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LOWER LEA VALLEY CONNECTION AND MOVEMENT STUDY
RECOMMENDATIONS REPORT - 30-10-2020

CONTENTS

Revisions tracker

Rev.	Date	Description
A	14.09.2020	Adjustments based on Client comments
B	30.10.2020	Adjustments based on Client comments

1.0
INTRODUCTION

> An example of shared access for walking and cycling towards this new development (Leven Wharf) with potential to be access to new river path. It's a shame the car is parked across the path!

1.1
INTRODUCTION

About the project

We Made That were appointed to work with the London Borough of Tower Hamlets to deliver the Lower Lea Valley Connection and Movement Study.

The output of this work aims to provide a clear vision, identifying tangible projects that allow for walking and cycling improvements in the area. It will provide the evidence base on the subject to inform the East of the Borough Area Action Plan (AAP), currently being prepared by the Council.

The study analyses current and future walking and cycling networks in the context of current movement patterns and future residential uplift within site designations. The best practice proposals intend to inform future developments within the Lower Lea Valley study area and provide clarity on suitability of proposed future infrastructure.

Refer to Appendix A for supporting Baseline Report information.

About the design team

This study is led by architecture, urbanism and research practice We Made That.

We are supported by long- standing collaborators including:

— Urban Movement: transport planners, landscape architects, traffic engineers, and urban designers supporting study with baseline research and bridge assessment and strategy advice
— Transport Initiatives: transport planning consultants supporting study with current network evaluation analysis

About this document

This study document includes findings from desktop research of previous studies, as well as additional specific research and analysis aimed at better understanding pedestrian and cycle movement in the area.

Public consultation forms a vital part of the study, as it reveals qualitative aspects and current movement patterns that are otherwise hard to capture, and forms the basis for the team to develop a strategic plan for the future routes as well as a long list of projects.

The study is structured by the following:
— Key findings from urban appraisal process
— Public consultation summary and analysis
— Study area wide objectives and detailed analysis
— A set of suggested priority projects
— A set of key strategic objectives to guide spatial proposals for each site allocation as well as the overall area
— Emerging bridges assessment which reflect the strategic objectives for each priority projects

Covid-19
The effects of Covid-19 have no-doubt biased the patterns of walking and cycling movement in the area during the period of the study, and are likely to continue to do so, perhaps even leading to a greater shift towards choosing walking and cycling trips in the long term.

The effects are still to be determined, however, existing patterns and policy dictate that more emphasis ought to be given to walking and cycling anyway, with changes in behaviour associated to Covid-19 further catalysing change.

Methodology

Baseline research was conducted to establish an understanding of the relevant existing data and evidence base and to give the design team a thorough understanding of the area. See Appendix A for full Baseline Report.

The team developed a bespoke approach to prioritising a strategic network based on a suitable grid (approx. 400m), and using elements from TfL's London Cycling Design Standards Network Review. A matrix comparing route quality, distance and directness and based on quality analysis for walking and cycling, allowed the team to overlay and compare frequency of key routes in the area. This grid was then rationalised using baseline research and comparing to proximity and suitability of existing and alternative routes.

In parallel a series of Neighbourhoods have been designated in order to test proposals at a local level at the point where everyday walking and cycling trips become particularly relevant. By relating to both local and more strategic trip generators, movement patterns have been mapped and site photography and analysis of key existing networks and constraints was then conducted for each sub-area, along with a commentary on both the data and site observations.

Following the analysis and for each Neighbourhood is a proposals map and associated Projects List which utilises a multi-criteria analysis, giving a comparative 'score' for each proposal on factors such as priority, complexity to deliver, overall impact, cost and time-frame for delivery in relation to the wider set of proposals. This method is then repeated for the two major highway corridors, the A12 and A13, to provide a distinct package of proposals for each.

Also included is a grouping of proposal by major future development scheme as well as an analysis of bridge proposals based on the four bridges identified in the brief.

Throughout, proposals have been supported by feedback from public engagement, a summary of which can be seen within this document.

1.2
INTRODUCTION

Area geography

The Core Study Area relates to the defined Area Action Plan boundary with a Wider Study Area considered to be the wider area of influence relating to active travel.

The Wider Study Area spans from Upper North Street to the west (LBTH) and Hermit Road to the east (LBN) is split down the middle at the borough boundary by the River Lea. The A11 forms the northern boundary, with the A13 being the prominent southern boundary, extending to the River Thames at Leamouth.

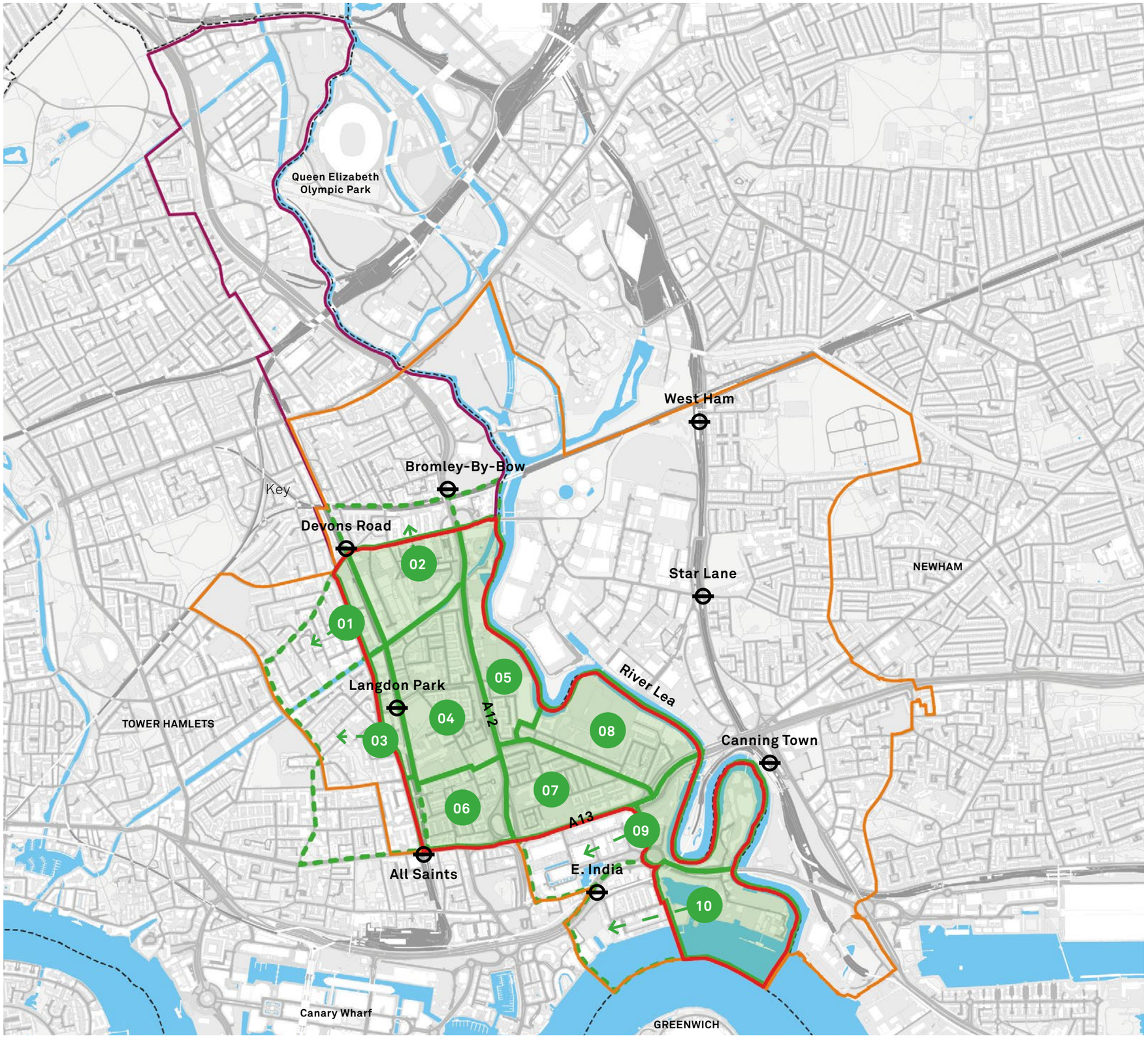
The red line boundary shows the Core Study Area, which is then broken down into 'Neighbourhoods' shown with green line boundaries.

Eight key stations have been identified forming a ring around the core area as shown, and chosen to reflect the most convenient access points to the wider rail network. .

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
- Neighbourhood designation beyond core study area
- Core study area
- Wider study area
- Lower Lea Valley Sub area
- Borough boundaries

N 0 500m



2.0 EXECUTIVE SUMMARY

> An example of a good walking connection with direct Zebra Crossing. Ware of the green space suggests a wider path would be useful and the large wall to the right reduces passive surveillance. Potential to update for cycling also.

2.1 EXECUTIVE SUMMARY

Key Learning

The Core Study Area relates to the defined East of the Borough Area Action Plan (AAP) boundary with a Wider Study Area considered to be the wider area of influence relating to active travel.

Proposals have been developed in order to inform the AAP and the scale of intervention relates to the existing poor quality environment for walking and cycling in the area, and the scale of future development expected.

Relating especially to the significant existing severance factors such as the River Lea, A12 and A13, rail tracks and Limehouse Cut and the above, requires proposals which are ambitious and delivered sequentially in groups.

It is expected, that due to the existing constraints and lack of existing infrastructure that interventions will have immediate and substantial benefits and demonstrably support active travel choices for existing and new communities.

Proposals relate to routes, junctions and connections, such as bridges over the River Lea and have been defined separately as improvements for walking, cycling or a combination of both. In this case and from what has been seen in other examples across London, projects which provide infrastructure for cycling most often also improve the related walking environment, and visa-versa. Therefore, the majority of proposals fall under the combined category where conditions for both walking and cycling is improved. Thus creating a network of active travel corridors which criss-cross the area, and are associated spatially with school access and routes to other local amenities, employment and residential areas as well as linking to the wider public transport network at stations and bus stops.

A summary of Top Priority projects can be seen on the following page and further into the report projects are described at both the Strategic and Neighbourhood level.

> Axonometric illustration of proposals

2.2 EXECUTIVE SUMMARY

Top Priority network proposals overview

The Top Priority network establishes a grid of routes and interventions which effects a gear-change in walking and cycling connectivity at both the Strategic and Neighbourhood level across the AAP area. From this backbone, a layering of further enhancements can grow.

The Top Priority proposals are intended to optimise established movement patterns and benefit from integrating existing proposed route and connectivity interventions such as the Violet Road/Morris Road/ Chrisp Street cycle route and Lochnagar Bridge.

Through some bold moves and more modest interventions they will have the biggest impact on connectivity and establish routes between existing communities and other public transport and further cycling and walking networks and have been carefully orchestrated to relate to areas undergoing, or with great future development potential.

KEY

Proposals:

- Proposed top priority walking & cycling intervention
- Proposed top priority walking only intervention
- Proposed top priority cycling only intervention
- Proposed major junction interventions
- Proposed bridge/connection
- Pipeline known development extent

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Eight key stations
- Borough boundaries

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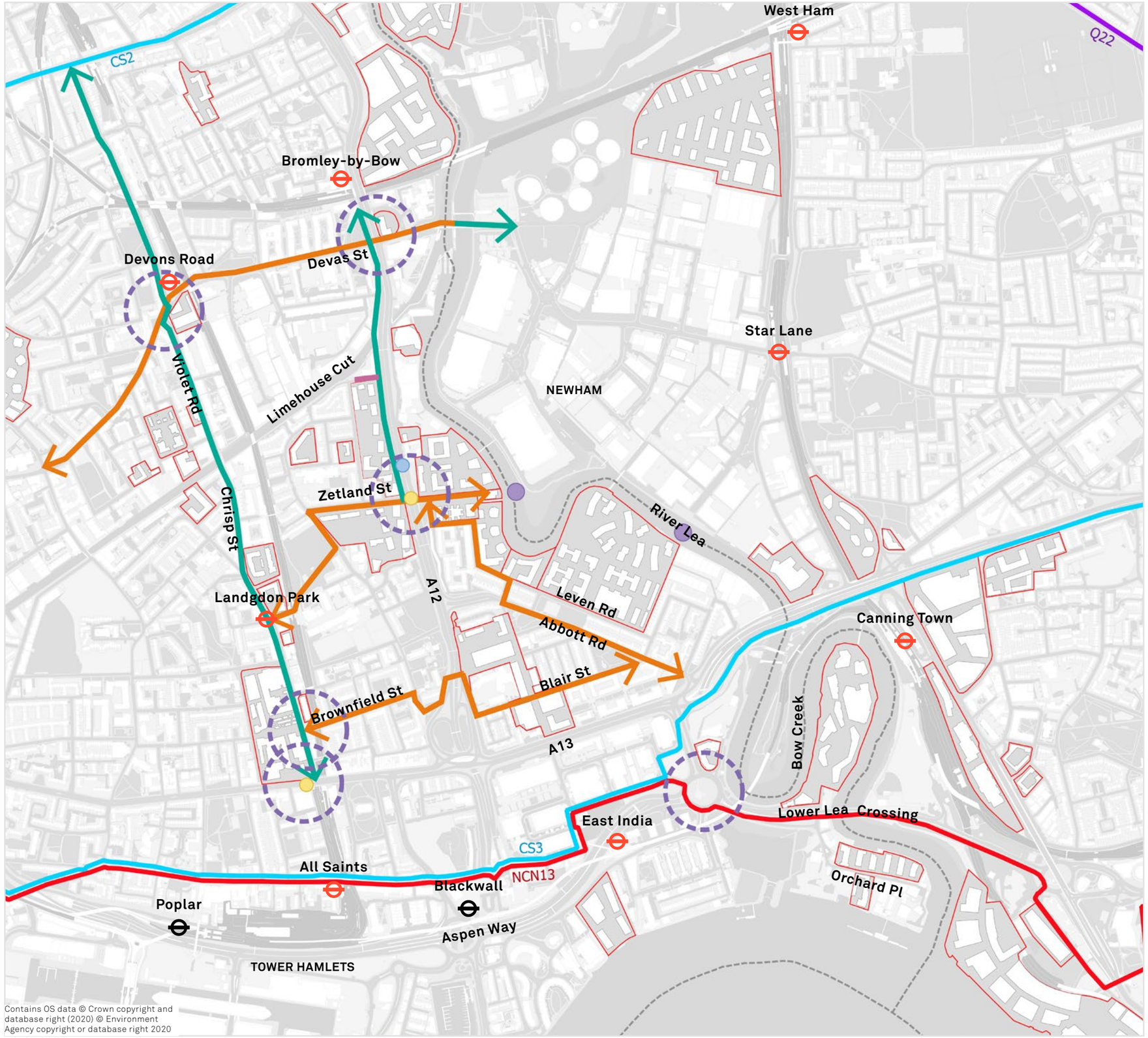


2.3 EXECUTIVE SUMMARY

Projects navigation drawing

This drawing demonstrates the long-list of proposals and is intended to act as a quick reference to more detailed information about each intervention.

Interventions are grouped by Neighbourhood, which in turn are indicated by the numbered green dots. So, any intervention which passes through that Neighbourhood will show in the summary.

See below for page references to each Neighbourhood area summary.

Neighbourhoods:
01 - Violet Road - page 30
02 - Bromley-By-Bow South - page 36
03 - Chrisp Street - page 44
04 - Langdon Park north and Teviot - page 51
05 - Poplar Riverside south - page - 60
06 - Langdon Park south - page 71
07 - Aberfeldy - page 78
08 - Poplar Riverside south - page 86
09 - Leamouth - page 94
10 - East India Basin - page 104

KEY

Proposals:

- Proposed walking & cycling intervention priority 1 routes
- Proposed walking & cycling intervention priority 2 routes
- Proposed walking & cycling future ambition routes
- Proposed walking only intervention priority 1 routes
- Proposed cycling only intervention priority 1 routes
- Proposed cycling only intervention priority 2 routes
- Proposed major junction interventions
- Proposed bridge/connection

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Borough boundaries

N 0 250m

3.0
URBAN APPRAISAL
FINDINGS SUMMARY

> Poor public realm and convoluted access to underpass of the A12 at the Aberfeldy Village estate (Dee Street), heading towards Balfron Tower

3.1
URBAN APPRAISAL
FINDINGS SUMMARY

Strengths

Existing blue infrastructure network
The River Thames, the River Lea and Limehouse Cut are key leisure route assets to local people and visitors. They provide natural landscape and links to key destinations within the borough

Range of existing east-west cycle network routes
There is a good network of east-west cycle routes just beyond and in parts through the study area that could be complimented by enhanced north-south cycle connections within the study area

Visible local centres and destinations
There is an established presence of local destinations with community interest such as schools, community centres and local employment centres

Large quantity of active community groups
There are many established communities of various interests that use connections through and within the study area

Weaknesses

Missing links within walking and cycling infrastructure
There is no continuous pedestrian or cycle link along the River Lea, nor a connection to the Thames Path. East-west links across the AAP area and especially to traverse the A12 and A13 are convoluted and unappealing

Severance
The railway corridors, River Lea, River Thames, Limehouse Cut canal isolates the Low Lea Valley study area from surrounding neighbourhoods. There are limited crossing points and the area is particularly isolated from its neighbouring borough, Newham

A12 and A13 severance
Further severance is caused by the A12 and A13 roads. Connections across these trunk roads are severely limited. For example Twelvetrees Crescent only offers a vehicular crossing over A12 with no safe offer for pedestrians and cyclists. The limited crossings and underpasses that do exist over the A12 and A13 do not always cater for cycle movement and more often than not create a hostile and/or very poor environment for pedestrians

Pollution
The area is already exposed to very high levels of pollution due to road and rail traffic which also contributes to noise pollution. This has an affect on the wider area and is not restricted to the immediate area of the associated transport corridors

Opportunities

Large developments residential uplift
The large increase in population within the locality due to large-scale pipeline development will inevitably encourage change in regards to developing further cycling and pedestrian infrastructure

Other developments like in South Isle of Dogs and within Newham are happening nearby
Large developments are being implemented in neighbouring areas, which will expand existing cycling and walking routes into the study area

Local community is engaged and want to get involved
Local community groups and residents are actively engaged in encouraging positive change within the area. This creates opportunity for well rooted, considered and holistic change

Emerging Centres within the study area
Leamouth Peninsula is one of the new emerging city hubs in the Lower Lea Valley area. Pedestrian and cycle connections will be crucial to such trip generating city places

Connections over River Lea
New bridge crossings and other connections would open-up River Lea corridor accelerating connectivity towards Newham and relieving existing pinch points over the river

Uptake in walking and cycling due to Covid-a9 restrictions
Increases in cycling and walking during the Covid-19 pandemic leading to greater likelihood of take-up across range of different communities

Threats

A12 and A13 as regional highways infrastructure
Complexity to deliver projects related to these major road corridors

A13 Design-Build-Finance-Operate (DBFO) contract
The A13 DBFO contract limits interventions for that major piece of infrastructure and means that relevant interventions are unlikely to be able to progress until beyond the existing contract period to 2031

Residential Uplift
The residential uplift will require major infrastructure interventions for the area to become people-friendly and united in contrast to its current segregation by severance into distinct neighbourhoods

Pollution
Air pollution levels are high and are unlikely to stop increasing given the impetus to ensure congestion remains low in an environment where private vehicle trips are increasing

People normally use the most direct routes
Existing walking and cycling infrastructure provision in the area is often convoluted and piecemeal and is underused because of this. Proposals must focus on direct, convenient and joined-up connectivity proposals in order to be successful

Piecemeal delivery
Projects which are delivered in isolation will not have big impacts alone and proposals must be considered in relevant groups in order to provide the change which is required

4.0
LOCAL ENGAGEMENT LEARNINGS

Engagement process

As part of the development of the AAP the Council is supporting an ongoing engagement process responding to various elements of the study.

To assist the wider regeneration agenda, the whole of the Lower Lea Valley Sub-Area as identified in the Local Plan was included for comment – with responses focused on the AAP area but included from that wider geography.

> Existing spacious but dated public realm environment at Chrisp Street Market

4.1
INTRODUCTION

1-to-1 stakeholder conversations

Carried out by the design team 1-to-1 stakeholder conversations with local interest groups involved 1-to-1 video conference calls with stakeholders who expressed an interest following an initial call-out to local and regional interest groups as well as individuals already in dialogue about relevant issues with the Council.

