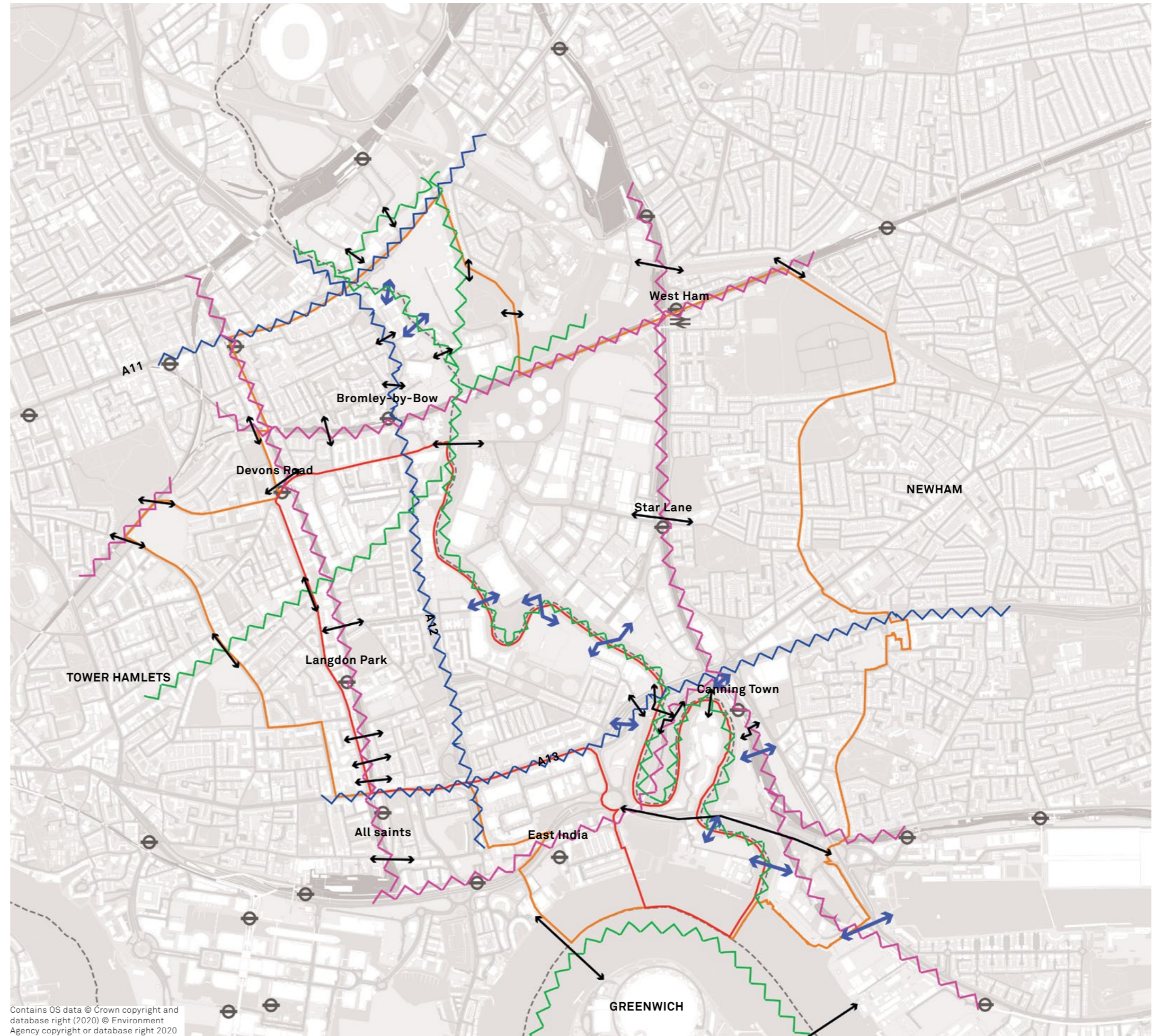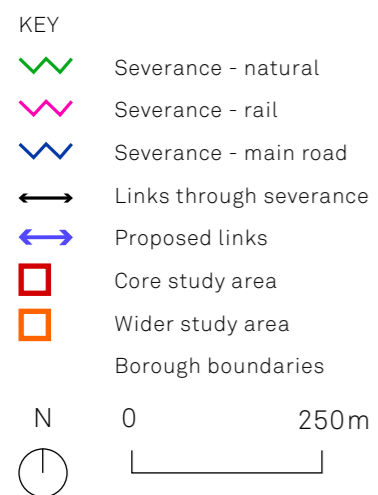- ☐ Wider study area