Using a map of the area, the design team member and stakeholder discussed and annotated during and after the call to show their preferred routes within the area, key destinations, issues and suggested improvements.

Online engagement

A 4 week online engagement was held on Let's Talk Tower Hamlets platform collating local peoples ideas relating to connectivity and movement within the study area. The interaction took on three parts:

— A demographics survey (carried out by 25 users)
— An 'any ideas' question (carried out by 87 users)
— Additional map based spatially located comments (approx. 400 individual comments)

Users were able to provide as little or as much information as they preferred, so some survey questions were occasionally left blank, however, across the data set, this was unusual.

See the following pages for a more detailed summary of all methods.

Additional correspondence

Additional correspondence has also been received via email.

Note:
The summary focuses on the process carried out as part of the engagement activities; where relevant and deemed suitable, comments and suggestions have been amalgamated into the proposals.

Summary of identified priorities

Priorities identified in the engagement feedback include:

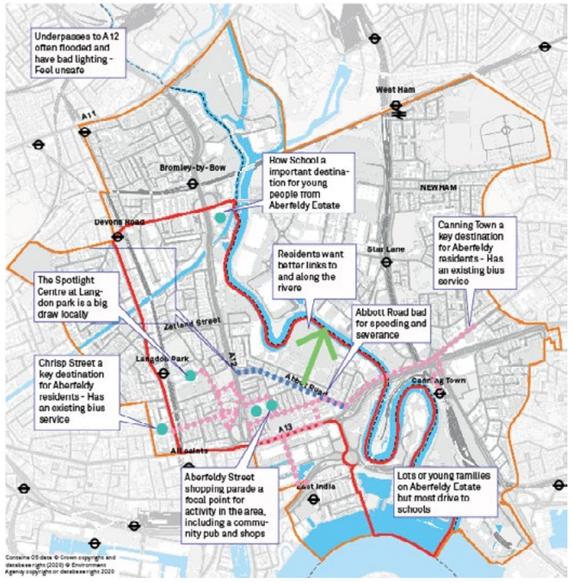
— Segregated cycle routes including north/south linking CS2 and CS3 and east/west across the AAP area
— Improved walking environment, addressing missing-links for medium distance trips between local trip generators
— General environmental improvements and especially at bottle-necks such as Three Mills bridge
— Mitigation of air and noise pollution caused by the major road network
— Open-up river and canal path connections including: Open the towpath connecting the Bow Creek Ecological Park and Cody Dock, routes towards Canning Town and the stretch of Thames Path between New Providence Wharf and Prime Meridian Walk near East India
— Motor traffic calming and reduction
— New or improved pedestrian and cycle crossings
— Limit car parking
— Adjusted highway prioritisation to favour walking and cycling
— Junction improvements such as at Aspen Way Roundabout
— Improve footpaths that are often in poor condition and too narrow, in particular, Devon's Road and Violet Road
— Support for carefully considered road closures to reduce through traffic and potential for bus gates

4.2
LOCAL ENGAGEMENT LEARNINGS

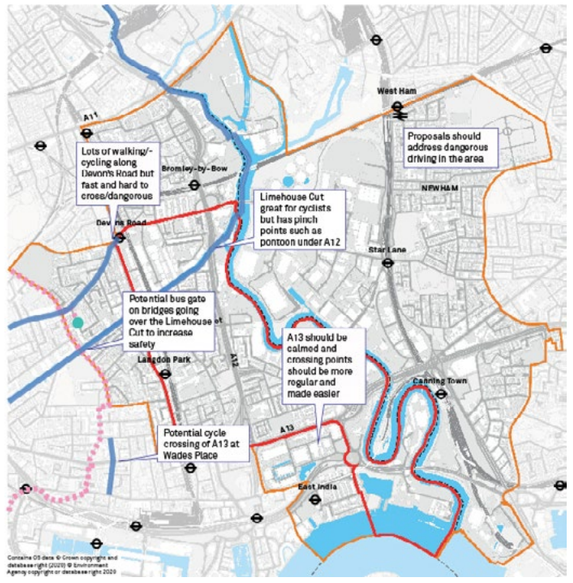
1-to-1 stakeholder conversations

Summary of annotated drawings produced in dialogue with local stakeholders and interested parties.

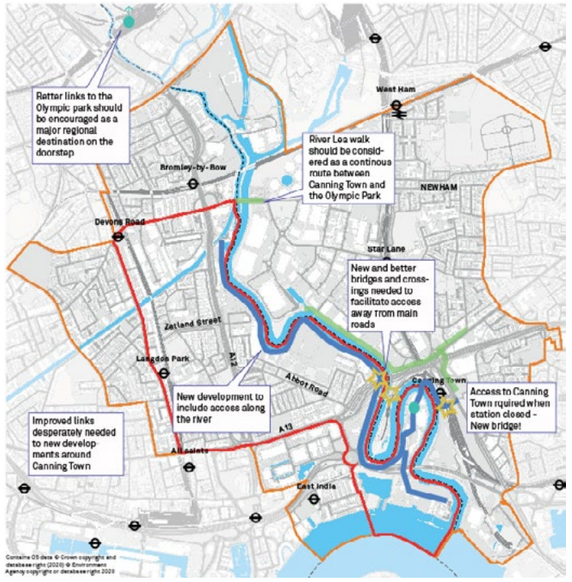
Selection of feedback responses shown with additional representations also received and included within proposals.



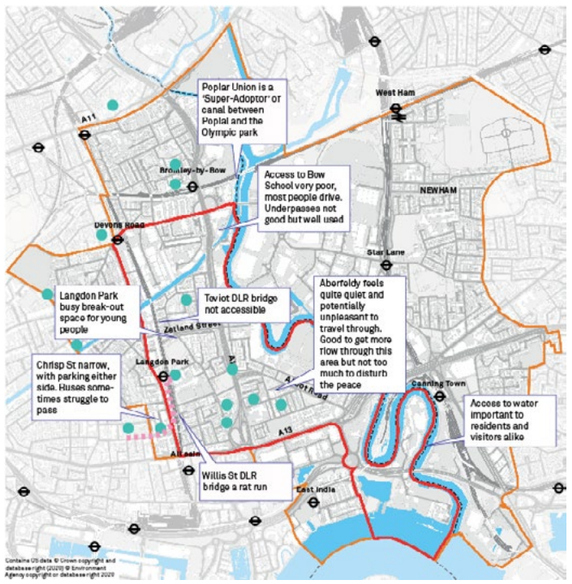
Aberfeldy Big Local representative response



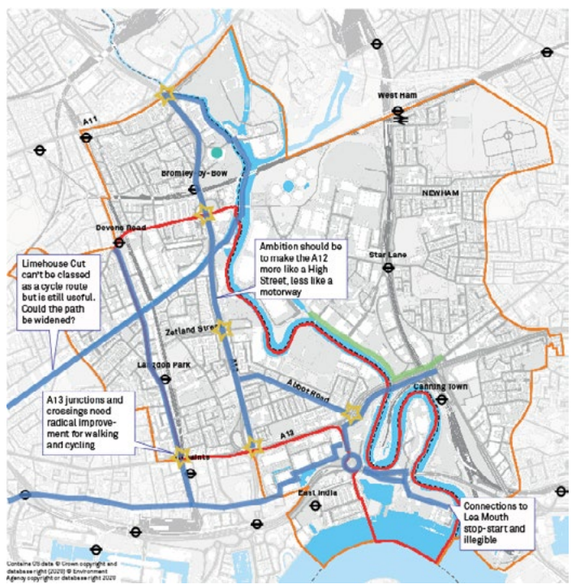
Local Resident 01 response



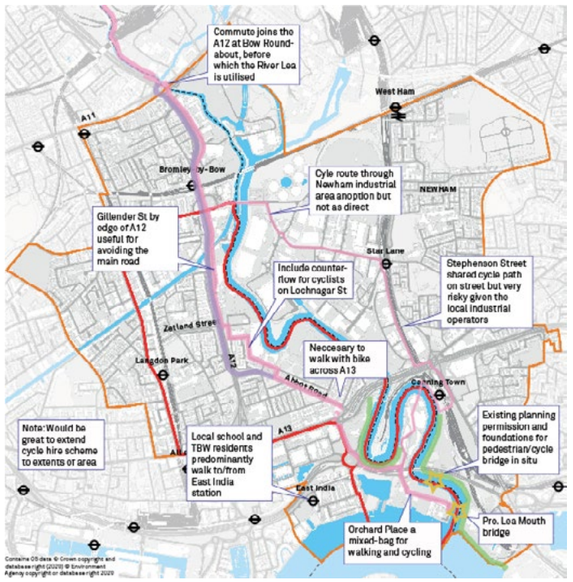
Local Resident 02 response



Spotlight Poplar HARCA representative response



Tower Hamlets Wheelers representatives response



Urban Space representative response

KEY

Proposals:

- Main cycle commute
- Main walking commute
- Secondary cycle commute route
- Return cycle commute (where different)
- Return walking commute (where different)
- Key route for improvement
- Leisure route for improvement
- Key origin/destination
- Proposed connection location

- Borough boundaries
- Wider study area
- Core study area

4.3
LOCAL ENGAGEMENT LEARNINGS

Online engagement themes summary

New or improved connections

In total, 17% of all suggestions ask for new cycling and pedestrian connections or improvements to existing ones. The provision and improvement of links is the most frequent theme among the contributions. The majority of these are requests for wide and physically separated cycle tracks. The suggested locations are dispersed across the study area, but several stand out. First of these is the Wick Lane - according to many respondents, Wick Lane is currently dangerous for pedestrians and cyclists. However, if provided with proper cycling infrastructure, it would be a convenient link to the Greenway. Other respondents propose new cycling lanes and traffic calming across Hackney Wick and Fish Island, including on the White Post Lane.

Other locations that appear in more responses are Blackwall and Leamouth. Multiple respondents ask for improvements to existing cycling infrastructure in Blackwall Way and along Aspen Way. Respondents also note a lack of proper cycling routes around the Blackwall Tunnel end and a dangerous CS3 crossing on East India Dock Road and Leamouth Road.

Another reoccurring theme is the need for a south-north cycle link in the area. Different respondents propose a connection between CS2 and CS3, either through Violet and Morris Road or along Blackwall Tunnel Northern Approach. As one respondent notes, to travel in the north-south direction is currently more convenient by car in the borough.

Environmental improvements

Another 16% of the contributions are suggestions for environmental improvements. These include, for example, improved public lighting on Greenway, Wick Lane, Old Ford Road, and Dace Road. Together, these streets form a large poorly light area considered unsafe in the night.

Respondents also point out that many streets in the area are dangerous for cyclists due to poor road surfaces with large potholes. In particular, Wick Lane and Monier Road need road surface improvements. Resurfacing is also required in other places such as the Limehouse Cut towpath and the 117 Devon's Road pedestrian crossing, where large puddles form after rain.

Another area with great potential but in need of improvements is, according to respondents, the Three Mills. The location is increasingly popular with pedestrians and cyclists, but the current bridge and car barrier create a bottleneck and unnecessarily complicate access. Furthermore, respondents complain that visitors tend to leave behind garbage.

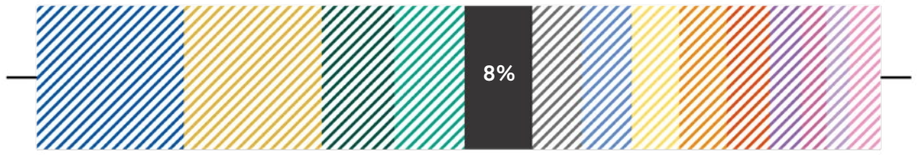
Last but not least, many respondents raise noise and air pollution from A12 in the Wick Lane area. To this end, residents suggest that a noise barrier, linear park, or a stretch of trees could make a big difference.

The statistics presented in this section are based on 373 non-duplicate suggestions from an interactive map by 62 contributors. Of these, 89% live in Tower Hamlets, 26% work in Tower Hamlets, and 10% own a business in Tower Hamlets. The data was provided by the Tower Hamlets Council and come from the Let's talk Tower Hamlets platform.

Online engagement themes summary

Blue ribbon network enhancement

9% of contributions are related to river and canal paths. Among the most frequent suggestions is to open the towpath connecting the Bow Creek Ecological Park and Cody Dock. That would provide a link between the Thames Path and the Olympic Park. It would also improve access to the Canning Town underground and bus station. Currently, cyclists and pedestrians need to take a long detour through Cody Road and Bidder Road. A reoccurring request is also to re-open the stretch of Thames Path between New Providence Wharf and Prime Meridian Walk near East India. Here too, the obstruction means a long detour on busy roads.



Traffic calming

Another 8% of contributions are traffic calming requests. Many residents point out locations that are unsafe for cyclists and pedestrians, and some recall being hit or nearly hit by speeding cars. Among the places that appear more than once is Monier Road, where drivers do not respect the 20mph limit and where car races happen and night. 92 White Post Lane is called a ‘nightmare bridge‘ by respondents who suggest that speed bumps, together with a separated cycle lane or one-way traffic, would make the street safer. Respondents also ask for street bumps on Bow Common Lane, Fairfield Road, Devon’s Road, and Wick Lane.

Pedestrian crossings

Many locations have been flagged by respondents because of the need for a new or improved pedestrian crossing. These requests make up 8% of all contributions. Among the suggested locations is the Bow Roundabout on A12/A18 in Bow, where many people cross unsafely to access the River Lea towpath. Another frequent request is a new pedestrian crossing at 106 Upper North Street by the Limehouse Cut that would allow safe access to Bartlett Park. Currently, people have to take a very long detour to cross the busy road. Respondents also asked for multiple crossings on Bow Road, Fairfield Road, and Wick Lane.

Limiting car parking

A frequent issue is car parking on pavements, cycle lanes, and shared spaces. Such complaints make up 6% of all contributions. The most frequently mentioned location is Bow Street, which has been described as parking chaos. Specifically, respondents complain about delivery cars parking on the CS2 and cars parking on the pavement in front of the Baptist Church. Respondents also suggest that residents of the new car-free developments park on the pavement. Other contributions note that cars on the bridge by 55 Violet Road block the traffic, and that car parking on both sides of Jodrell Road makes the street dangerous for cyclists. Other respondents complain about lorries parked on Stour Road.

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Online engagement themes summary

Highway priority

Many respondents suggest prioritizing walking and cycling on certain roads by limiting car traffic or making streets one-way for cars only. That is in locations that are popular with cyclists and pedestrians, but where traffic makes these places unsafe or unpleasant - for example, in the area of Old Ford Road, Parnell Road, and Jodrell Road south of Victoria Park. Many people use these streets to come from/to Victoria Park but have to compete with traffic and bus services. Respondents also note that cycling and walking should be prioritized in Campbell Road, Violet Road, and Morris Road as cars should be using A12 for north-south traffic instead.

Junction improvements

Respondents point out that several junction in the area are dangerous, especially for cyclists. The one that is mentioned the most frequently is the junction on the north end of Fairfield Road. Used by many cyclists, the junction is in inclined, with poor visibility and speeding cars. On the other side of Fairfield Road, respondents complain about difficult and busy crossing when trying to join CS2 on Bow Road. Another often mentioned location is the roundabout on both sides of Lower Lea Crossing and the CS3 junction on East India Dock Road and Leamouth Road. With busy and fast traffic, this area is not safe.

Footpath improvements

6% of the contributions are requests for footpath improvements. Mostly, these contributions point out pavements that are in poor condition or too narrow. Many respondents note that narrow footpaths do not allow for social distancing and are not accessible for wheelchair users or with buggies. In particular, Devon's Road, Violet Road, Wallis Road, and Fairfield Road are flagged as streets with very narrow footpaths. Furthermore, respondents identified Wick Lane as a place with a very narrow pavement in poor condition. On a long stretch, the kerb is level between pavement and the street and does not show the difference between the two..

Proposed road closures

Around 5% of contributions propose road closures for cars and through traffic. Many respondents point out that Cadogan Terrace along Victoria Park has been used to avoid traffic on A12 and should be closed for cars or at least for through traffic. Similarly, residents would like to see traffic filtering on other streets near A12, including Jodrell Road and Tredegar Road. Respondents also suggest that White Post Lane should be closed outside the new Hackney Wick station entrance to create a pedestrian square. The bridge by 106 Upper North Street is another location identified by residents as a potential pedestrian and cycle only road, with the hope to reduce traffic on both sides of the area.

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Online engagement themes summary

New crossing points

Several respondents suggested that there is a need for new bridges or improvements to existing bridges over A12, DLR, river Lea, and Bow Creek. As for bridges over A12, current bridges at E9 5FU and E3 2LZ are steep and narrow, giving rise to pedestrian/cyclist conflicts. The bridge on Wick Lane needs dedicated pedestrian and cycling infrastructure, and a new bridge is proposed by respondents at E3 2TP to connect this part of Bow to the new Pudding Mill Lane development and the Olympic Park. Respondents also point out that crossing DLR can be difficult and often only possible through the inside of stations, for example at Star Lane and Canning Town.

Bus gates

To avoid cut-through driving near A12, several respondents propose bus gates at problematic locations, in particular 106 Upper North Street, by 92 White Post Lane and in Tredegar Road, and by the Bobby Moore Academy in Loop Road.

Cycling infrastructure

Some contributions also ask for other cycling infrastructure, notably for cycle hire opportunities and cycle parking. Respondents suggested new Santander Cycle docking stations on the City Island and at Silverton Square, by Limehouse Cut in Yeo Street and Barchester Street, and in Trevithick Way.

Other

The remaining suggestions include requests to turn areas of Bow and Fish Island into low-traffic neighbourhoods by a variety of measures encouraging walking and cycling and reducing through traffic or motorized traffic generally.

There is also a request to prioritize residents parking on weekends in Bow since Saturday matches at the London Stadium attract substantial car traffic. Other respondents encourage working with businesses to promote cycling to work.

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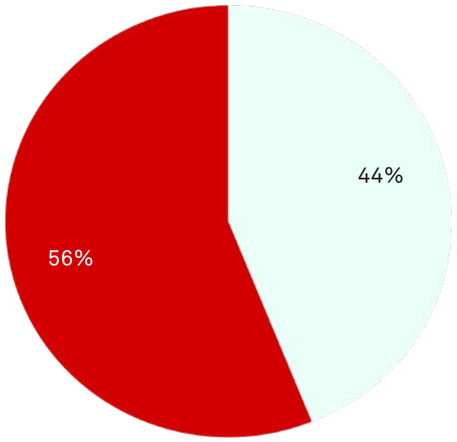
4.4
LOCAL ENGAGEMENT LEARNINGS

Online engagement respondents' profile

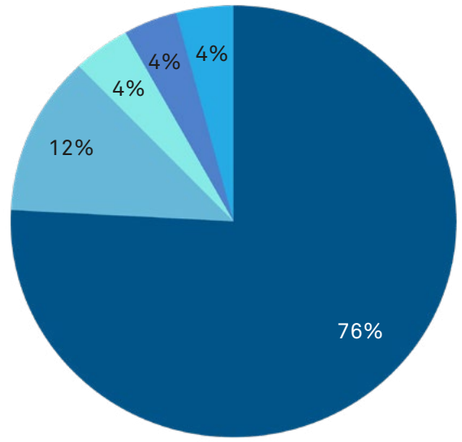


Which best describes your gender?

KEY

- Female
- Male

There are slightly more female than male respondents. The former make up 56% of the sample. All respondents stated that their gender identity is the same as the sex they were assigned at birth.

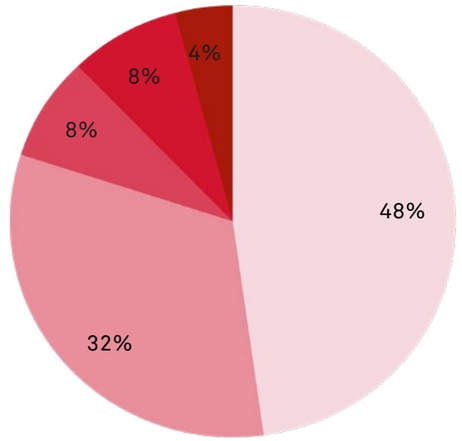


How would you describe your ethnic group?

KEY

- White: British
- Any other White background
- Asian / Asian British: Bangladeshi
- Any other Asian background
- Prefer not to say

76% of respondents are White British, compared to 31% of residents across Tower Hamlets. While a third of Tower Hamlets residents are Bangladeshi, people from Bangladeshi background make up only 4% of the respondents. The proportion of respondents from other Asian background is also lower than the Tower Hamlets average.

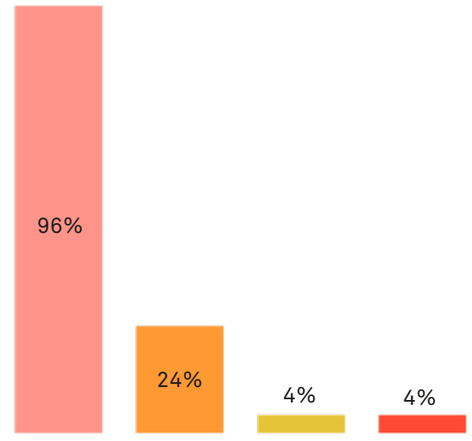


How old are you?

KEY

- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65-74 years

The majority of the respondents are young. Nearly half of all respondents are between 25 and 34. Another third is between 35 and 44. This is fairly representative of the generally young population of Tower Hamlets, where almost half of the residents are aged 20-39. Only 20% of the respondents are older than 44.



Respondents by relationship to Tower Hamlets

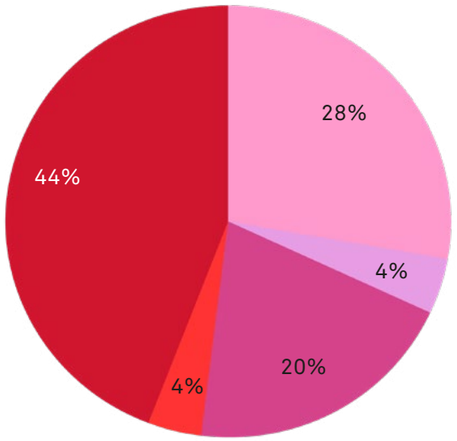
KEY

- I live in Tower Hamlets
- I work in Tower Hamlets
- I own a business in Tower Hamlets
- None of these but I regularly visit

96% of respondents live in Tower Hamlets, and **one in four work in Tower Hamlets.** 4% (also) own a business in Tower Hamlets, and another 4% are regular visitors.

The statistics presented in this section are based on a sample of 25 respondents who completed a survey. Not all participants completed the survey, and as such, the statistics might not be representative. The data was provided by the Tower Hamlets Council and come from the Let's talk Tower Hamlets platform.

Online engagement respondents' profile

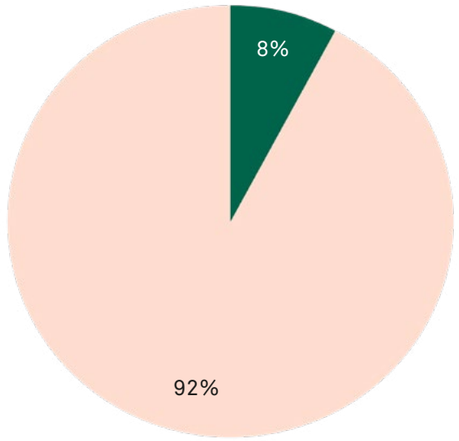


What is your religion or belief?

KEY

- Agnostic
- Buddhist
- Christian
- Prefer not to say
- No religion or belief

Three in four respondents have no religion or are agnostic. Only 4% of the respondents are Buddhist. The largest religious group - 20% of the respondents - are Christians.

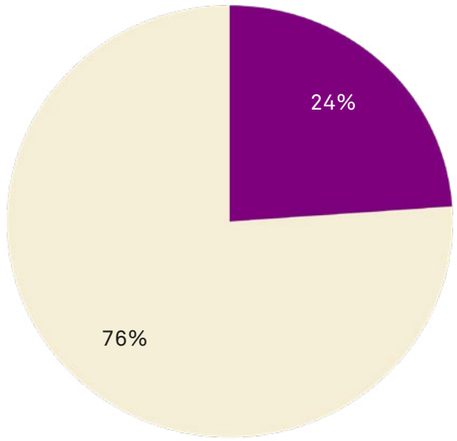


Are your day-to-day activities limited because of a health problem or disability?

KEY

- Yes
- No

One in twelve respondents have health problems or disability limiting their day-to-day activities. The majority of these are mental health conditions, such as depression or schizophrenia.

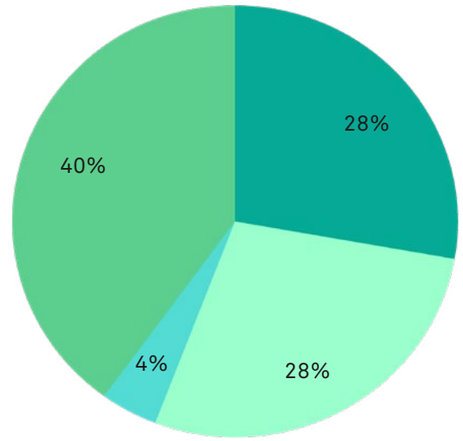


Do you have caring or parenting responsibilities?

KEY

- Yes
- No

Roughly one-fourth of respondents have caring or parenting responsibilities, including child care or taking care of a dependent adult.



Which best describes your current marital, civil partnership or cohabitation status?

KEY

- Single
- Married
- Divorced
- Cohabiting with a partner

Two-thirds of respondents are married or cohabiting with a partner. 28% are single, and 4% are divorced. These numbers ought to be interpreted in light of the generally young profile of respondents.

The statistics presented in this section are based on a sample of 25 respondents who completed a survey. Not all participants completed the survey, and as such, the statistics might not be representative. The data was provided by the Tower Hamlets Council and come from the Let's talk Tower Hamlets platform.

5.0
DEFINING THE STRATEGIC NETWORK

> Graded access for walking and cycling to the Limehouse Cut as part of new development

5.1
DEFINING THE STRATEGIC NETWORK

Trip generation by Neighbourhood and station

In order to further test the suitability of walking and cycling routes within the area, a series of matrices have been developed for both walking and cycling.

The study area was broken down into ten Neighbourhoods with twelve distinct centres shown in the following table, where two of the Neighbourhoods at Leamouth and East India basin have been split due to different circumstances at alternative central locations.

Eight key stations have been identified forming a ring around the core area, and chosen to reflect the most convenient access points to the wider rail network. .

Using the most direct links between these locations, the team were able to start to layer-up a picture of the most commonly direct routes between places (noting that people when walking and cycling tend to prefer directness).

The findings are expressed in the following pages in map form and the full matrices can be seen later in the document for reference.

Note: For reference to matrices, see section 8. Strategic Locations Connectivity Matrix.

Sub-Area	Ref.	Location of centre
Violet Road	**1**	Junction of Violet Road and Yeo Street
Bromley-By-Bow South	**2**	Junction of Devas St/Devons Rd and Empson St
Chrisp Street	**3**	Chrisp Street Market/Shopping Centre
Langdon park North and Teviot	**4**	Junction of Teviot Street and Zetland Street
Poplar Riverside north	**5**	Lochnagar Street/Ailsa Street
Langdon Park south	**6**	Junction of Brownfield Street and Lodore Street
Aberfeldy	**7**	Junction of Aberfeldy Street and Blair Street
Poplar Riverside south	**8**	Junction of Leven Road and Oban Street
Leamouth	**9a**	Junction of Saffron Avenue and Nutmeg Lane
	9b	Hopewell Square
East India Basin	**10a**	Junction of Newport Avenue and Jamestown Way
	10b	Trinity Buoy Wharf

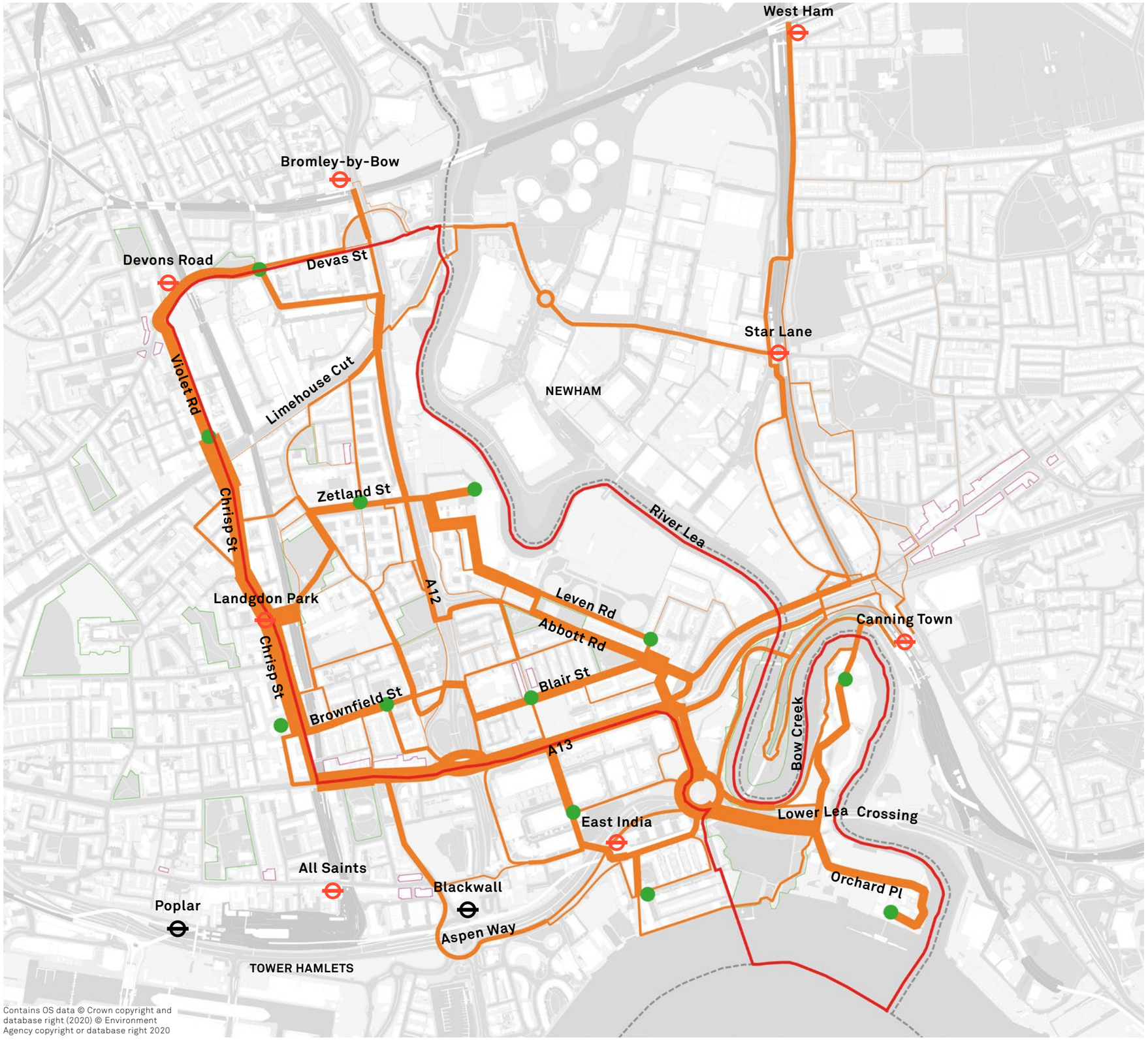
Ref.	Station
A	Bromley-by-Bow
B	Devons Road DLR
C	Langdon Park DLR
D	All Saints DLR
E	East India DLR
F	Canning Town
G	Star Lane DLR
H	West Ham

5.2
DEFINING THE STRATEGIC NETWORK

Existing route frequency

This map indicated road use frequency based on connectivity matrix, where thicker lines indicate more intense use from and to designated stations and area centres.

Some key links include Violet Road/Morris Road/ Chrisp Street, the A13 and towards the Aspen Way Roundabout, routes along Zetland Street, Leven Road, Abbott Road and from Brownfield Street towards and including Blair Street for example.



KEY

- Key pedestrian and cycle routes
  - Thicker lines = more frequently used routes.
- Sub-area arrival points
- Eight key stations
- Key green spaces
- Key retail destinations
- Core study area
- Borough boundaries

N 0 250m

5.3
DEFINING THE STRATEGIC NETWORK

Existing route quality evaluation

By utilising Cycling Skills Network Audit (CSNA) (based on Bikeability the UK National Cycling Training Standard) data and overlaying this information with the identified strategic routes this map demonstrates the quality of provision for cycling across those routes. Where the predominant reading is a Level 3 assessment: Unsuitable for advisory network; suitable for a cycle network only if measures introduced to ensure Level 2 status.

There are of course, some exceptions as shown, however, these tend to be discontinuous and/or often leisure routes only.

KEY

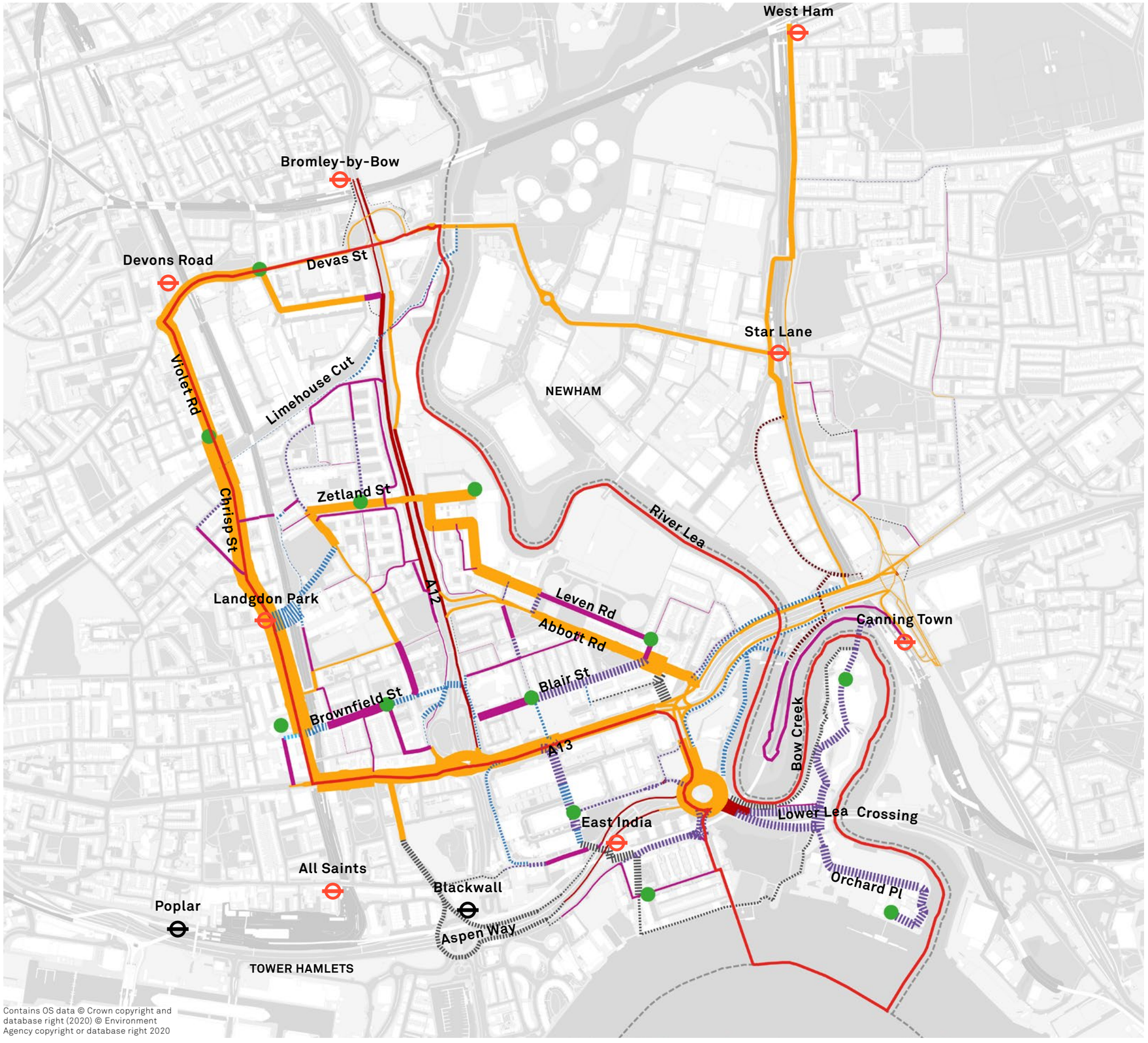
CSNA road and track scores -

Thicker lines = more frequently used routes :

- Pedestrian only route that could be considered for shared use
- Level 1 - suitable for cycle route network
- Level 2 - suitable for advisory and cycle route networks
- Level 2.1 - Private – equivalent to Level 2
- Off-peak level 2 - suitable for a cycle network only if measures introduced to ensure Level 2 status
- Level 3 - unsuitable for advisory network; suitable for a cycle network only if measures introduced to ensure Level 2 status
- Level 3.5 - Beyond Level 3 (major roads)
- Unclassified routes

- Sub-area arrival points
- Eight key stations
- Core study area boundary
- Borough boundaries

N 0 250m



5.4
DEFINING THE STRATEGIC NETWORK

Existing route & crossing quality evaluation

By adding crossing quality information gathered as part of the Cycling Skills Network Audit, further information can be gathered which relates to severance in particular at main roads.

KEY

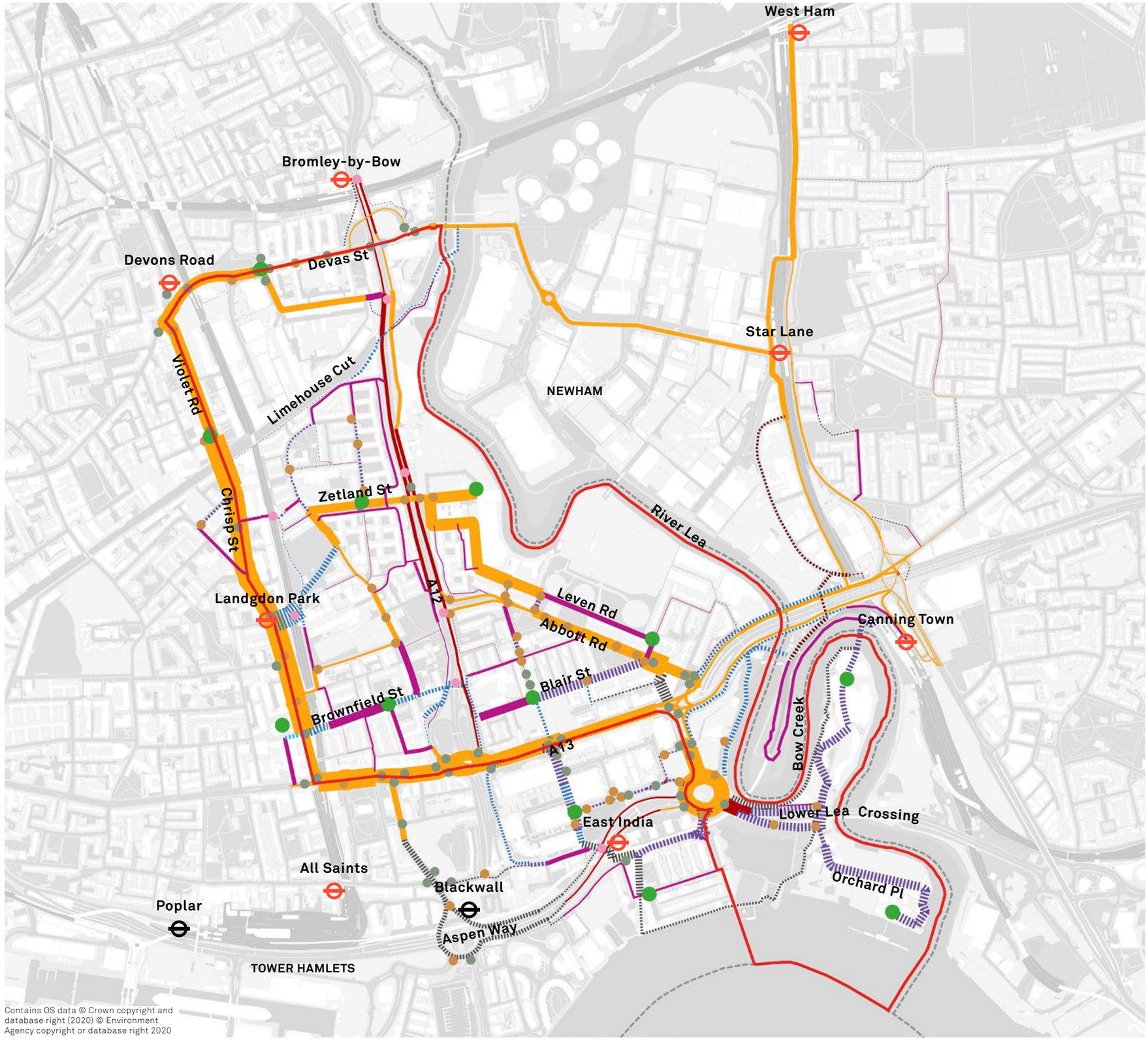
CSNA road and track scores -

Thicker lines = more frequently used routes :

- Pedestrian only route that could be considered for shared use
- Level 1 - suitable for cycle route network
- Level 2 - suitable for advisory and cycle route networks
- Level 2.1 - Private – equivalent to Level 2
- Off-peak level 2 - suitable for a cycle network only if measures introduced to ensure Level 2 status
- Level 3 - unsuitable for advisory network; suitable for a cycle network only if measures introduced to ensure Level 2 status
- Level 3.5 - Beyond Level 3 (major roads)
- Unclassified routes

- Sub-area arrival points
- Eight key stations
- Core study area boundary
- Borough boundaries

N 0 250m



6.0
PRIORITISED PROJECTS BY NEIGHBOURHOOD

> Section of Thames Path at Leamouth

6.1
PRIORITISED PROJECTS BY NEIGHBOURHOOD

Neighbourhood definition

Neighbourhood areas have been designated to reflect groupings of population and/or employment areas and approximately correspond to walking and cycling catchment for short trips within Neighbourhoods to local trip generators such as schools and local shopping parades and bus stops, and between Neighbourhoods and to rail stations.