- Borough boundaries
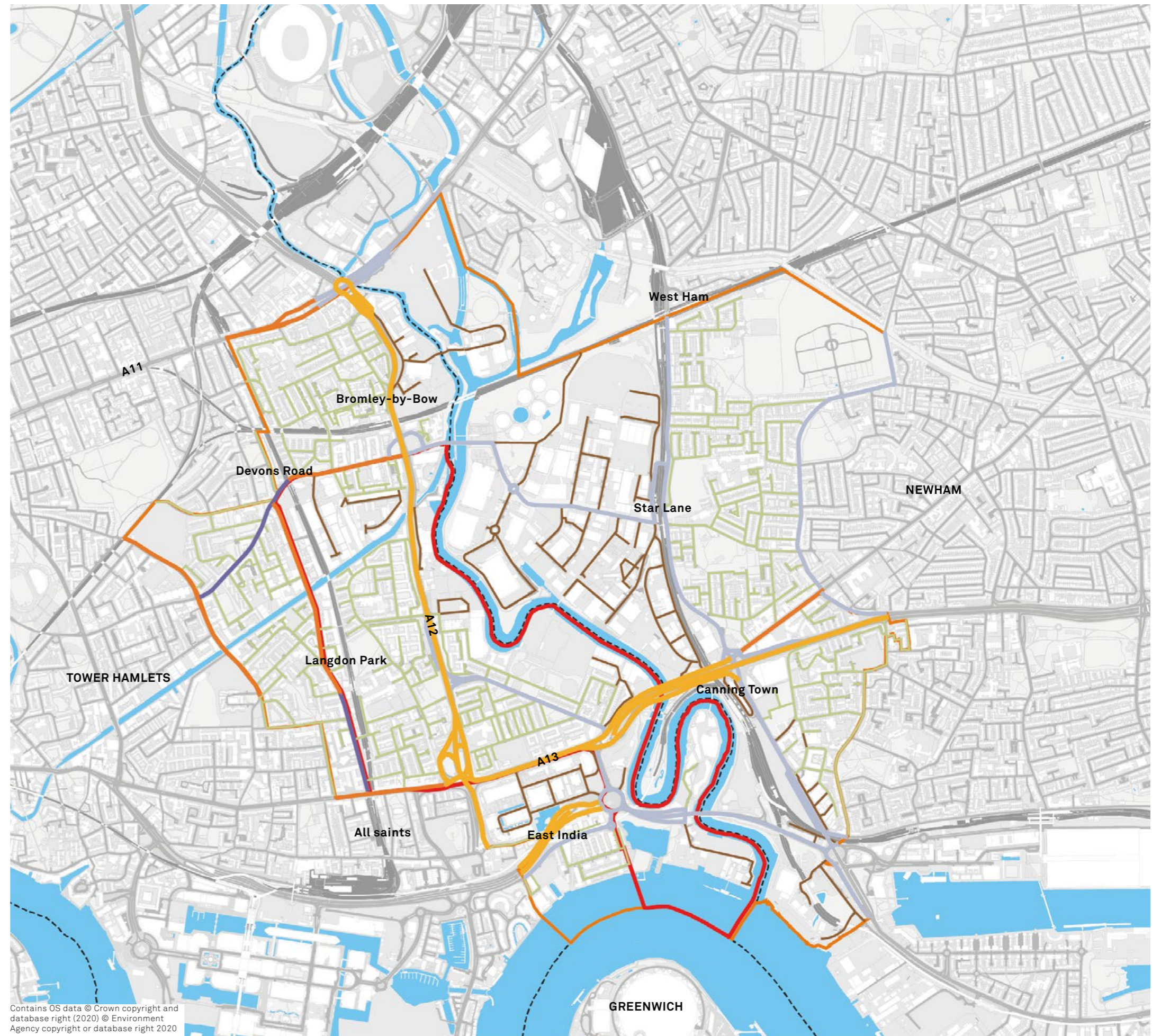
N   0   250m

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West Ham

A11

Bromley-by-Bow

Devons Road

Star Lane

NEWHAM

A12

Langdon Park

TOWER HAMLETS

Canning Town

A13

All saints

East India

GREENWICH

2.4 SITE CONTEXT - MOVEMENT

Severance and connections

Map highlighting severance caused by river, road and rail infrastructure across the study area.

KEY

- ∿ Severance - natural
- ∿ Severance - rail
- ∿ Severance - main road
- ⟷ Links through severance
- ⟷ Proposed links
- ☐ Core study area
- ☐ Wider study area
-   Borough boundaries

N   0   250m

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2.4 SITE CONTEXT - MOVEMENT

Key existing pedestrian routes and transport nodes

This map illustrates existing pedestrian routes to/from key transport nodes and throughout the study area.

It also identifies a number of private roads within or leading to the core area.
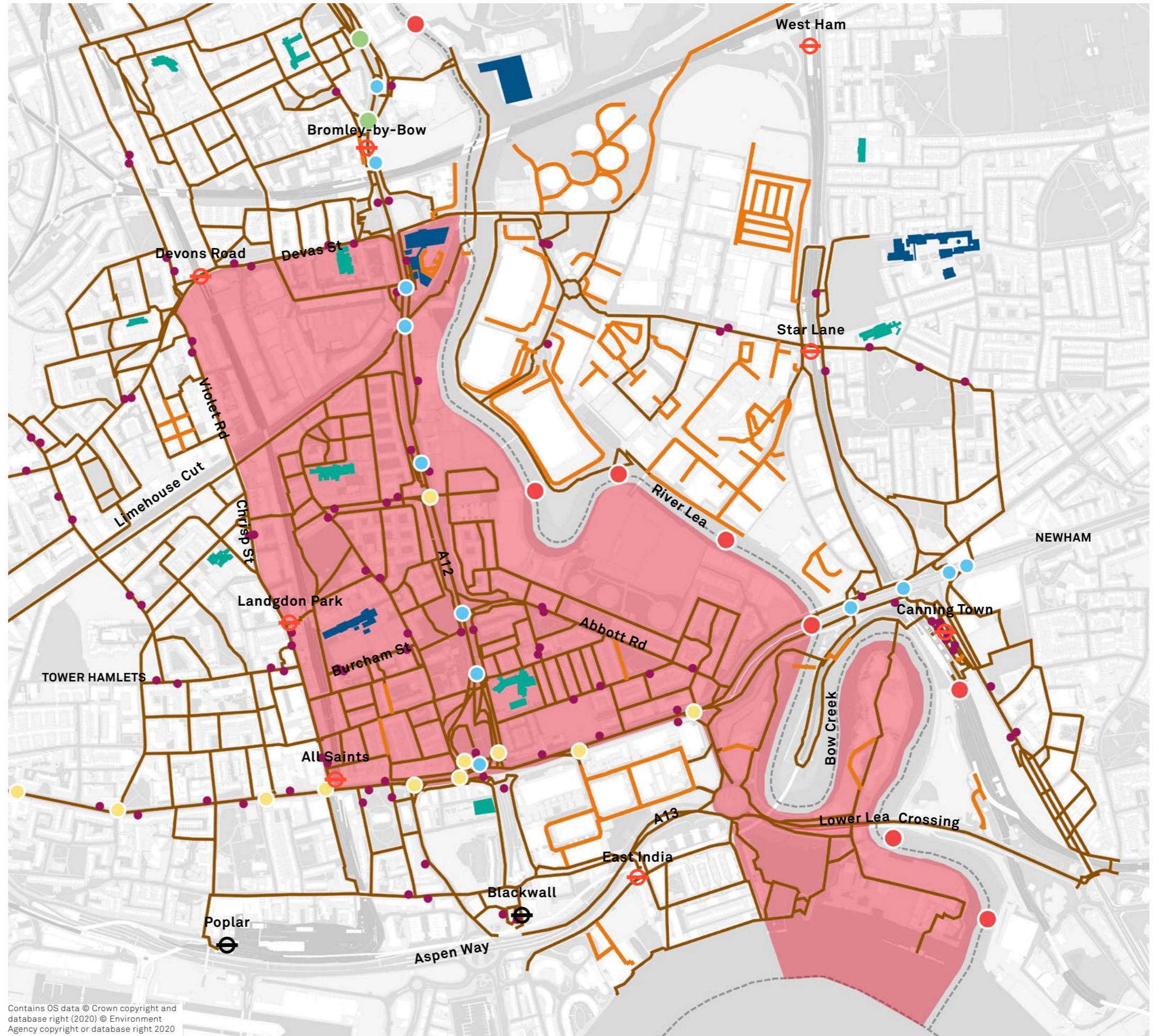
KEY

⊖	Key stations
●	Bus stops
●	Pedestrian subways over A12
●	Pedestrian crossings over A12 and A13
●	Planned pedestrian crossing
●	Planned bridge links
■	Secondary schools
■	Primary schools
—	Existing walking routes
—	Existing private roads
▨	Core study area
	Borough boundaries

N   0   250m

West Ham

Bromley-by-Bow

Devons Road   Devas St

Star Lane

Violet Rd

Limehouse Cut

River Lea

NEWHAM

Chrisp St

A12

Landgdon Park

Abbott Rd

Canning Town

Burcham St

Bow Creek

All Saints

A13

Lower Lea Crossing

TOWER HAMLETS

East India

Blackwall

Poplar

Aspen Way

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2.4 SITE CONTEXT - MOVEMENT

Existing cycle routes and key transport nodes

KEY

- ⊖ Key stations
- • Bus stops
- ● Planned bridge links
- ■ Secondary schools
- ■ Primary schools
- — Existing cycle routes
- ▨ Core study area
- Borough boundaries

N   0   250m

West Ham

Bromley-by-Bow

Devons Road

Devas St

Star Lane

Violet Rd

Limehouse Cut

Chrisp St

River Lea

NEWHAM

A12

Abbott Rd

Landgdon Park

Canning Town

Burcham St

TOWER HAMLETS

Bow Creek

All Saints

Lower Lea Crossing

A13

East India

Blackwall

Poplar

Aspen Way

2.4 SITE CONTEXT - MOVEMENT

Bus routes

KEY

Bus Routes:

▬	25 (6)
▬	115 (7)
▬	276 (6)
▬	425 (4)
▬	488 (3)
▬	D6 (7-8)
▬	108 (6)
▬	309 (5-6)
▬	323 (3)
▬	D8 (3)
●	Bus terminal
▢	Core study area
	Borough boundaries