This designation creates a basis for defining and comparing trips and routes within and between neighbourhoods and stations.

Neighbourhoods are further defined using information gathered in the supporting baseline analysis and in particular physical severance features and area porosity.

Neighbourhood are designated within the Core Study Area boundary but take into account a wider seepage of population, employment and other movement into adjacent areas where this is relevant. An example might be where no significant severance feature exists on a Neighbourhood boundary and it adjoins a similar character of place such as two residential areas which sit opposite one another on a comparatively quiet road.

KEY

Neighbourhood:
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

Neighbourhood designation beyond core study area

Borough boundaries

Core study area

N 0 250m

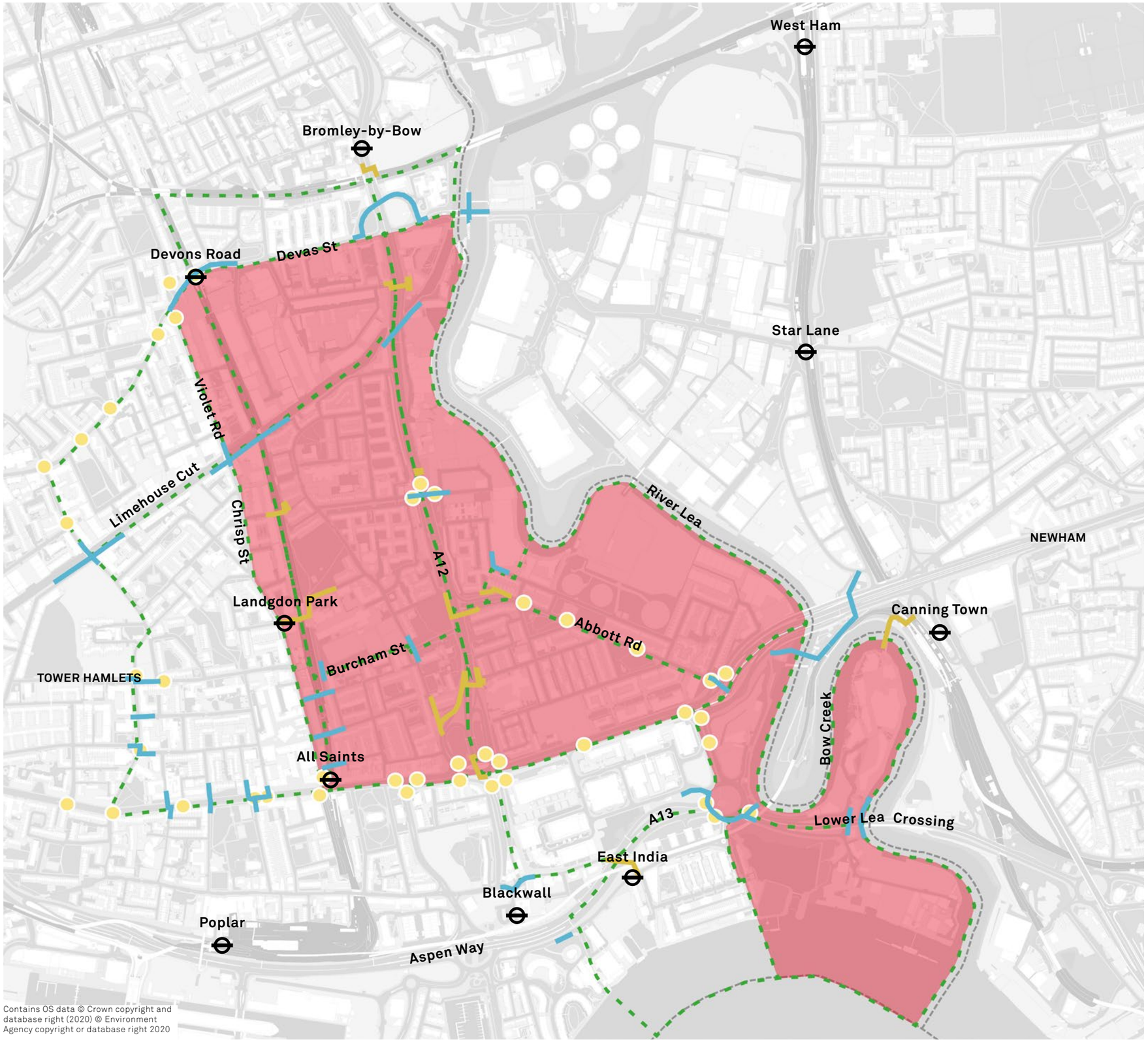
6.2
PRIORITISED PROJECTS BY NEIGHBOURHOOD

Area porosity testing

Existing walking and cycling links between identified Neighbourhoods.

Generally, there is poor porosity between Neighbourhoods, predominately down to the prevalent and powerful severance features which exist across the study area.

There are some pedestrian crossings of major barriers but no cycle crossings present across the area.



KEY

- Existing cycle and walking link
- Existing pedestrian only link
- Existing pedestrian crossings
- Core study area
- Borough boundaries

N 0 250m

6.3
PRIORITISED PROJECTS BY NEIGHBOURHOOD

Neighbourhood area summaries introduction

The assessment methodology has been developed in order to provide a shopping list of projects relating to connectivity and movement which effects the geography within the provided AAP boundary.

Using the Neighbourhood areas as a suitable context for local active trips by walking and cycling, provided is a summary for each Neighbourhood.

In addition, a separate summary for the two major highway corridors in the area, the A12 and A13 is latterly included.

The Neighbourhood area proposals are packaged as individual sets of interventions to enable policy makers and those delivering projects to consider how improvements to connectivity in those areas can benefit existing communities and how they can be related to specific future developments.

Included for each neighbourhood area are:
- Neighbourhood area location and introduction
- Travel Time Mapping (TIM) summary, describing existing travel time by public transport of a central point of the Neighbourhood area to its surroundings.
- Existing area network evaluation, which identifies existing local trip generators, assesses the existing walking and cycling network for quality and identifies relevant barriers to walking and cycling such as gates and steps.
- Existing network observational analysis, with images of existing opportunities and constraints using the following categories: Junctions & crossings, obstacles and public realm.
- Proposals map showing how the proposed network relates to the Neighbourhood area and categorised by priority and mode, and including junction interventions and other types of proposal such as bridge/connection and bus gate proposals located. This also includes location and layout of proposed future development where known.
- Each set of proposals for Neighbourhood areas are then summarised in a Project List, with the assessment methodology for each heading described opposite

Project Lists criteria explained

Reference
References with the suffix 1-10 relate to numbering used for each Neighbourhood area, with suffix 12 and 13 used for the collection of interventions which effect the A12 and A13 routes respectively. Otherwise, proposals are loosely listed to reflect their priority within the Neighbourhood area.

Intervention name and location
This helps locate the proposals and provides a reference to existing spatial features and road/place names.

Priority
Priority has been allocated based on how the inclusion of the project would impact on the proposed network and is based on interpretation of the area wide assessment methodology alongside baseline assessment and in relation to proximity to and suitability of the nearby existing and walking network.

Description
The description provides a more technical outline of proposals, however, proposals are commonly likely to evolve further with future design development to implementation.

Size
The approximate comparative scale of proposal is represented here with routes measured in linear meters, junctions by area and with size of some proposals being not applicable such as partnership arrangements with developers and inclusion of new furniture pieces, for example.

Complexity to deliver (/5)
Complexity is based on known factors to the design team and can include political and administrative complexity as well as construction. Matters such as land ownership, third party permissions, partnering and legal requirements, access, scale, simple or non-simple construction all come into play.
Example scoring criteria:
1. Adapt subway for cycle use and improve signage and lighting: This might require new signage including permissive cycle signage and replacing existing light fittings.
2. New Zebra/Toucan crossing to facilitate access to park: This is a relatively simple construction project and is unlikely to require significant administrative procedures.
3. Segregated cycle lanes and improved foot-ways; reduce parking. This is a more complex proposal, however, assuming it relates to a Borough road it is within the Councils remit to deliver.
4. Introduce segregated cycle route on Leamouth Road and the roundabout in order to connect CS3 to Lower Lea Crossing. A more complicated proposal which has a bigger impact on traffic movements and requires wider stakeholder engagement and consultation.
5. Infilling subway and underpass to A12 at Abbot Road junction and road closure to Abbott Road. A very complex proposal with multiple agency involvement required as well as complicated construction and traffic management requirements.

Overall impact (/5)
Impact is an indication of how the intervention relates to the proposed network, where implementation would have a graded effect on increasing options for walking and cycling in the area. This indicator, by reference to the proposed network relies on professional judgement of the design team and as with other indicators is based on the evidence based produced for the commission as well as an understanding of the existing network as exists. The impact only relates to active travel journeys associated with the AAP geography.

Cost (/5)
Approximation of construction cost based on comparable similar projects (estimate for comparative purposes only)
1. <£15,000
2. £15,000 - £100,000
3. £100,000 - £500,000
4. £500,000 - £5,000,000
5. >£5,000,000

Short, medium, long term proposals
As an evidence base to inform the proposed East of the Borough AAP, this study does not prioritise delivery as part of a holistic approach to change in the area. This is due to the study outputs requiring an options report which provides a shopping list of interventions and links them to development and change as and when it happens.

The indicator for short, medium, long term proposal, then relates to a time-frame for delivery of each individual project and given best available knowledge is an assessment of when the project delivery might relate to the time-frame of the AAP. As an indicator, the following bands could be used:
- Short: Possible to deliver project within a year of publication of AAP
- Medium: Possible to deliver the project within 1-5 years of publication of the AAP
- Long: Likely that the project would be delivered after 5 years of the publication of the AAP

Note:
The nature of this document is to establish proposals for walking and cycling connectivity improvement opportunities in the defined area, in order to support the evidence base for the Lower Lea Valley Area Action Plan (AAP).

Throughout, various ways of presenting the findings has been adopted in order to help decision makers with various priorities and for ease of transfer into the future AAP format. However, certain elements have been excluded such as allocating percentages of funding by developers and the potential for individual projects to improve local WebTAG assessment data. This is due to the variability of potential future development and phasing of the programme.

It is acknowledged that a great deal of further development would be required to deliver the projects as proposed including detailed negotiation with stakeholders.

The collective proposals are deliberately ambitious in order to start to address a relatively extreme imbalance of previous transport interventions in the area, in particular the over-dominance of the major road network. As well as in order to help meet targets for active travel and reduced pollution set out my National Government, The Mayor of London and the Boroughs of Tower Hamlets and Newham.

6.4
PRIORITISED PROJECTS BY NEIGHBOURHOOD

01-Violet Road - Overview

The Violet Road neighbourhood stretches over the Core Study Area boundary to the west, which itself runs n/s along Violet Road and is bounded on the far east by DLR tracks, also n/s. Devons Road runs along the north border and the south is formed by the Limehouse Cut.

Significant development and growth is ongoing and expected within the area.

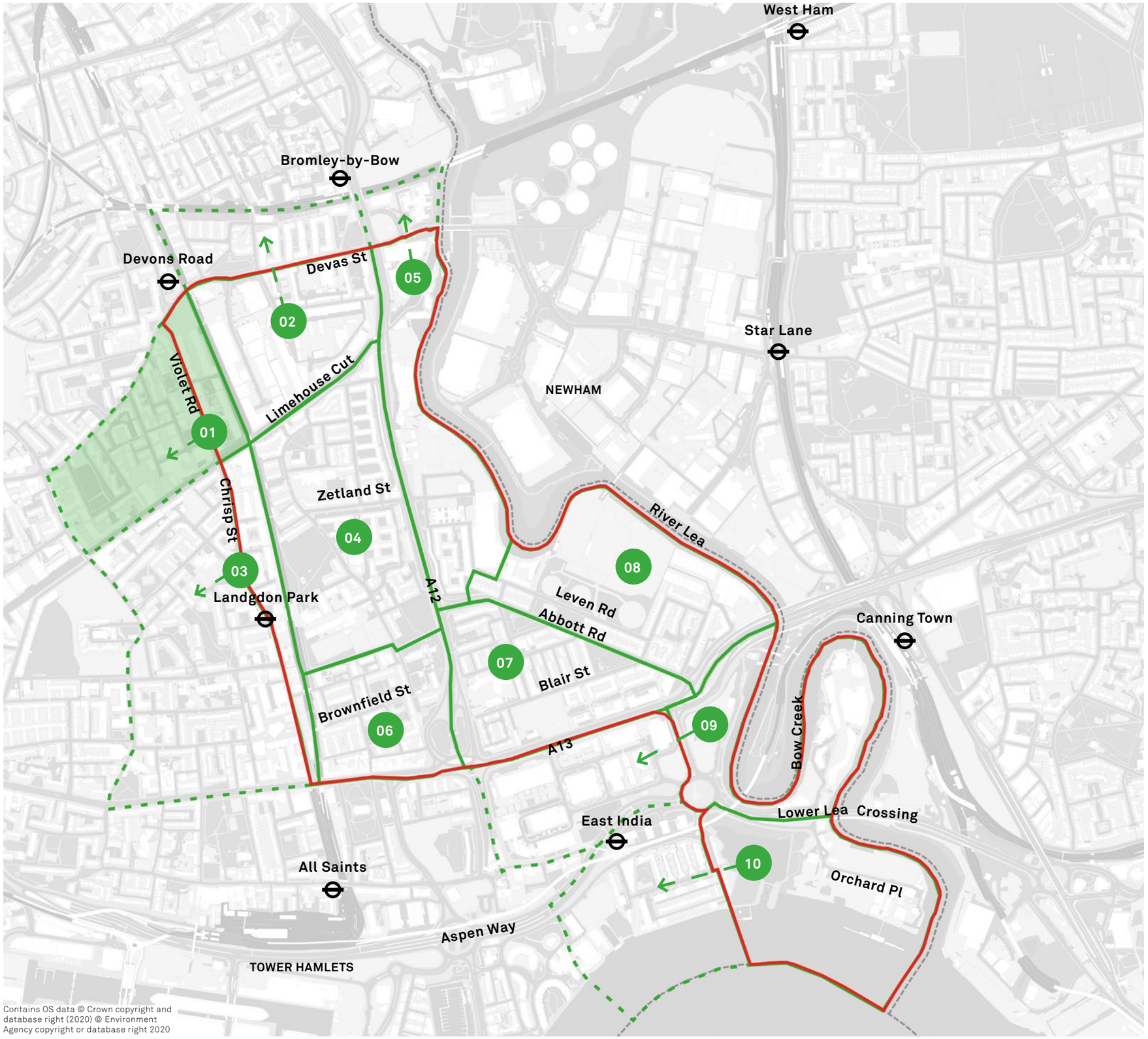
Walking routes within the boundary of the Neighbourhood are considered good quality, however, walking and cycling routes along the boundaries are considered to be poor, with the Limehouse Cut a popular but poor quality leisure route for cycling in particular.

Proposals here are generally focused on these boundary routes with an existing cycle route proposals for Violet Road, and new proposal for Devons Road as well as improvements to the Limehouse Cut route, amongst others.

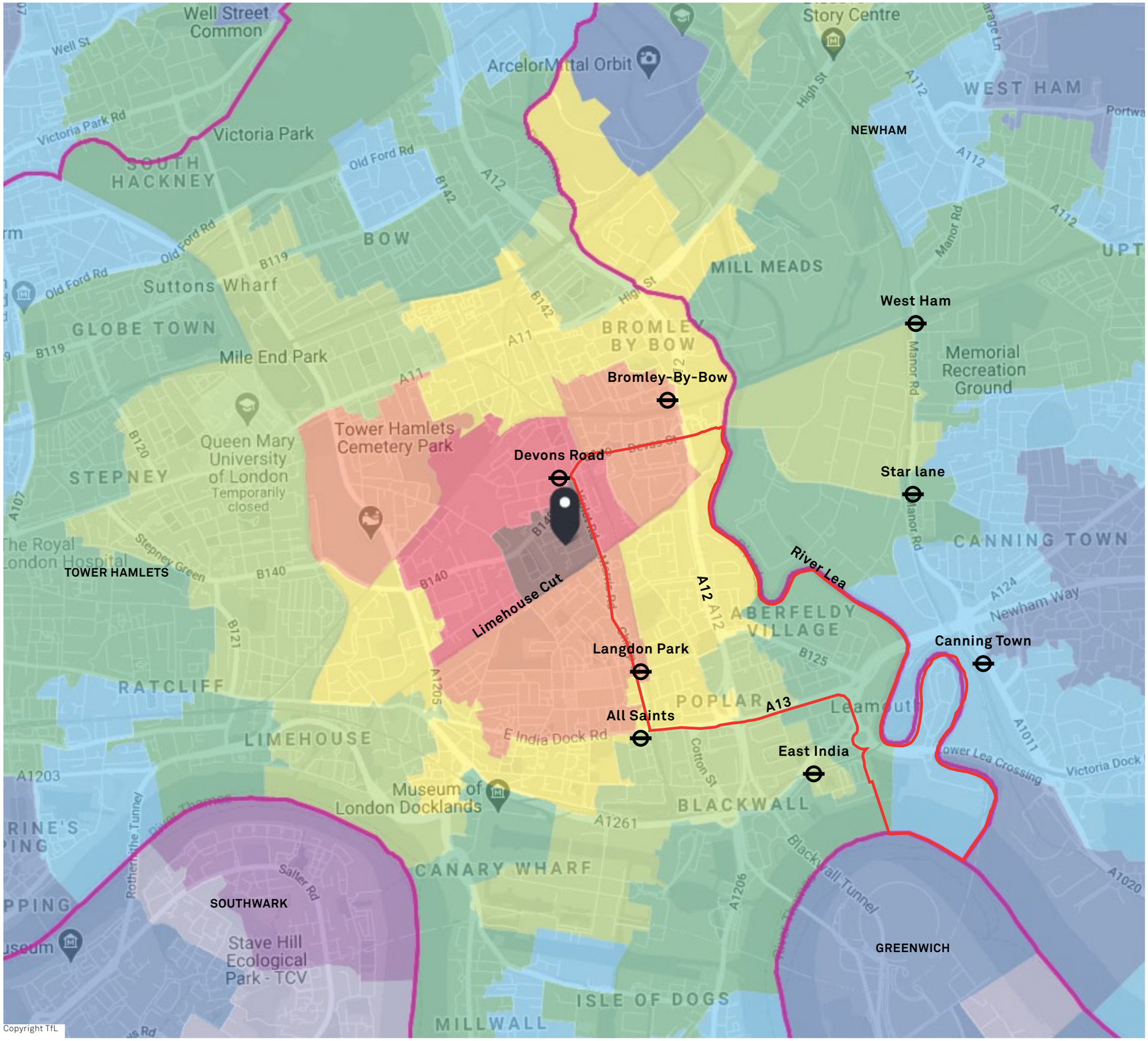
KEY

- 01 - Violet Road sub-area
- Neighbourhoods:
  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
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