N   0   250m

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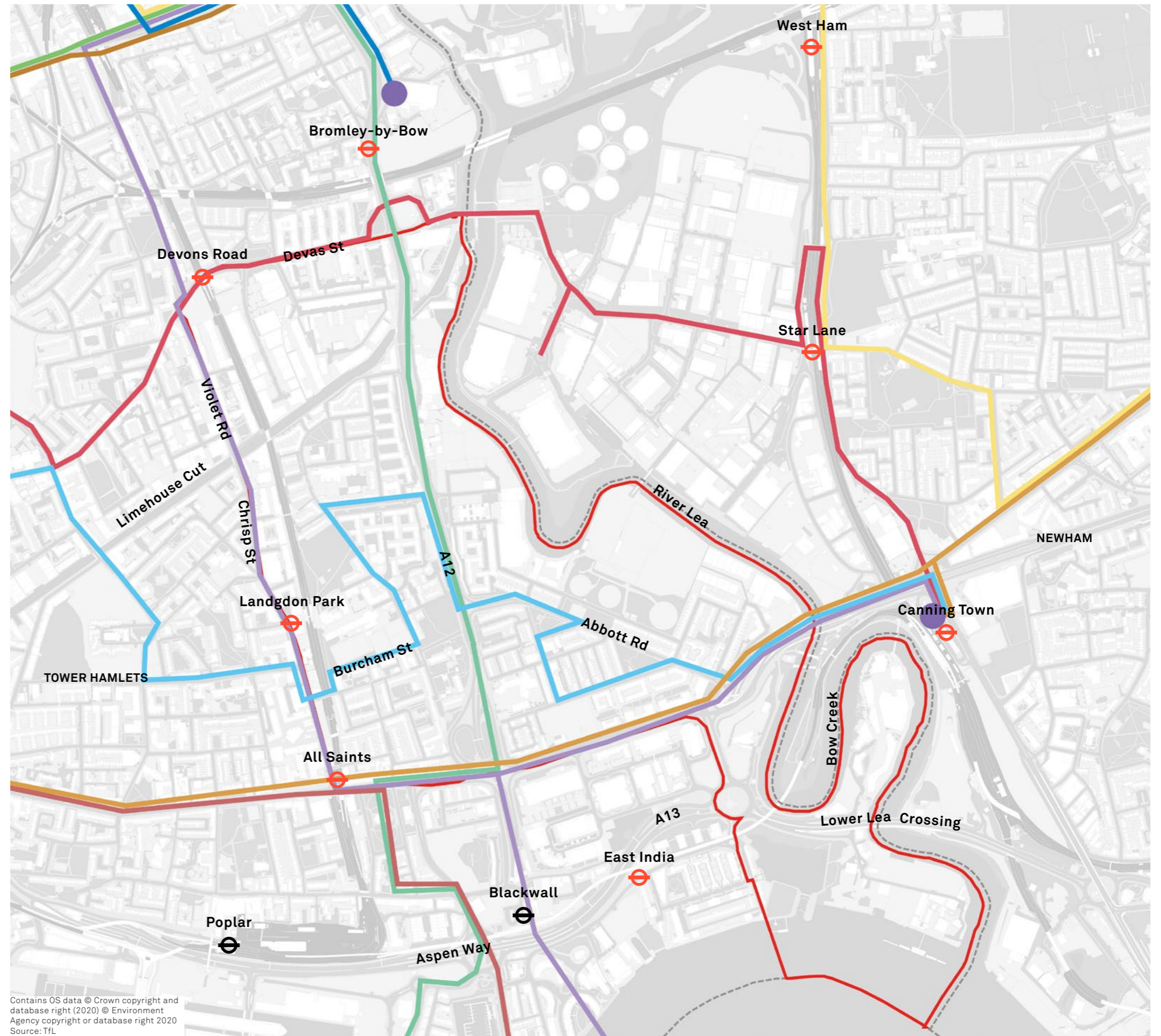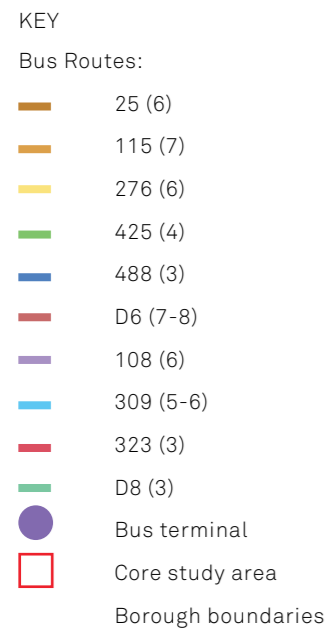
2.4 SITE CONTEXT - MOVEMENT

Collisions by mode

Collision data provided by TfL, 36moths to the end of October 2019.