01-Violet Road - TIM map



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 100m

01 - Violet Road - Existing area network evaluation

KEY

Priority 1 local destinations

01 - Devons Road Station

Priority 2 local destinations

01 - Lighthouse Baptist Church

02 - All Hallows Bow and AHABA Cafe

03 - The Linc Centre

04 - The Clara Grant Primary School

05 - The Marner Primary School

06 - Teviot Centre

07 - Manorfield Primary School

08 - St Saviour's School

Key green spaces

Key retail destinations

Pipeline development extent

Cycling Routes:

Good quality existing cycling route

Poor quality existing cycling route

Walking Routes:

Good quality existing walking route

Poor quality existing walking route

Barriers:

Cycle barriers

Gates

Steps

CSNA crossings:

Level 1 - pedestrian only

Crossing removed

Level 2 - suitable for advisory and cycle route networks

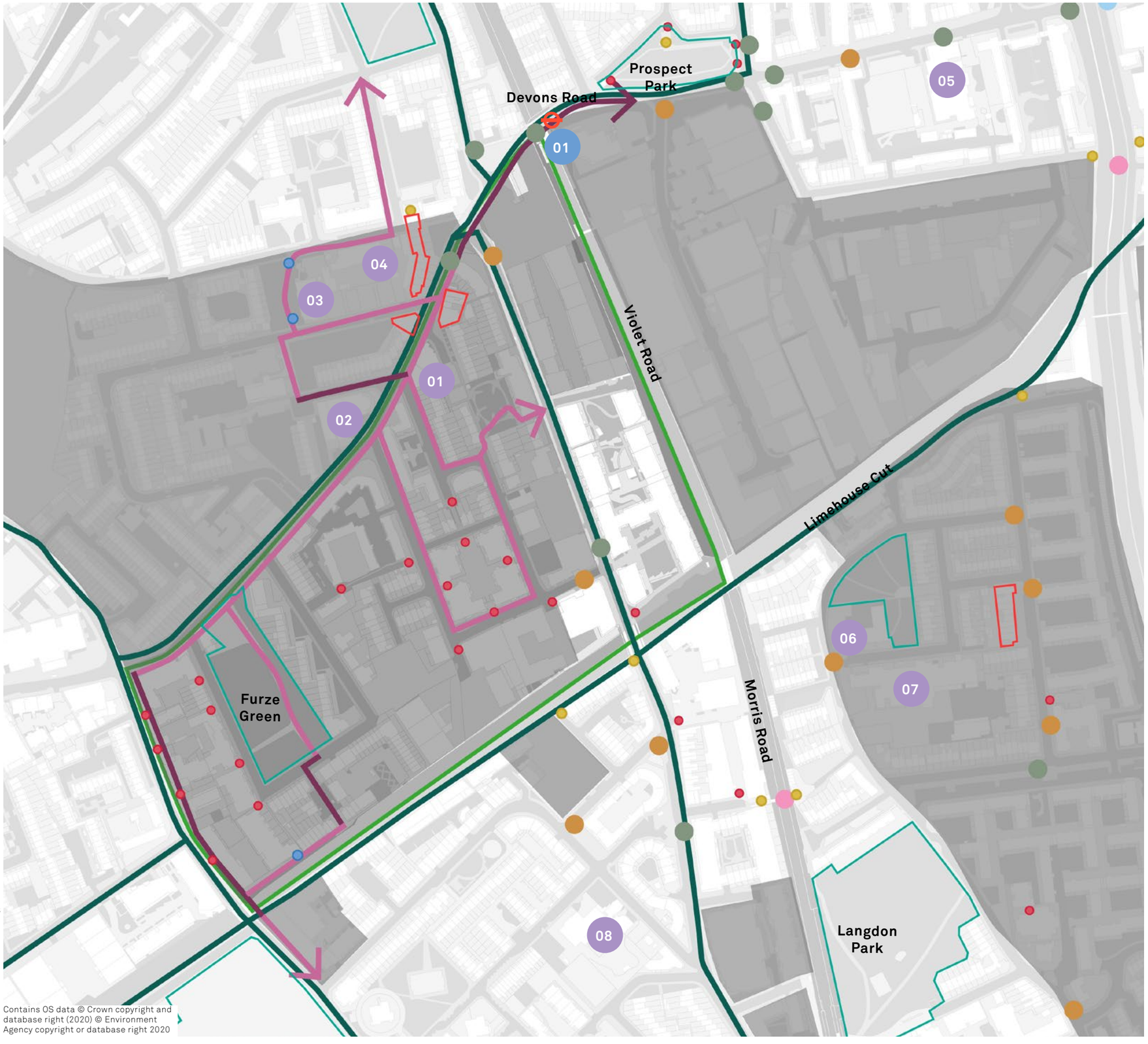
Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

Neighbourhood boundary

Eight key stations

Borough boundaries

N 0 100m



01 - Violet Road - Existing network observational analysis

Junctions & crossings

↑ Junctions of Campbell Road and Violet Road with Devons Road - small roundabouts creating unpleasant experience to cycle through

↑ Violet Road crossing with guard railings on either side restricting pedestrian movements

Obstacles

↑ On street parking on Violet Road forming narrow carriageway and causing cycle and car conflict

↑ Steeped access to a short stretch of northern Limehouse Cut path by Seven Sea Gardens to the east of Violet Road

Public realm

↑ Split level footpaths on Violet Road; right footpath leads to a short stretch of northern Limehouse Cut path to the west of Violet road

↑ Blank frontages to the east of Devons Road station approach

01 - Violet Road - Proposals

KEY

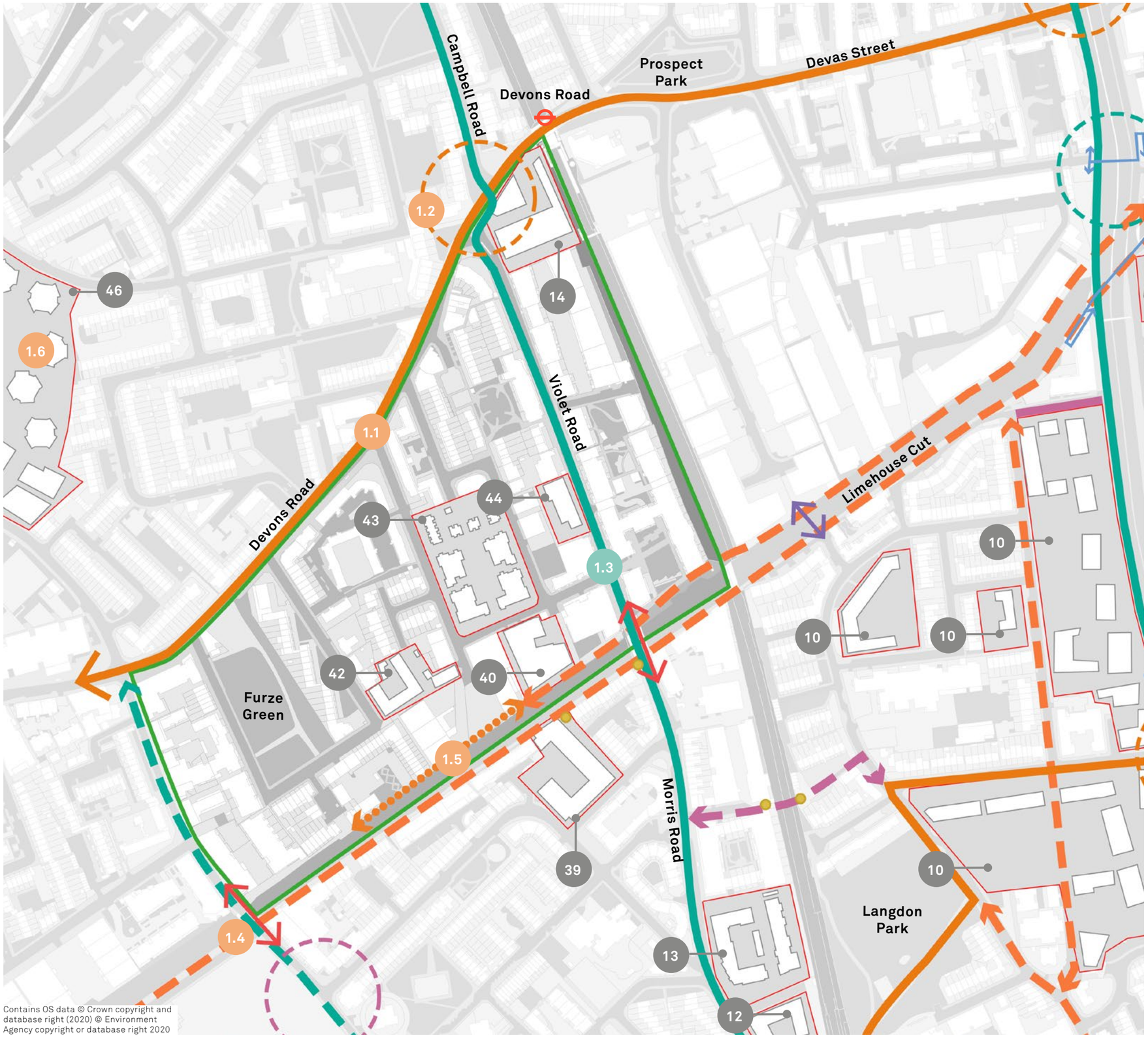
- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

- 1 Pipeline known development site:
  - 10 - Teviot
  - 12 - The High Line
  - 13 - Lansbury Square
  - 14 - Bow Enterprise Park
  - 39 - 83 Barchester Street
  - 40 - Bow Exchange
  - 42 - Derelict site former EDF substation
  - 43 - Watts Grove Depot
  - 44 - Azam House
  - 46 - Bow Common Gas Works

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m



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01 - Violet Road - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
1.1 (strategic route, refer to 2.1 and 5.1)	B140 cycle and walking improvement	TOP	Reduce on-street parking in order to introduce segregated cycling routes. Potential to link Twelvetrees Crescent to A11 at Stepney Green with new e/w corridor	480m	●●●●	●●●●	●●●●	LONG
1.2	Junction of Campbell Road, Violet Road and Devons Road	TOP	Major junction redesign: remove guard rail, move crossings closer to desire lines, change junction priorities to T junction or similar	500m2	●●●●	●●●	●●●	SHORT
1.3 (Strategic route, refer to 3.1)	Violet Road, Morris Road, Chrisp Street	TOP	Introduce low-traffic neighbourhood approach or dedicated cycle provision combined with parking reduction	1,250m	●●●●	●●●●●	●●●●	MEDIUM
1.4 (strategic link, see 3.9)	Bus Gate	MEDIUM	Potential to include bus gate as part of a Liveable Neighbourhood set of interventions	N/A	●	●●●	●	SHORT
G-1.1	Public realm	MEDIUM	General streets-cape improvement works such as better signage, dropping kerbs, widened footpaths, de-clutter and improved lighting should be applied throughout the sub area.	Tbc.	●	●●●	●	SHORT
1.5	Limehouse Cut	LOW	Ensure that future developments join up Limehouse Cut north paths to form continuous link	N/A	●	●●	●	LONG
1.6	Bow Common Gas Works	LOW	Encourage pedestrian and cycle links to/from development site	N/A	●●	●●	●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

6.5
PRIORITISED PROJECTS BY NEIGHBOURHOOD

02 - Bromley-By-Bow S. - Overview

The Bromley-By-Bow neighbourhood stretches over the Core Study Area boundary to the north, which itself runs e/w along Devas Street and is bounded on the far south by the Limehouse Cut, also e/w. DLR tracks form the western border and the border to the east runs along the A12.

No residential development is currently expected within the area during the AAP period, however, a major rethink of the industrial area is underway.

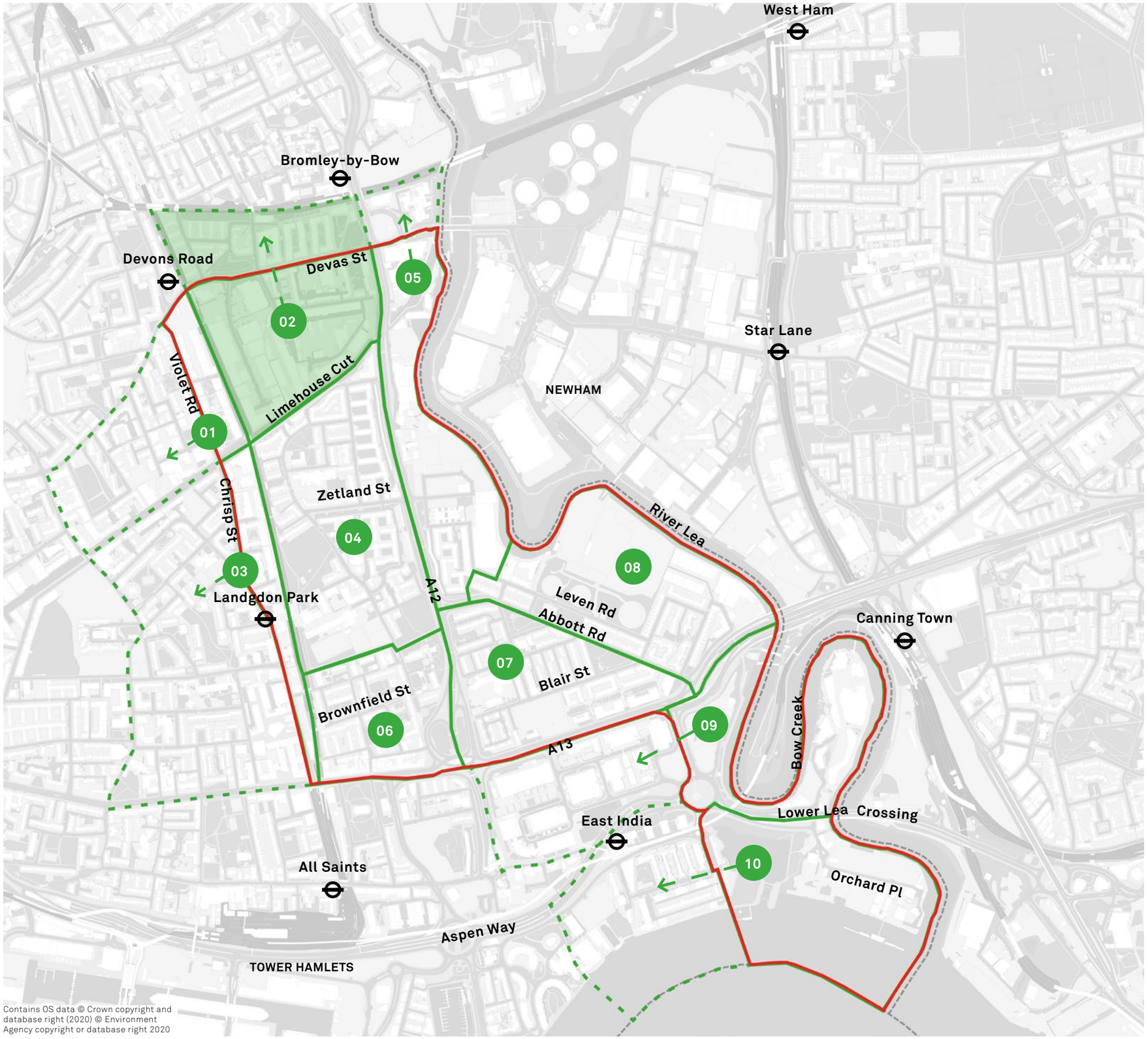
Due to the predominantly industrial nature of the area, walking routes are considered poor quality, with little opportunity to cut through the area and walking and cycling routes along the boundaries also considered to be of poor quality.

Proposals here include access improvements to Bromley-By-Bow station and a potential crossing or underpass improvements of the A12, a dedicated cycling route along Devas Street and improved route for walking and cycling along the Limehouse Cut.

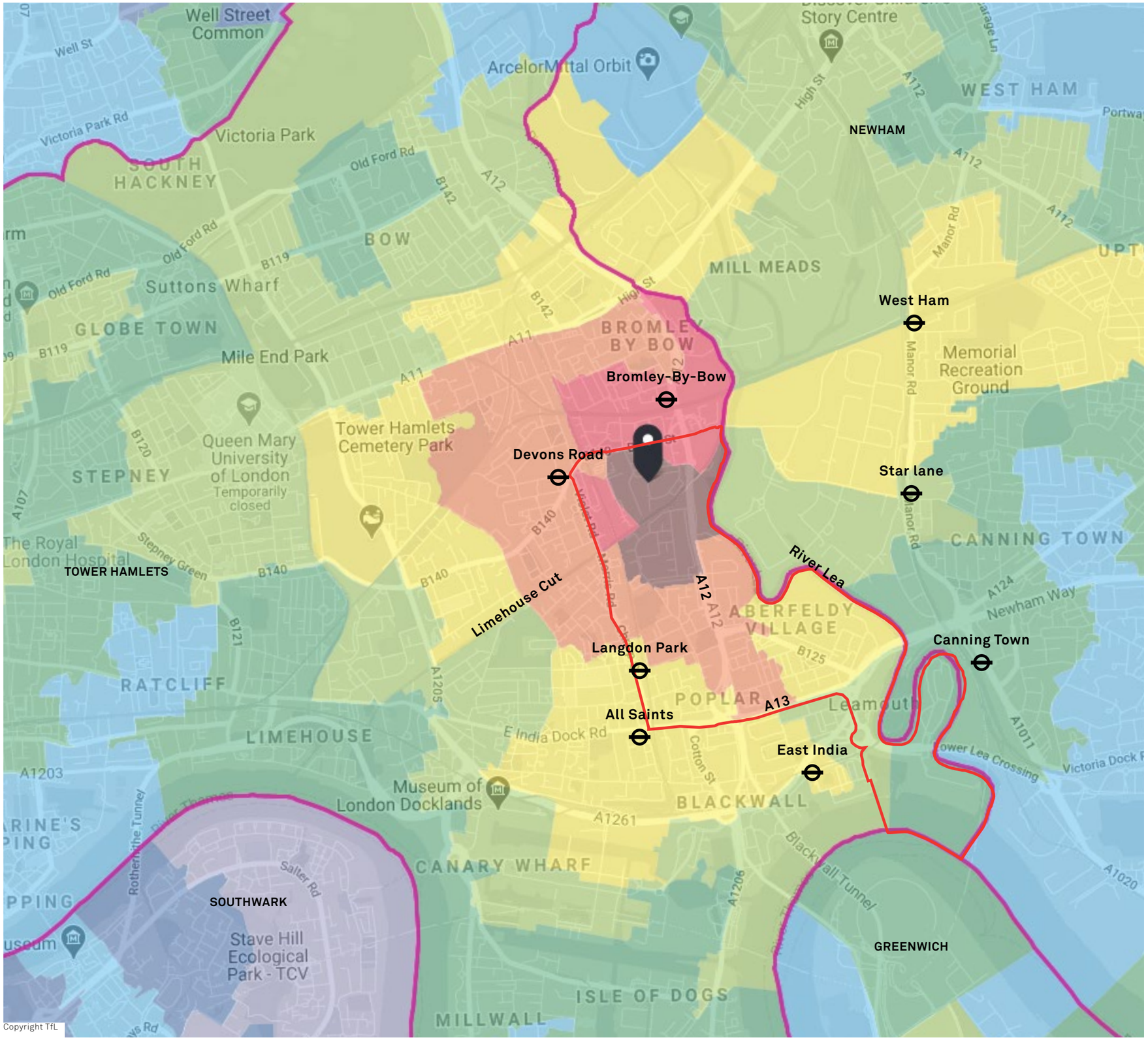
KEY

- 02 - Bromley-By-Bow South
- Neighbourhoods:
  - 01 - Violet Road sub-area
  - 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
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



02 - Bromley-By-Bow S. - TIM map



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 100m

02 - Bromley-By-Bow S.- Existing area network evaluation

KEY

Priority 1 local destinations
01 - Bromley-by-Bow Station
02 - East London Arts and Music
03 - Bow School
04 - Devons Road Station

Priority 2 local destinations
01 - Marner Primary School
02 -Lighthouse Baptist Church
03 - Teviot Centre
04- Manorfield Primary School
05 - Poplar Baptist Church
06 - St Andrews Way employment location

Key green spaces
Key retail destinations
Pipeline development extent

Cycling Routes:
Good quality existing cycling route
Poor quality existing cycling route