KEY

- 🔴 Pedestrian
- 🟢 Cycle
- 🩷 Motorbike / scooter
- 🔵 Car
- 🟠 Taxi
- 🟣 Bus or coach
- 🟡 Goods vehicle
- ⚫ Other vehicle
- ▢ Core study area
- Borough boundaries

N

0   250m

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Source: TfL data
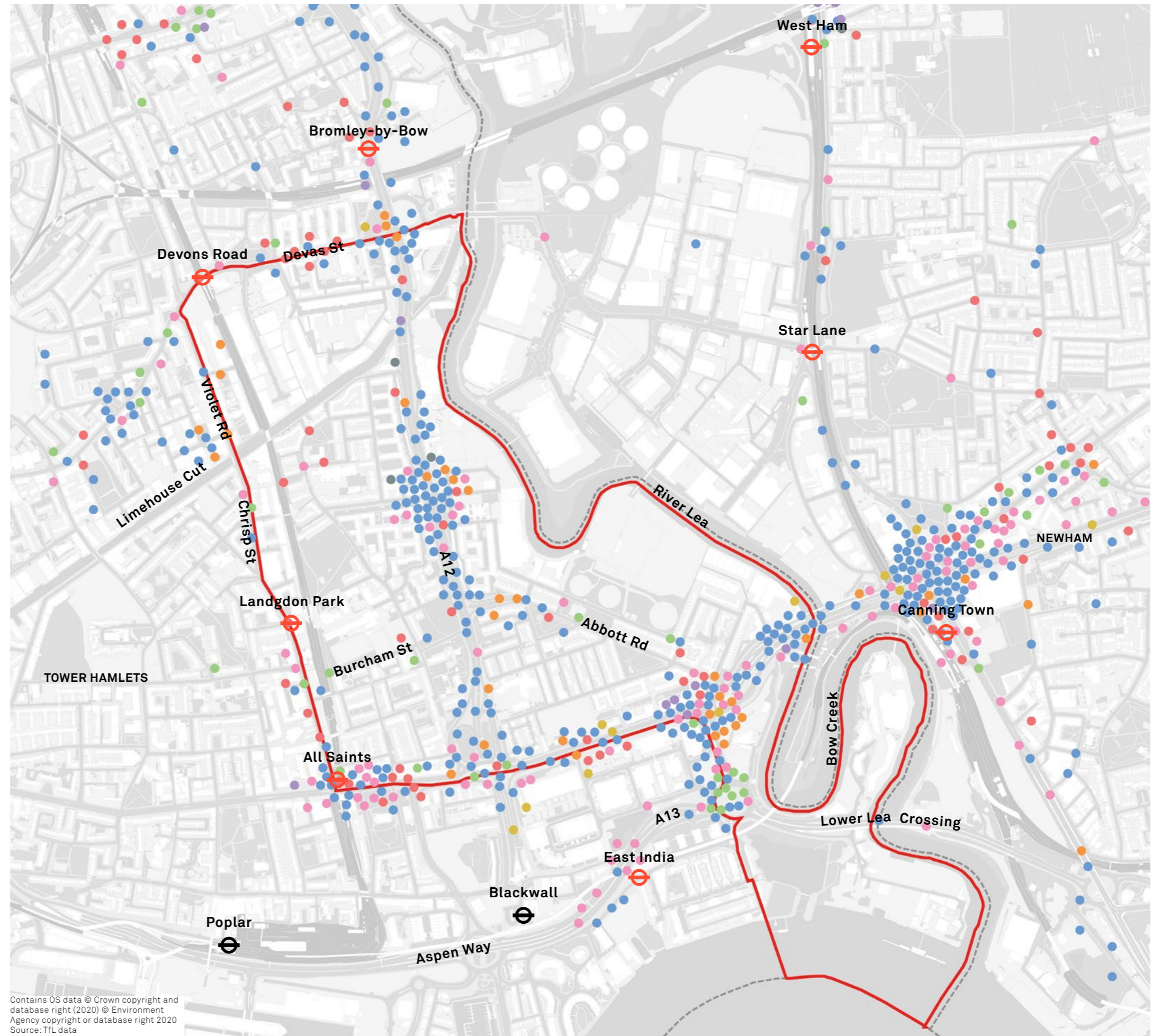
2.4 SITE CONTEXT - MOVEMENT

Collisions by severity

Collision data provided by TfL, 36moths to the end of October 2019.