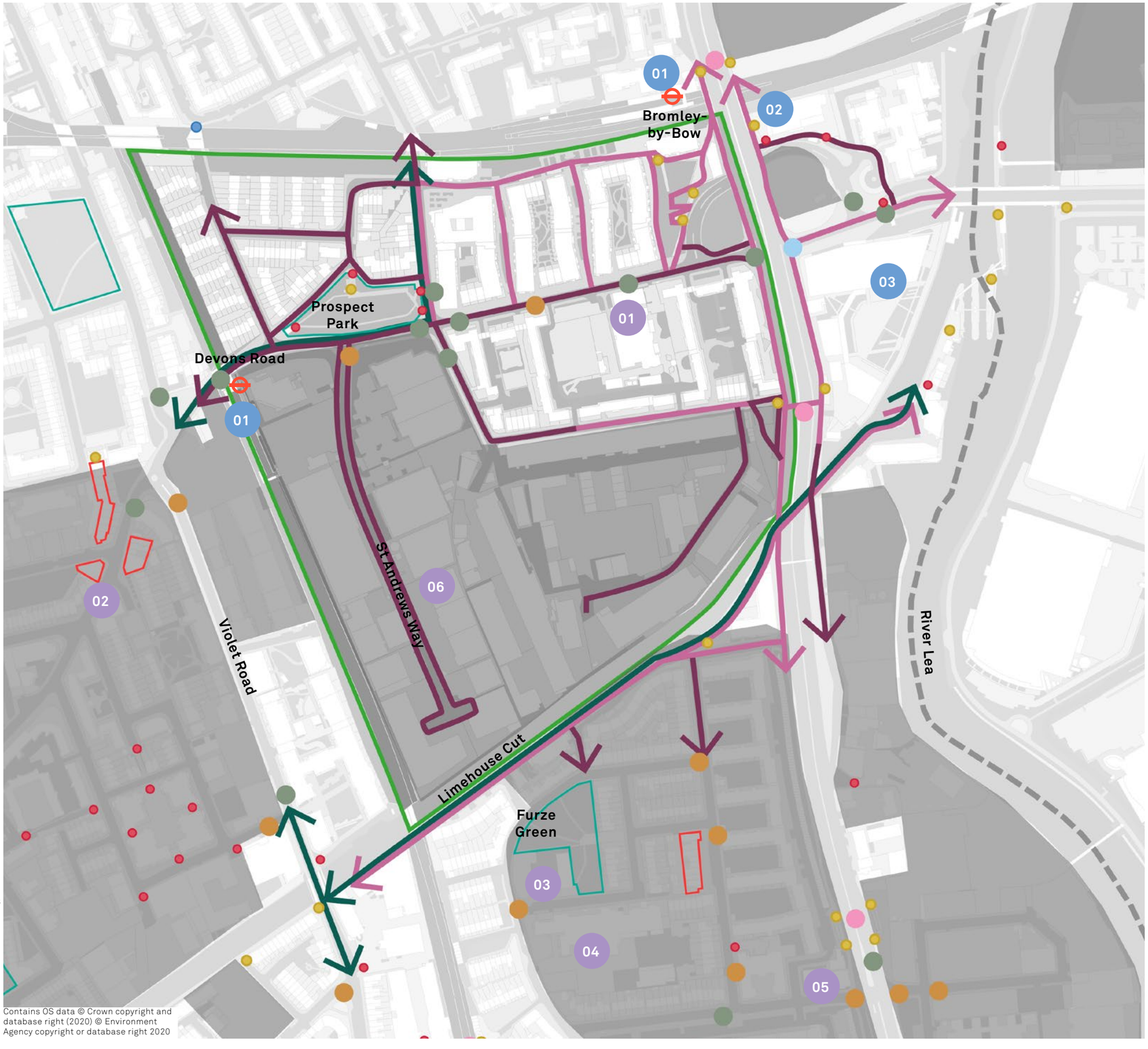
Walking Routes:
Good quality existing walking route
Poor quality existing walking route

Barriers:
Cycle barriers
Gates
Steps

CSNA crossings:
Level 1 - pedestrian only
Crossing removed
Level 2 - suitable for advisory and cycle route networks
Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

Neighbourhood boundary
Eight key stations
Borough boundaries

N 0 100m



02 - Bromley-By-Bow S.- Existing area network observational analysis

Junctions & crossings

↑ Devas Street and A12 junction with substandard and difficult to cross north-east pedestrian crossing

↑ A12 subway steps to Bromley-by-Bow station is pedestrian-only with no step-free access to street

Obstacles

↑ Twelvetrees Crescent is used as east-west crossing of the A12 by pedestrians and cyclists which is unsuitable for such traffic

↑ Split footway with a wider section outside the shops, and a narrower section alongside the A12 located to the north of Empson Street

Public realm

↑ Landscaped path from Devas Street to Bromley-by-Bow station is not signed as being open to cycling

↑ A12 and Empson Street subway leading to Bow School is poorly lit and not signed for cycle use

02 - Bromley-By-Bow S.- Proposals

KEY

- 1.1 — Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

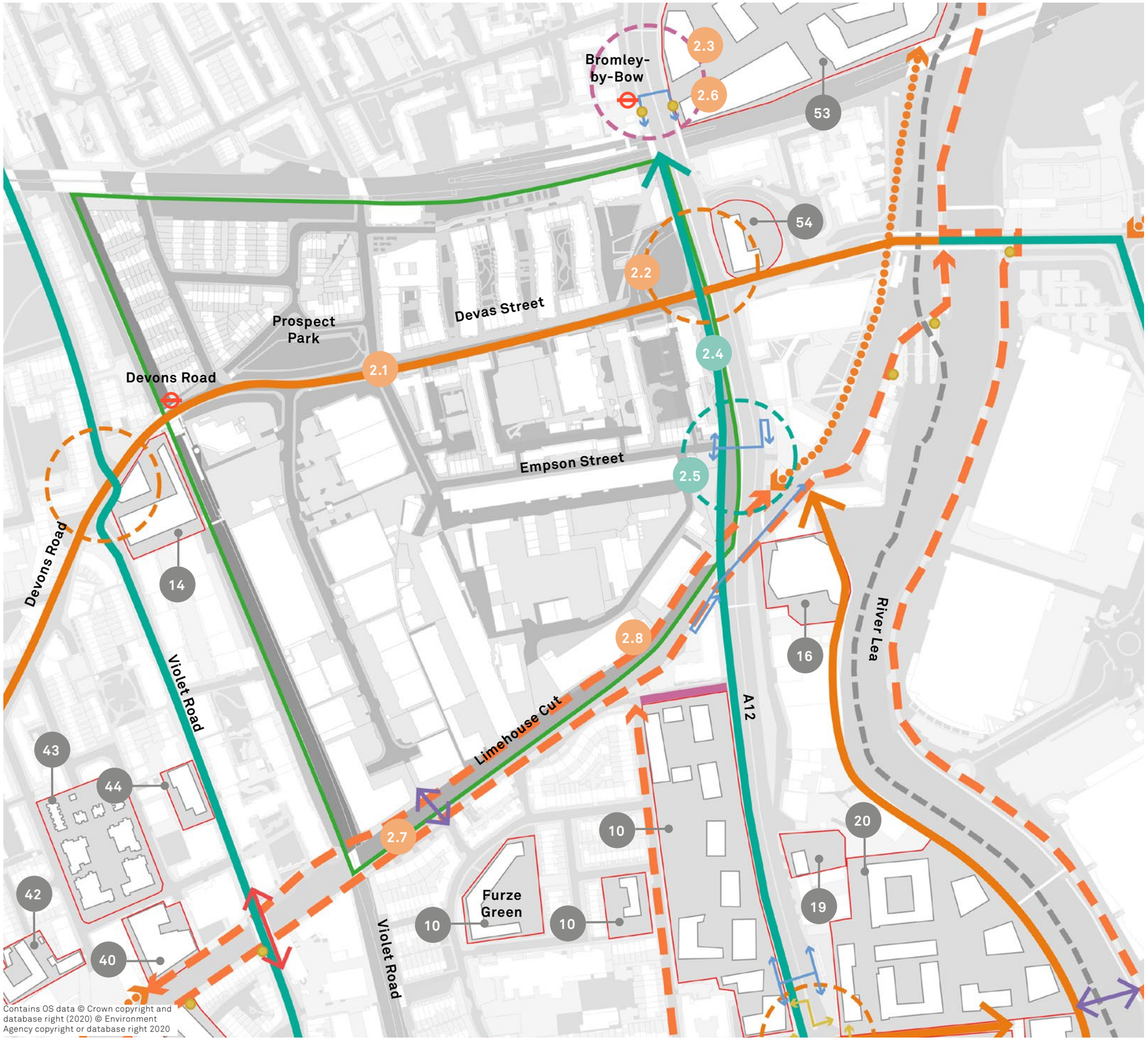
1 — Pipeline known development site:

10 - Teviot
14 - Bow Enterprise Park
16 - Three Waters/ Bromley Mills Wharf
19 - Bromley Hall and Old Poplar Library
20 - Ailsa Wharf
40 - Bow Exchange
42 - Derelict site former EDF substation
43 - Watts Grove Depot
44 - Azam House
53 - Imperial-by-Lea
54 - 1 Twelvetrees Crescent

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m



02 - Bromley-By-Bow S.-
Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
2.1 (Strategic route, refer to 1.1 and 5.1)	B140 cycle and walking improvement	TOP	Reduce on-street parking in order to introduce segregated cycling routes. Potential to link Twelvetrees Crescent to A11 at Stepney Green with new e/w corridor	480m	●●●●	●●●●	●●●●●	LONG
2.2 (strategic link, see 5.2)	Twelvetrees Crescent, A12 and Devas Street junction	TOP	Signalise junction with pedestrian signals on all arms to open up east-west and north-south movements for pedestrians and cyclists.	3,000m2	●●●	●●●●	●●●	LONG
2.3	Bromley-by-Bow subway	HIGH	Install step free station to street access to both sides of the A12. Both, ramps and lifts should be considered.	100m	●●	●●●	●●●●	MEDIUM
2.4 (strategic link, see 4.5, 5.8)	Teviot Street and Bromley-By-Bow cycle link improvements along west side of A12	HIGH	Improve north/south cycle movement along A12 footway west with shared pavement. De-clutter and create better sight-lines to neighbouring areas	800m	●●	●●	●●	SHORT
2.5 (strategic link, see 5.13)	Empson Street and A12 subway	HIGH	Adapt subway for cycle use; improve signage and lighting	100m	●	●●	●	SHORT
2.6	New signalised crossing of A12 at Bromley-By-Bow station	MEDIUM	At grade staggered signalised toucan crossing over A12	N/A	●●●	●●	●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

02 - Bromley-By-Bow S.-
Project list

2.7 (Strategic intervention, see 4.14)	New walking and cycling bridge over Limehouse Cut	MEDIUM	New walking and cycling bridge to connect Teviot Estate in the south over the Limehouse Cut and to Epsom Street Employment Area, creating an alternative cycling and walking route, avoiding the A12 corridor	30m span	●●●	●●	●●●	MEDIUM
2.8	Limehouse Cut	LOW	Ensure that future developments join up Limehouse Cut north paths to form continuous link	N/A	●●	●●	●	LONG

Note:
Intervention 2-2 has potential to release land for redevelopment at existing underpass to east and west of A12

KEY
7.1 - sub area intervention reference G - general note;
Walking intervention; Cycling intervention Cycle and walking intervention

6.6
PRIORITISED PROJECTS BY NEIGHBOURHOOD

03 - Chrisp Street - Overview

The Chrisp Street neighbourhood again stretches over the Core Study Area boundary to the west, which itself runs n/s along Morris Road/Chrisp Street and is bounded on the far east by DLR tracks, also n/s. the Limehouse Cut runs along the north border and the south is formed by the A13.

Some development and growth is expected within the area focused around the regeneration of the Chrisp Street estate.

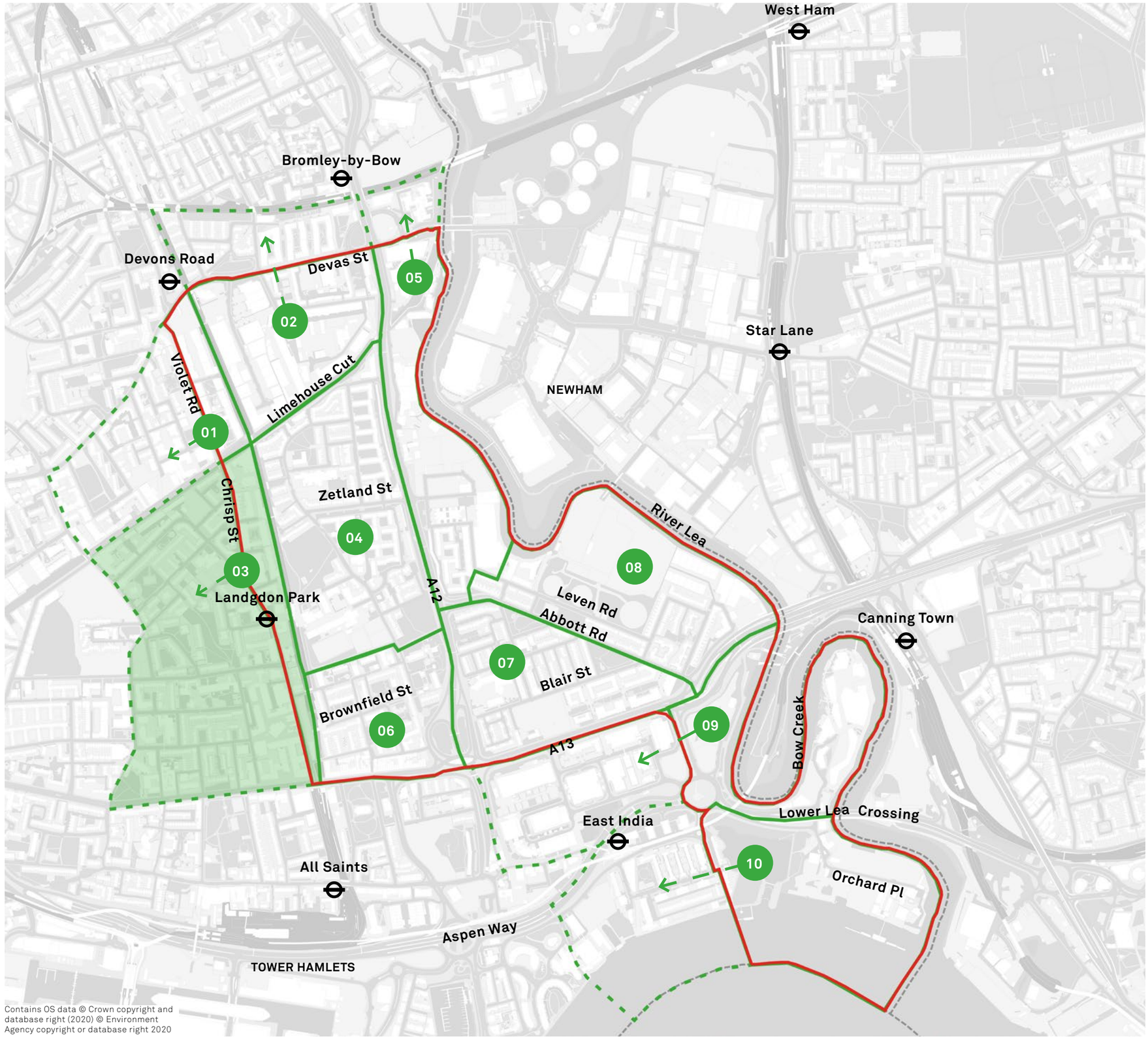
Walking routes within the boundary of the Neighbourhood are mixed quality, with some pleasant open spaces and low traffic areas, with walking routes along the western boundary and the Limehouse Cut scoring well. However, similar to other areas, cycling provision is poor throughout.

Proposals here include new dedicated cycle routes along Morris Road/Chrisp Street and Cordelia Street,which would open-up access to neighbouring areas. And combined walking and cycling proposals to improve links to the east over the DLR tracks, and south to cross the A13.

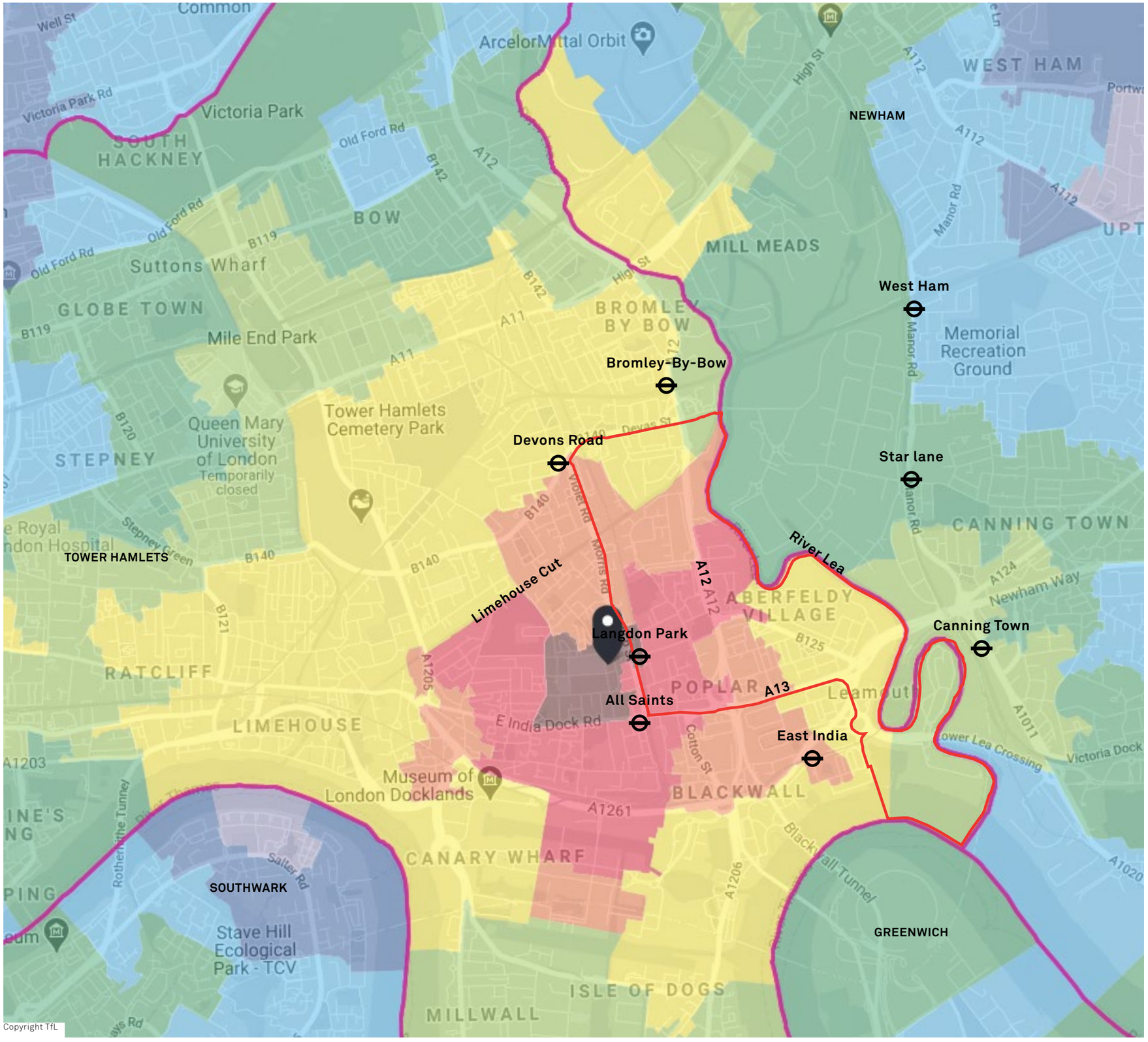
KEY

- 03 - Chrisp Street
- Neighbourhoods:
  - 01 - Violet Road sub-area
  - 02 - Bromley-By-Bow South
  - 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
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



03 - Chrisp Street - TIM map



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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 100m

03 - Chrisp Street - Existing area network evaluation

KEY

- Priority 1 local destinations
  - 01 - Langdon Park DLR station
  - 02 - Langdon Park School
  - 03 - Chrisp Street Market
  - 04 - All Saints DLR station
- Priority 2 local destinations
  - 01 - St Saviour's School
  - 02 - Lansbury Primary School
  - 03 - St Mary and St Joseph RC Church
  - 04 - Mayflower Primary School
  - 05 - Trinity Church
- Key green spaces
- Key retail destinations
- Pipeline development extent

Cycling Routes:

- Good quality existing cycling route
- Poor quality existing cycling route

Walking Routes:

- Good quality existing walking route
- Poor quality existing walking route

Barriers:

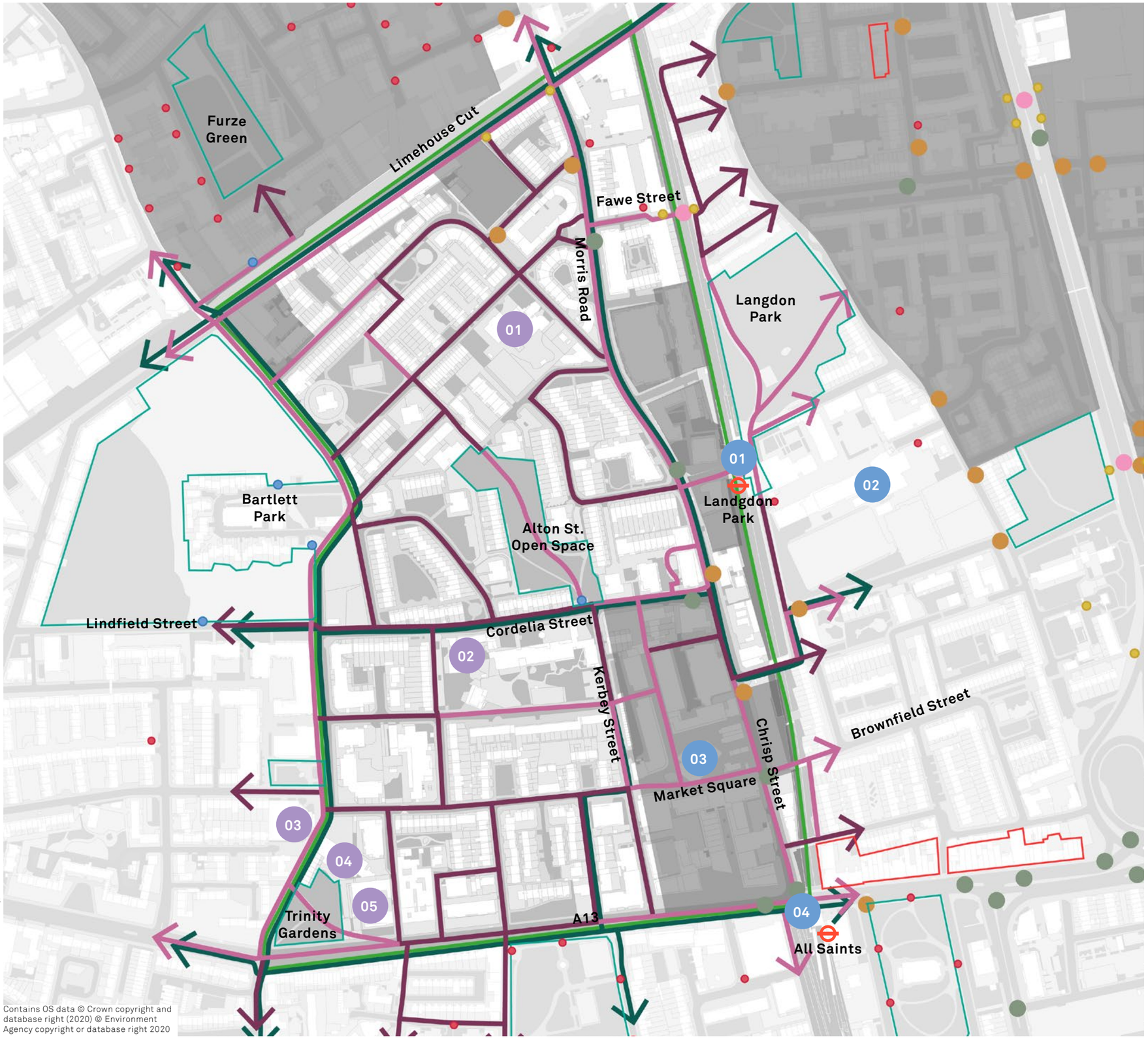
- Cycle barriers
- Gates
- Steps

CSNA crossings:

- Level 1 - pedestrian only
- Crossing removed
- Level 2 - suitable for advisory and cycle route networks
- Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

- Neighbourhood boundary
- Eight key stations
- Borough boundaries

N 0 100m



03 - Chrisp Street - Existing network observational analysis

Junctions & crossings

↑ Little to no provision for informal crossing on Chrisp Street with a lot of guard railing to prevent it

↑ Chrisp Street and A13 junction is hostile for cyclists and pedestrians where buses making turning movements and foot-ways are narrow and restricted

Obstacles

↑ High traffic flows on Chrisp Street with poor road and footpath surface, on street parking, poor quality crossings and excessive guard-railing in place

↑ Steep and narrow stairway down to Limehouse Cut by Morris Road bridge. Morris Road bridge over Limehouse Cut has no cycling facilities

Public realm

↑ Staggered barriers on Brownfield Street that links to Chrisp Street makes it unclear if the path is shared use or pedestrian only

↑ Langdon Park station with good quality over-bridge with one lift on either side. Good station approaches on both sides

03 - Chrisp Street - Proposals

KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

1 Pipeline known development site:

- 10 - Teviot
- 11 - Royal Charlie PH
- 12 - The High Line
- 13 - Lansbury Square
- 37 - Chrisp Street Market
- 39 - 83 Barchester Street
- 40 - Bow Exchange
- 42 - Derelict site former EDF substation
- 43 - Watts Grove Depot

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m

03 - Chrisp Street - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
3.1 (Strategic route, refer to 1.3)	Violet Road, Morris Road, Chrisp Street	TOP	Introduce low-traffic neighbourhood approach or dedicated cycle provision combined with parking reduction	1,250m	●●●●	●●●●●	●●●●	MEDIUM
3.2	Chrisp Street and A13 junction	TOP	Cycle and pedestrian provisions such as early start facilities for cyclists, guard rail removal, footway widening and pedestrian and cycle crossings on all arms to make this junction less hostile. Potential to concentrate on non-A13 arms first and utilise existing crossing	1,200m2	●●●	●●●	●●	MEDIUM
3.3	Brownfield Street walking and cycling link and Chrisp Street junction	TOP	Adjust link to create segregated walking and cycling access towards Ida Street. Align Chrisp Street crossing to Brownfield Street and make it Parallel Crossing	150m	●●	●●	●●	MEDIUM
3.4 (strategic link, see 4.6)	Fawe Street and Clutton Street DLR footbridge	HIGH	Improve lighting to the footbridge and footbridge approach.	20m span	●	●	●	SHORT
3.5a (Strategic route, see 4.8, 5.11)	Limehouse Cut leisure route improvements	MEDIUM (preferred option)	Improve surface finish along shared path, introduce ecology sensitive lighting and encourage active frontages along route	1,500m	●●	●●●	●●	MEDIUM
3.5b (Strategic route, see 4.8, 5.11)	Widened share/ segregated cycle and walking route along Limehouse Cut		Widen the existing towpath route by adding a structure which reclaims part of the canal, to provide a wider shared or segregated walking and cycling facility. Note: Structure might be cantilevered off existing towpath over water or formed using a pier type construction for example	1,500m	●●●●	●●●●●	●●●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

03 - Chrisp Street - Project list

3.6	Cordelia Street	MEDIUM	Introduce Chrisp Street to Limehouse Cut/Poplar Union cycle link	760m	●●●	●●●	●●●	MEDIUM
3.7	Duff Street and A13 junction	MEDIUM	Signalising the junction in order to facilitate north west movements for pedestrians and cycles. Complements connections to CS3	900m2	●●●●	●●●	●●●●	LONG
3.8	New pedestrian crossing at Warner Terrace/Upper North Street junction	MEDIUM	New zebra/toucan crossing to facilitate access to park	N/A	●●	●●●	●●	SHORT
3.9 (strategic link, see 1.4)	Bus Gate	MEDIUM	Potential to include bus gate as part of a Liveable Neighbourhood set of interventions	N/A	●	●●●	●	SHORT
3.10	Chrisp Street Market development	LOW	Encourage multiple cycle parking and cycle hire points	N/A	●	●●	●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

6.7
PRIORITISED PROJECTS BY NEIGHBOURHOOD

04 - Langdon Park North & Teviot - Overview

The Langdon park North & Teviot Neighbourhood sits at the heart of the study area and is bordered on the east by the A12, west by the DLR tracks, north by the Limehouse Cut, with the south being less definitive a boundary but made up by Langdon Park School and Jolly's Green park.

Though some development is expected within the area, significant population growth is not expected until after the current plan period.

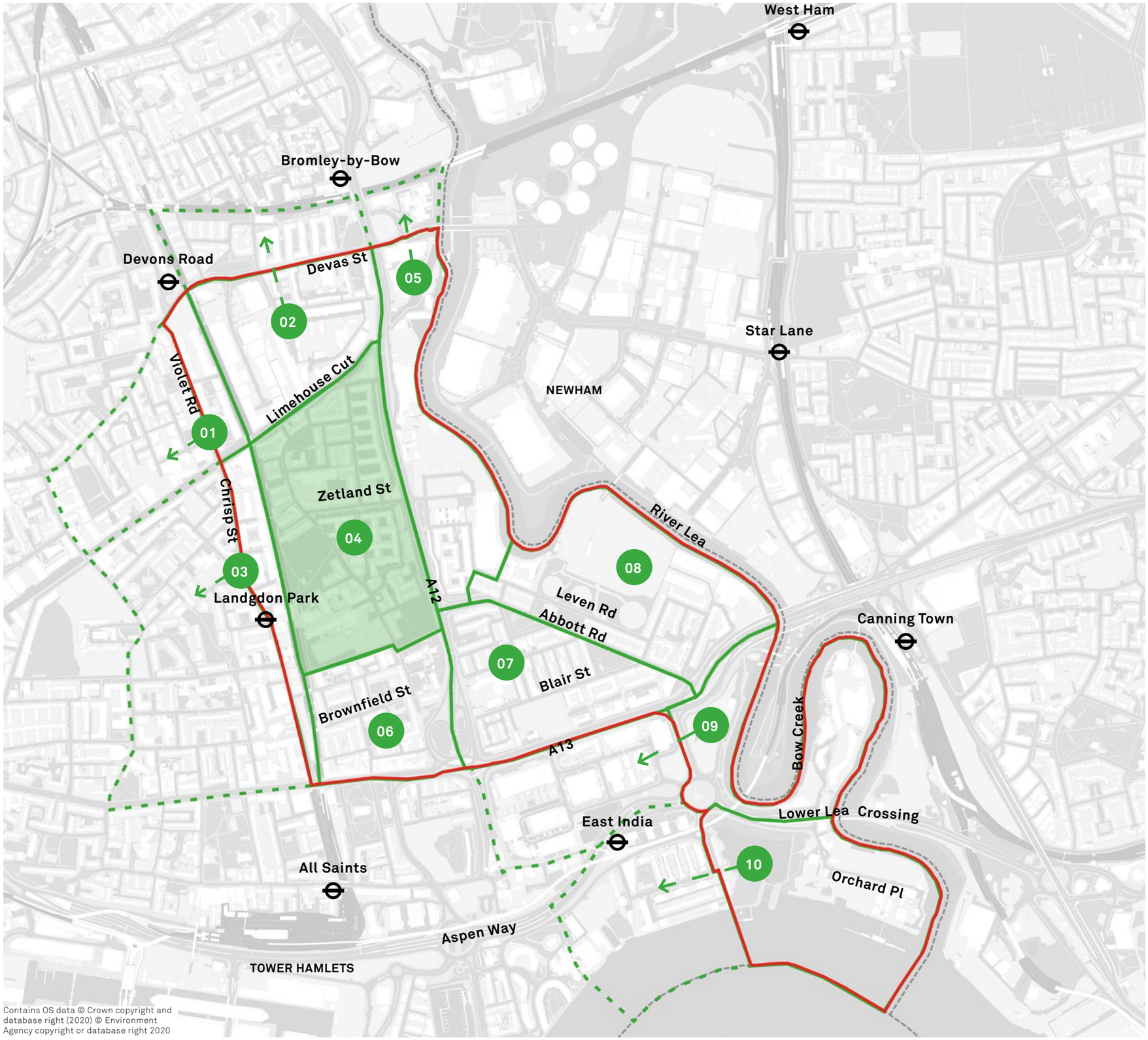
Dissimilar to other areas, walking routes are considered poor in the centre of the Neighbourhood and better towards the edges, though this does include the A12, which has other disadvantages. Cycle provision is considered poor generally.

As would follow being at the centre of the project area, proposals criss-cross the area creating walking and cycling corridors, with key connections with neighbouring areas to the east and west to navigate the A12 and DLR tracks respectively.

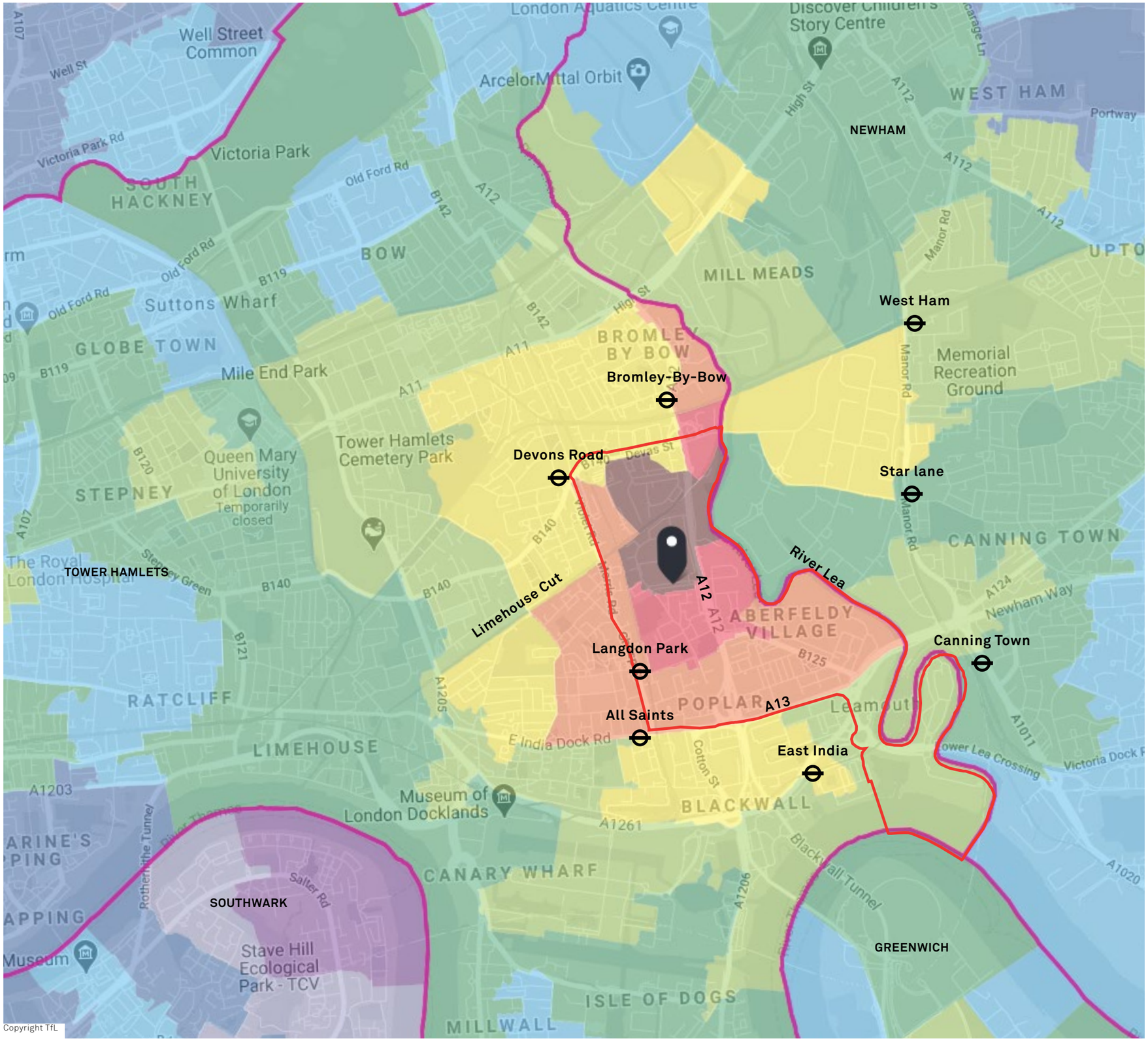
KEY

- 04 - Langdon Park north and Teviot
- Neighbourhoods:
  - 01 - Violet Road sub-area
  - 02 - Bromley-By-Bow South
  - 03 - Chrisp Street
  - 05 - Poplar Riverside south
  - 06 - Langdon Park south
  - 07 - Aberfeldy
  - 08 - Poplar Riverside south
  - 09 - Leamouth
  - 10 - East India Basin
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



04 - Langdon Park North & Teviot - TIM map



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 100m

04 - Langdon Park North & Teviot - Existing area network evaluation

KEY

Priority 1 local destinations

01 - Langdon Park DLR station

02 - Langdon Park School

Priority 2 local destinations

01 - Teviot Centre

02 - Manorfield Primary Schl.

03 - Poplar Baptist Church

04 - Poplar Works

05 - Teviot Community Hall

06 -St Saviour's School

07 - Balfron Tower

08 - The Aberfeldy Practice

Key green spaces

Key retail destinations

Pipeline development extent

Cycling Routes:

Good quality existing cycling route

Poor quality existing cycling route

Walking Routes:

Good quality existing walking route

Poor quality existing walking route

Barriers:

Cycle barriers

Gates

Steps

CSNA crossings:

Level 1 - pedestrian only

Crossing removed

Level 2 - suitable for advisory and cycle route networks

Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

Neighbourhood boundary

Eight key stations

Borough boundaries

N 0 100m

04 - Langdon Park North & Teviot - Existing network observational analysis

Junctions & crossings

↑ Slip road from A12 to Teviot Street near Tweed Walk is excessively wide and encourages high vehicle speeds creating hostile pedestrian environment

↑ Teviot St / A12/ Lochnagar St subway is not signed as shared use; obstructed Teviot St / A12 views occur due to narrow links though masonry wall

Obstacles

↑ Self binding gravel path alongside Limehouse Cut with limited access points and poor or no lighting

↑ Narrow foot-way on the west side of the A12. Although pedestrians can use parallel Brion Place and Teviot Street, connections to those streets are limited

Public realm

↑ Langdon Park diagonal path entrance by St Leonards Road - guard-railing and no dropped kerb restrict pedestrian and cycle movements

↑ Low quality narrow footpath and on-street parking on Zetland Street

04 - Langdon Park North & Teviot - Proposals

KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

1 Pipeline known development site:

09 - Aberfeldy Estate
10 - Teviot
11 - Royal Charlie PH
12 - The High Line
13 - Lansbury Square
21 - Islay Wharf
20 - Ailsa Wharf
22 - Bromley Hall School
24 - Leven Wharf
37 - Chrisp Street Market
39 - 83 Barchester Street
40 - Bow Exchange
43 - Watts Grove Depot
44 - Azam House
16 - Three Waters/ Bromley Mills Wharf
19 - Bromley Hall and Old Poplar Library
23 -Tram Shed/ Poplar Bus Garage

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m

04 - Langdon Park North & Teviot - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
4.1a (strategic link , see 5.6)	A12 signalised junction, Zetland and Lochnagar Street full revamp	TOP (preferred option)	Upgrade junction for walking and cycling including tightened radius and lane widths where feasible, west-east cycle link between Morris Road and Lochnagar Street and more direct pedestrian crossings.	1,800m2	●●●	●●●●	●●●	MEDIUM
4.1b (strategic link , see 5.6)	A12 signalised junction, Zetland and Lochnagar Street pedestrian improvements		Upgrade junction for walking and cycling, providing ASL boxes for cyclists travelling west/east, reducing crossing widths north/south for pedestrians and reducing stagger of west/east pedestrian crossings	1,800m2	●●	●●●	●●	MEDIUM
4.1c (strategic link , see 5.6)	A12 signalised junction, Zetland and Lochnagar Street walking and cycling bridge		New walking and cycling bridge linking across A12 between Zetland Street and Lochnagar Street	35m span	●●●●●	●●●	●●●●●	LONG
4.2	Tweed Walk and Teviot Street	TOP	Close slip road from A12 to Teviot Street and remodel the Tweed Walk and Teviot Street junction to allow wider footway and smoother north-south movements for pedestrians and cyclists, as part of a Low traffic Neighbourhood set of proposals	400m2	●●	●●●	●●	MEDIUM
4.3 (strategic route, see 5.3)	River Lea to Violet Road/Morris Road/ Chrisp Street walking and cycling route via Lochnagar Street, Zetland Street, St. Leonards Road and Langdon Park	TOP	Segregated cycle lanes and improved footways to create walking and cycling spine. Reduce parking and create new links through development sites where required. Provide spur from Lochnagar Street through existing industrial site to meet new bridge proposal; relates to 5.5 Lochnagar Street through existing industrial site to meet new bridge proposal.	690m	●●●	●●●●●	●●●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