KEY

- 🔴 Fatal
- 🟤 Serious
- 🟡 Slight
- ▢ Core study area
- Borough boundaries

N   0   250m

West Ham

Bromley-by-Bow

Devons Road   Devas St

Star Lane

Violet Rd

Limehouse Cut

Chrisp St

River Lea

A12

NEWHAM

Landgdon Park

Abbott Rd

Canning Town

Burcham St

TOWER HAMLETS

All Saints

Bow Creek

A13

Lower Lea Crossing

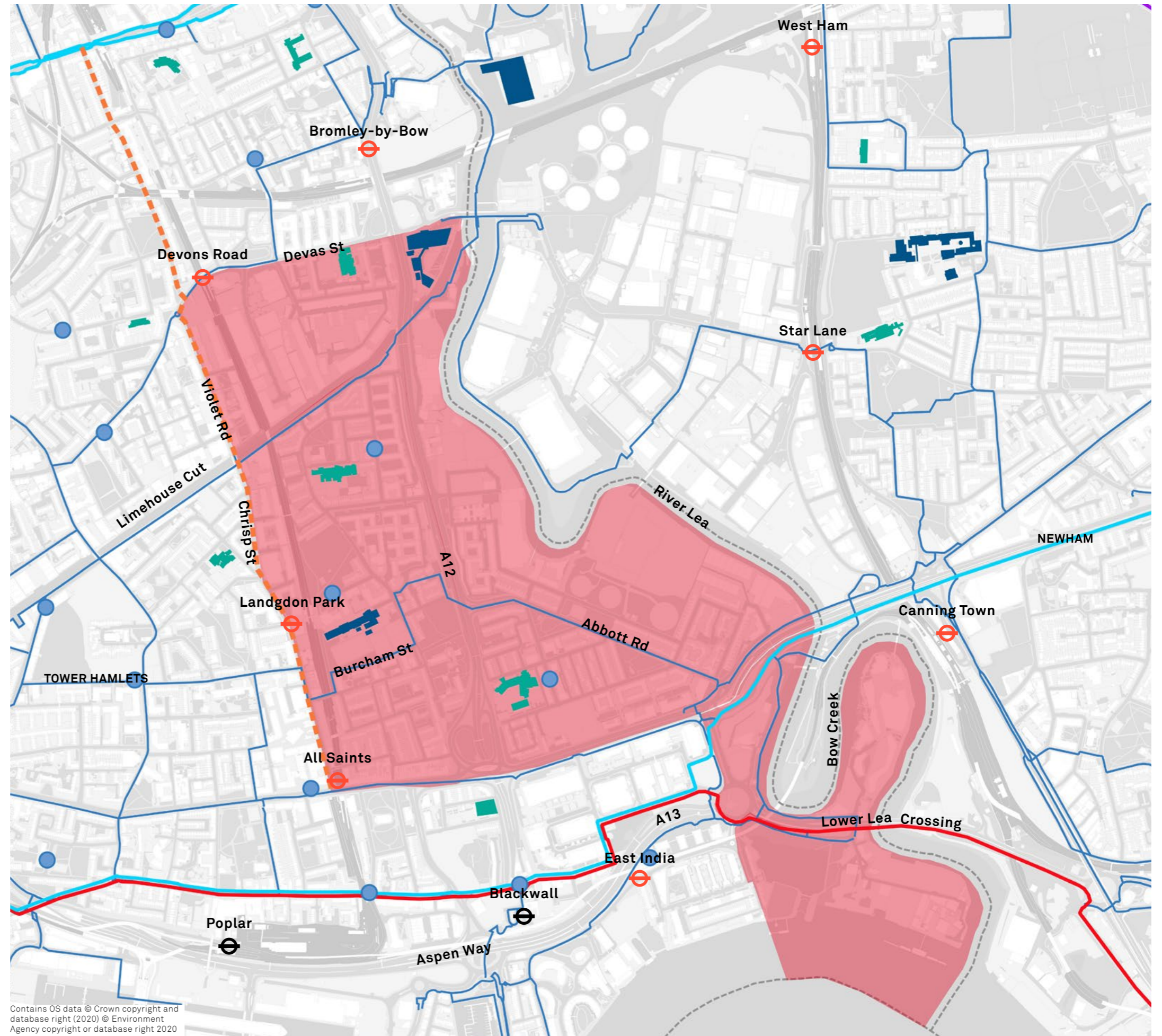East India

Blackwall

Poplar

Aspen Way

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2.4 SITE CONTEXT - MOVEMENT

Collisions:
Pedestrian and cycle

Collision data provided by TfL, 36moths to the end of October 2019.

KEY

- ● Pedestrian
- ● Cycle
- ▢ Core study area
- Borough boundaries

N   0   250m

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Source: TfL
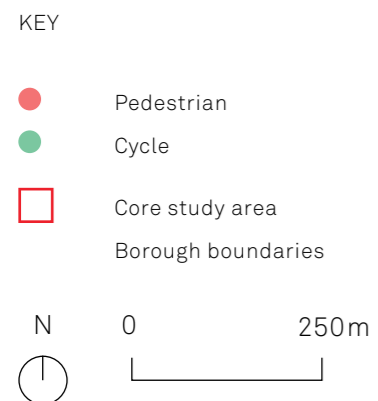
2.4 SITE CONTEXT - MOVEMENT

Living Streets

Location of existing Living Street designated roads and Liveable Streets neighbourhoods.

West Ham

Bromley-by-Bow

Devons Road

Devas St

Star Lane

Violet Rd

Limehouse Cut

River Lea

Chrisp St

NEWHAM

A12

Landgdon Park

Abbott Rd

Canning Town

Burcham St

Bow Creek

TOWER HAMLETS

All Saints

Lower Lea Crossing

A13

East India

Blackwall

Poplar

Aspen Way

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Source: LB Tower Hamlets

KEY

— Living street

--- Residential street

▮ Designated Liveable Streets neighbourhoods

▯ Core study area

▯ Wider study area

Borough boundaries

N   0   500m

Development phasing

KEY

Completion period:

- 2036-41
- 2031-36
- 2026-31
- 2021-26
- 2016-21
- N/A

Core study area

Borough boundaries

N   0   250m

West Ham

Bromley-by-Bow

Devons Road   Devas St

Violet Rd

Limehouse Cut

Chrisp St

Star Lane

River Lea

NEWHAM

A12

Landgdon Park

Burcham St

Abbott Rd

Canning Town

TOWER HAMLETS

Bow Creek

All Saints

Lower Lea Crossing

A13

East India

Blackwall

Poplar

Aspen Way

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Source: LB Tower Hamlets

Large scale development sites

Key housing developments and their unit target:

1 Leven Road Gas Works - 2,780	17 Orchard Wharf - 338
2 London City Island - 1,706	
18 Bromley Mills Wharf - 327	
3 Aberfeldy Estate - 2,158	19 Lansbury Sqaure - 273
4 Teviot - 2,500	20 The High Line - 206
5 Limmo Peninsula - 1,500	21 Leven Wharf - 160
6 Thameside West - 5,000	
22 Moody Wharf/Pallet Site - 150	
7 Lincoln + Devons Road - 2,700	23 Islay Wharf - 133
8 Bow Common Gas Works - 1,286	24 Royal Charlie PH - 100
9 Sugar House Island - 1,192	25 Old Poplar Library - 22
10 Silvertown Way - 975	26 Empson Street - 0
11 Goodluck Hope - 834	27 Bow Yard - 0
12 Ailsa Wharf - 785	28 Bromley Hall School - 0
13 Chrisp Street Market - 643	
29 Blackwall Trading Estate - 0	
14 Council depot - 600	30 Trinity Buoy Wharf - 0
15 Bow Enterprise Park - 557	
31 LBTH Safeguarded Waste Site - 0	
16 Poplar Bus Garage - 547	

Units per hectare:
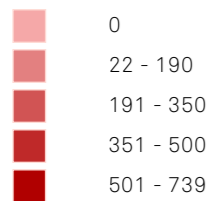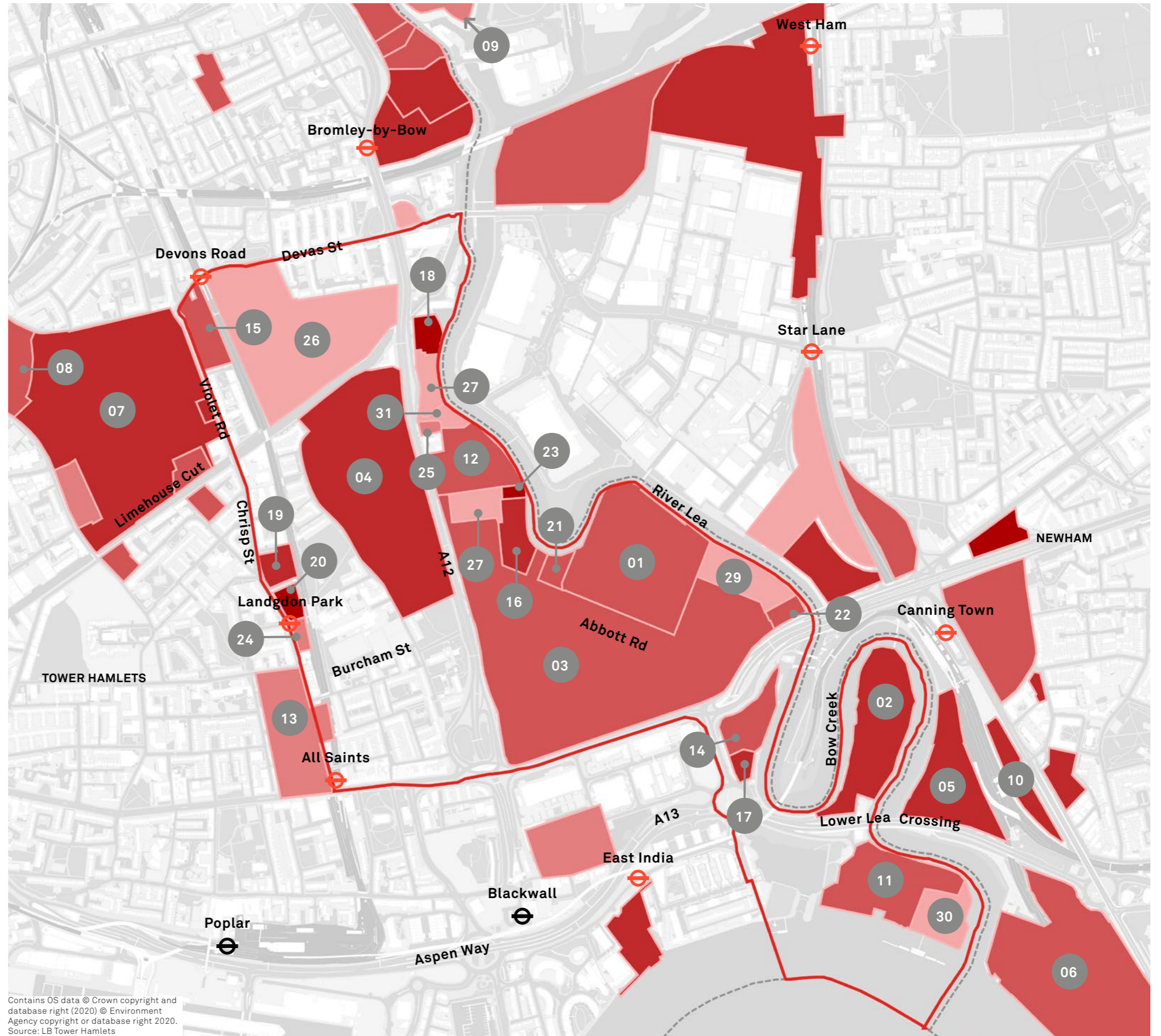
- 0
- 22 - 190
- 191 - 350
- 351 - 500
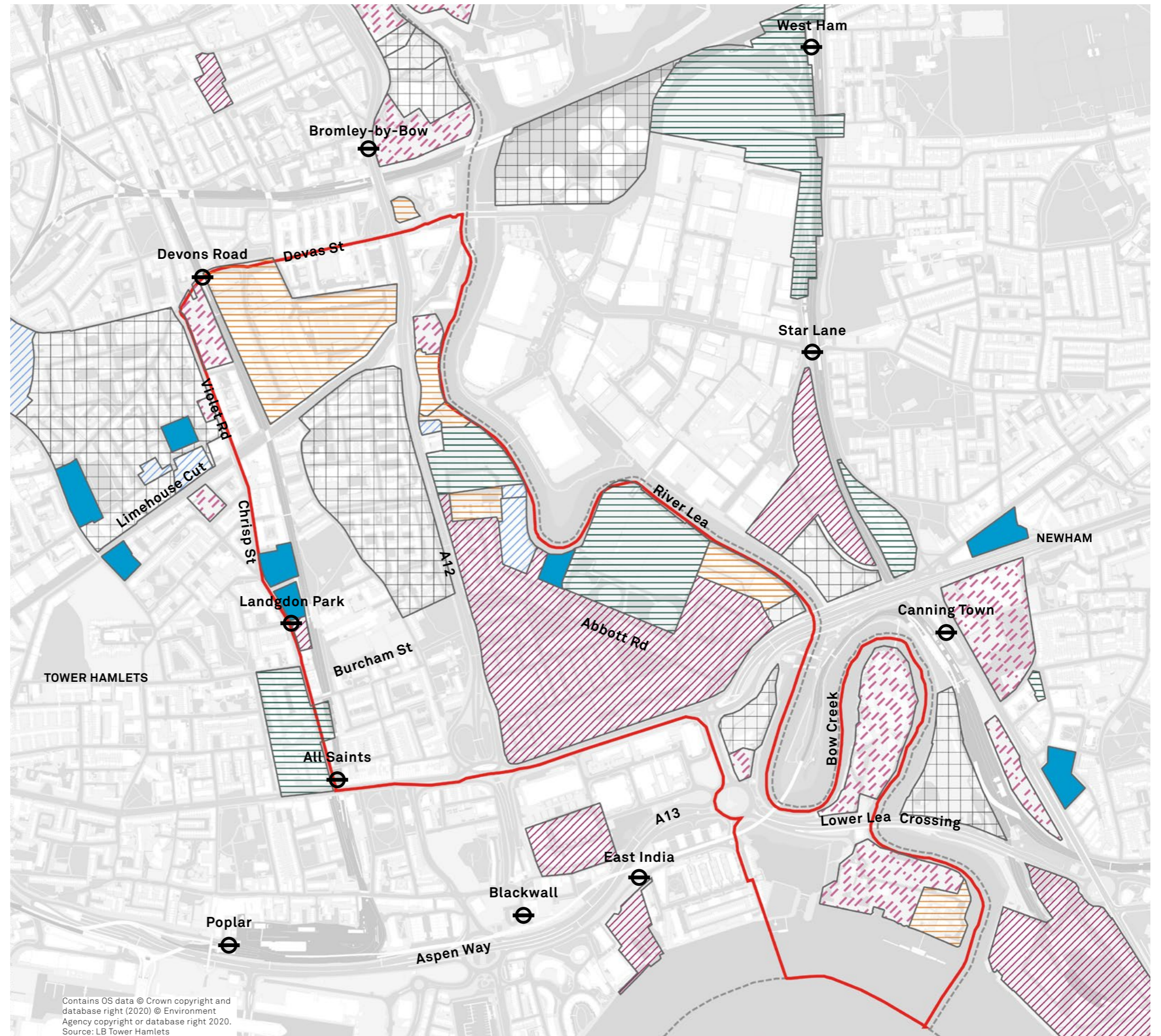- 501 - 739

☐ Core study area

☐ Borough boundaries

N   0   250m

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Source: LB Tower Hamlets

2.5 SITE CONTEXT - DEVELOPMENT

Development trajectory

West Ham

Bromley-by-Bow

Star Lane

Devons Road   Devas St

Violet Rd

Limehouse Cut

Chrisp St

River Lea

A12

NEWHAM

Landgdon Park

Abbott Rd

Canning Town

Burcham St

TOWER HAMLETS

Bow Creek

KEY
Status:

▦	Projection
▨	Application
▨	Under review
▨	Under construction
▤	Consent granted
■	Completed
▤	Employment site
□	Site allocations
▭	Core study area
▭	Borough boundaries

All Saints

Lower Lea Crossing

A13

East India

Blackwall

Poplar

Aspen Way

N   0   250m

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