04 - Langdon Park North & Teviot - Project list

G.4.1	Low Traffic Neighbourhood	TOP	Introduce a Low Traffic Neighbourhood scheme to prevent rat-running between A13 and A12 and encourage trips to be made using active travel modes	N/A	●●	●●●●	●●	MEDIUM
G.4.2	Approach to DLR crossing points	HIGH	General streetscape improvement works should be applied to all DLR track crossing approach roads. Improvements such as better signage, dropping kerbs, widened footpaths, signing as shared use, step free access, de-clutter and improved lighting should be applied throughout the sub area	N/A	●●	●●●	●●	SHORT
4.4	Paths through Langdon Park	TOP	Improve Landgon Park station to Zetland Street cycle and pedestrian connection. Introduce raised tables and dropped kerbs and remove guardrails	450m	●	●●●	●	SHORT
4.5 (strategic route, see 2.4, 5.8)	Teviot Street and Bromley-By-Bow cycle link improvements along west side of A12	HIGH	Improve north/south cycle movement along A12 footway west with shared pavement. De-clutter and create better sight-lines to neighbouring areas	800m	●●	●●	●●	SHORT
4.6 (strategic link, see 3.4)	Fawe Street and Clutton Street DLR footbridge	HIGH	Improve lighting to the footbridge and footbridge approach	20m span	●	●	●	SHORT
4.7	Teviot Street	MEDIUM	Introduce Zetland Street to Limehouse Cut link for pedestrian and cycle movement	160m	●●	●●	●●	MEDIUM
4.8a (Strategic route, see 3.5, 5.11)	Limehouse Cut leisure route improvements	MEDIUM (preferred option)	Improve surface finish along shared path, introduce ecology sensitive lighting and encourage active frontages along route	1,500m	●●	●●●	●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

04 - Langdon Park North & Teviot - Project list

4.8b (Strategic route, see 3.5, 5.11)	Widened share/ segregated cycle and walking route along Limehouse Cut		Widen the existing towpath route by adding a structure which reclaims part of the canal, to provide a wider shared or segregated walking and cycling facility. Note: Structure might be cantilevered off existing towpath over water or formed using a pier type construction for example	1,500m	●●●●	●●●●●	●●●●●	LONG
4.9	Spey Street and Teviot Street cycle and walking link, including through Teviot Estate where possible	MEDIUM	Introduce St Leanoard's Road, Spey Street, Brion Place, Zetland Street, Teviot Street to Limehouse Cut/A12 link for pedestrian and cycle movement. Widen gap between housing at north end of Spey Sreet if possible to better facilitate cycling	330m	●●	●●	●●	SHORT
4.10 (strategic link, see 6.4)	Saint Leonards Road cycle link	MEDIUM	Introduce A13 to Zetland Street cycle link by low-traffic neighbourhood approach or dedicated cycle provision combined with parking reduction. General de-cluttering and continuous crossings should also be implemented to facilitate better pedestrian movement	650m	●●	●●●	●●●	MEDIUM
4.11a (strategic link, see 5.14 and 7.10)	Andrew Street, A12 and Abbot Road subway infill and new at grade signalised junction	MEDIUM	Infilling in subway and underpass in order to signalise the entire junction to facilitate north-south and west-east movements for pedestrians, cycles and cars	N/A	●●●●●	●●●●	●●●●●	LONG
4.11b (strategic link, see 5.14 and 7.10)	Andrew Street, A12 and Abbot Road subway infill and road closure	(preferred option)	Infilling in subway and underpass and road closure to Abbott Road as part of a Low Traffic Neighbourhood set of proposals	N/A	●●●●●	●●●●●	●●●●●	LONG
4.12 (strategic link, see 5.15)	Teviot Street, A12 and Lochnagar Street subway	MEDIUM	Improve signage and lighting to subway. Widen access points to improve obscured views towards the subway; upgrade stepped access to a ramp on the subway approach	N/A	●	●●	●●	SHORT

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

04 - Langdon Park North & Teviot - Project list

4.13	Teviot estate development	MEDIUM	Ensure that future development facilitates and links priority cycle and pedestrian routes through the entire sub area	N/A	●●●	●●	●●●	LONG
4.14 (Strategic intervention, see 2.7)	New walking and cycling bridge over Limehouse Cut	MEDIUM	New walking and cycling bridge to connect Teviot Estate in the south over the Limehouse Cut and to Epsom Street Employment Area, creating an alternative cycling and walking route, avoiding the A12 corridor	30m span	●●●	●●	●●●	MEDIUM

Note:
Interventions 4-10a and 4-10b have potential to release land for redevelopment

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

6.8
PRIORITISED PROJECTS BY NEIGHBOURHOOD

05 - Poplar Riverside N. - Overview

The Poplar Riverside North Neighbourhood bounds the Core Study Area to the east, as it follows the River Lea. The A12 forms its western boundary with rail land to the north and to the south, the edge of a development site and designated Site Allocation.

Significant development and growth is expected within the area, more than doubling the residential population.

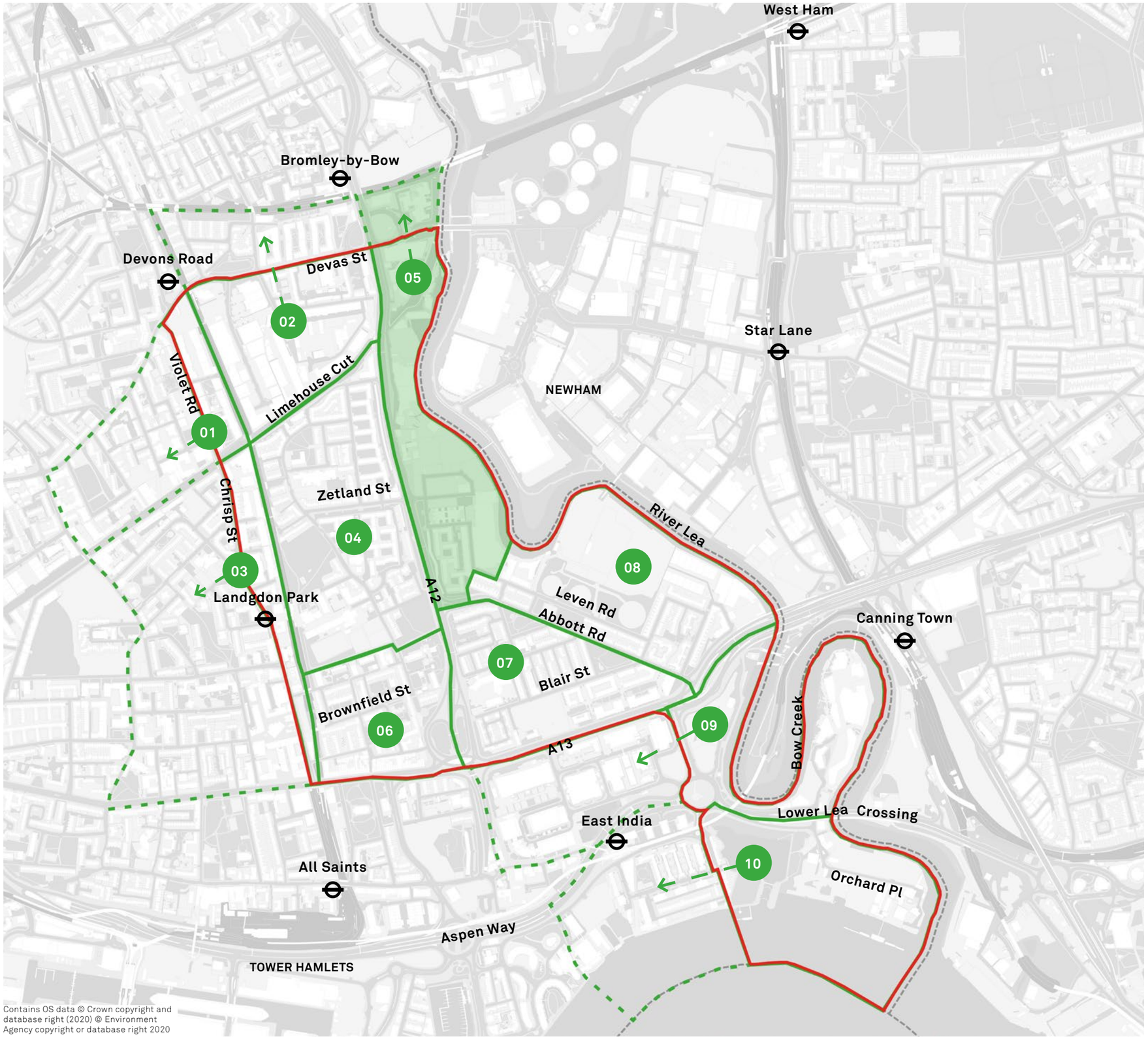
Walking and cycling routes are extremely limited with no access to the west bank of river edge, very poor provision along the A12 and very limited access to the centre of the site. The major exception is the Limehouse Cut route, but interchange there is also limited.

Proposals here promote access to the river as part of future developments and includes the proposed Lochnagar walking and cycling bridge. An improved A12 junction at Zetland Street Lochnagar Street and onward route along Leven Road create fabulous opportunities to open up this and connections between the wider area.

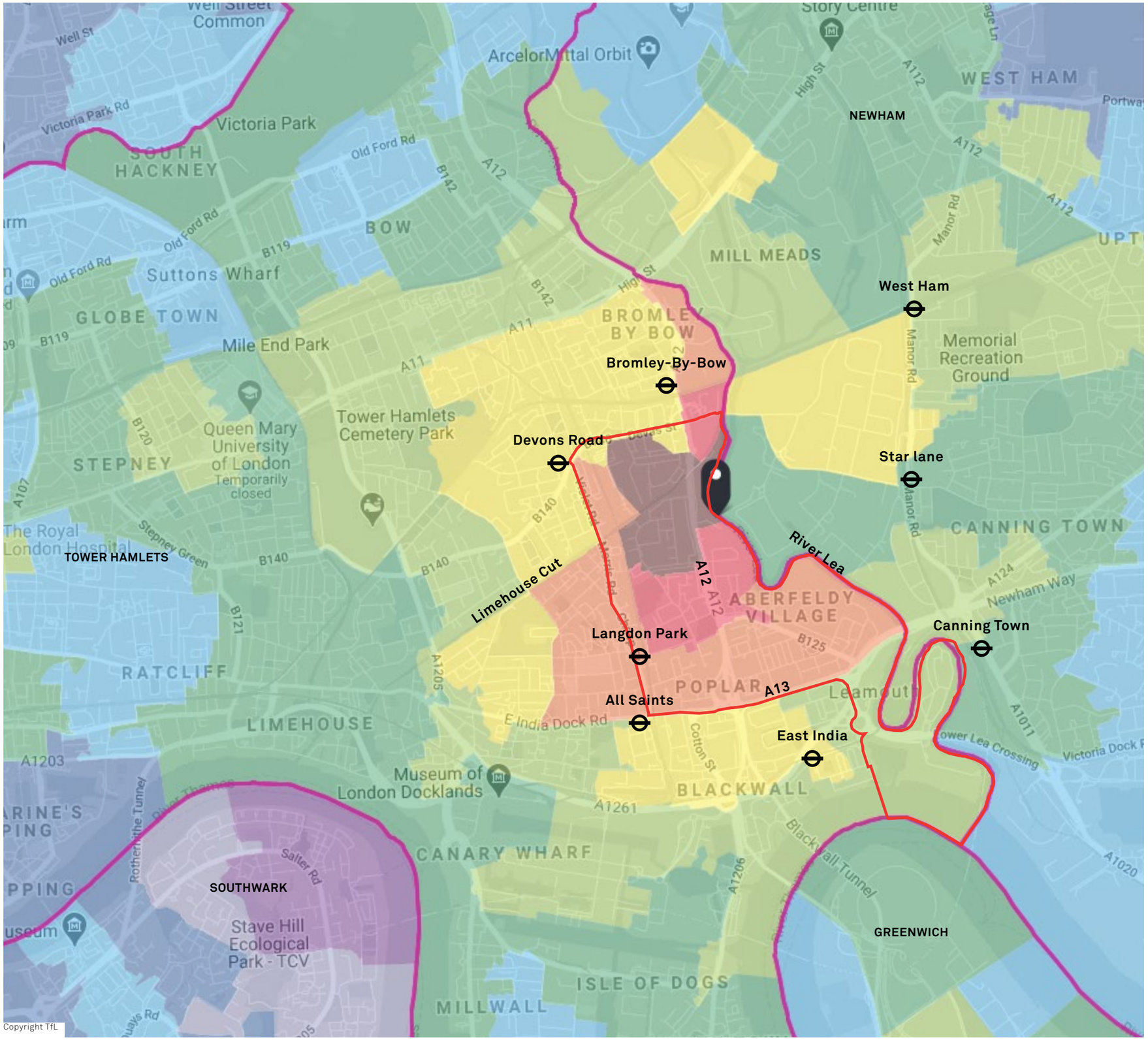
KEY

- 05 - Poplar Riverside south
- Neighbourhoods:
  - 01 - Violet Road sub-area
  - 02 - Bromley-By-Bow South
  - 03 - Chrisp Street
  - 04 - Langdon Park north and Teviot
  - 06 - Langdon Park south
  - 07 - Aberfeldy
  - 08 - Poplar Riverside south
  - 09 - Leamouth
  - 10 - East India Basin
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



05 - Poplar Riverside N. - TIM map



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 100m

05 - Poplar Riverside N. 1 - Existing area network evaluation

KEY

Priority 1 local destinations
01 - Bromley-By-Bow station
02 - East London Arts and Music
03 - Bow School

Priority 2 local destinations
01 - Marner primary School
02 - Teviot Centre
03 - Manorfield Primary School

Key green spaces
Key retail destinations
Pipeline development extent

Cycling Routes:
Good quality existing cycling route
Poor quality existing cycling route

Walking Routes:
Good quality existing walking route
Poor quality existing walking route

Barriers:
Cycle barriers
Gates
Steps

CSNA crossings:
Level 1 - pedestrian only
Crossing removed
Level 2 - suitable for advisory and cycle route networks
Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

Neighbourhood boundary
Eight key stations
Borough boundaries

N 0 100m

05 - Poplar Riverside N. 2 - Existing area network evaluation

KEY

- Priority 1 local destinations
  - 01 - Langdon Park DLR station
  - 02 - Langdon Park School
- Priority 2 local destinations
  - 01 - Teviot Centre
  - 02 - Manorfield Primary School
  - 03 - Poplar Baptist Church
  - 04 - Teviot Community Hall
  - 05 - Poplar Works development
  - 06 - The Aberfeldy Practice
- Key green spaces
- Key retail destinations
- Pipeline development extent

Cycling Routes:

- Good quality existing cycling route
- Poor quality existing cycling route

Walking Routes:

- Good quality existing walking route
- Poor quality existing walking route

Barriers:

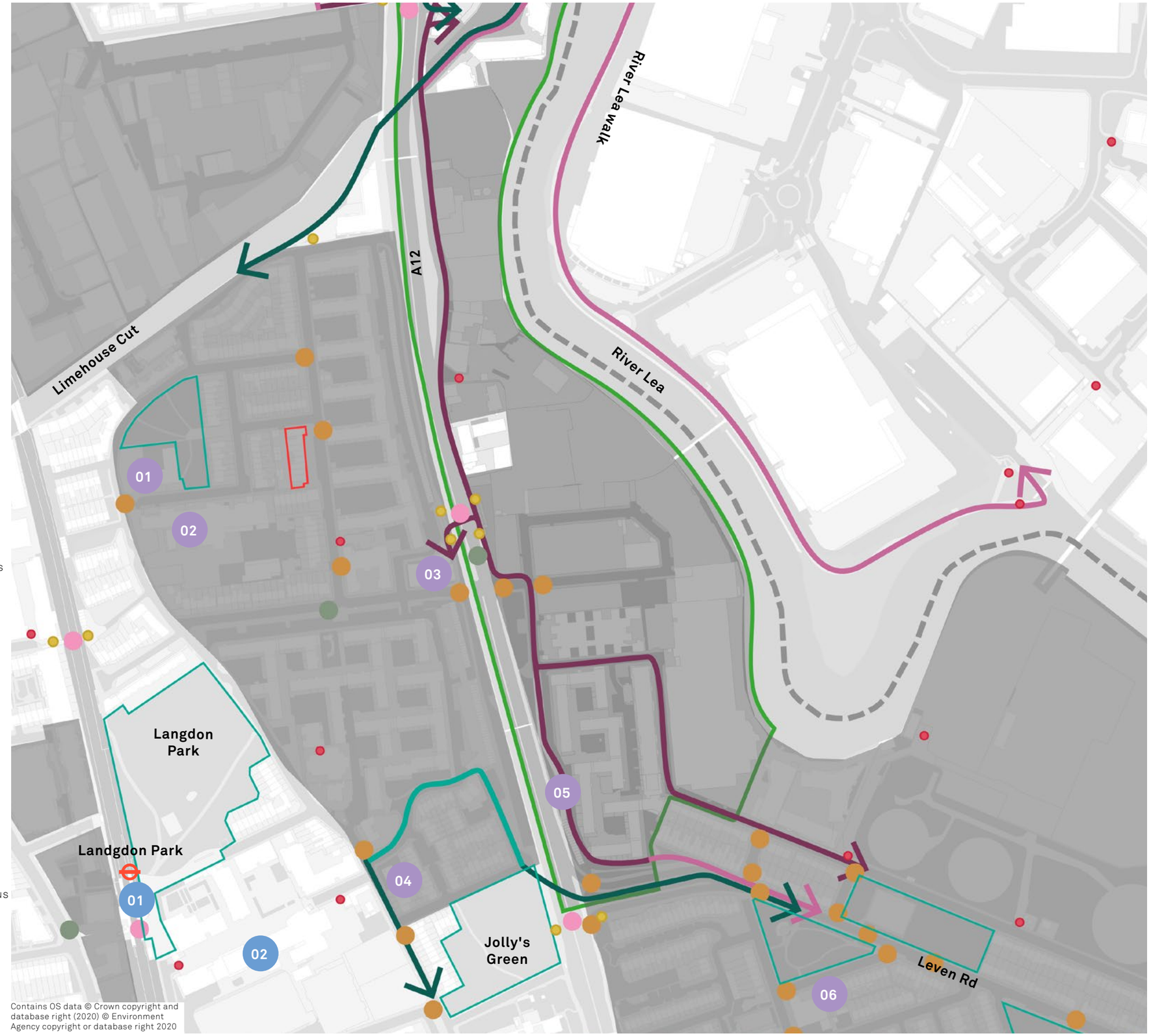
- Cycle barriers
- Gates
- Steps

CSNA crossings:

- Level 1 - pedestrian only
- Crossing removed
- Level 2 - suitable for advisory and cycle route networks
- Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

- Neighbourhood boundary
- Eight key stations
- Borough boundaries

N 0 100m



05 - Poplar Riverside N. - Existing network observational analysis

Junctions & crossings

↑ Twelvetrees Crescent and A12 eastern junction - guardrail restricts direct north-south pedestrian movement along the A12

↑ Lochnagar Street and A12 junction - no pedestrian signal on both east and western sides of A12 and no crossing on southern side of the junction

Obstacles

↑ Twelvetrees Crescent is used as east-west crossing of the A12 by pedestrians and cyclists which is unsuitable for such movements

↑ Uneven and inconsistent footpath surfaces on A12 subway approach north of Lochnagar street

Public realm

↑ Narrow and low quality footpaths along Abbott Road with on-street parking restricting cycle and pedestrian movements

↑ A12 and Gillender Street subway leading to Bow School is poorly lit and not signed for cycle use

05 - Poplar Riverside N. 1 - Proposals

KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

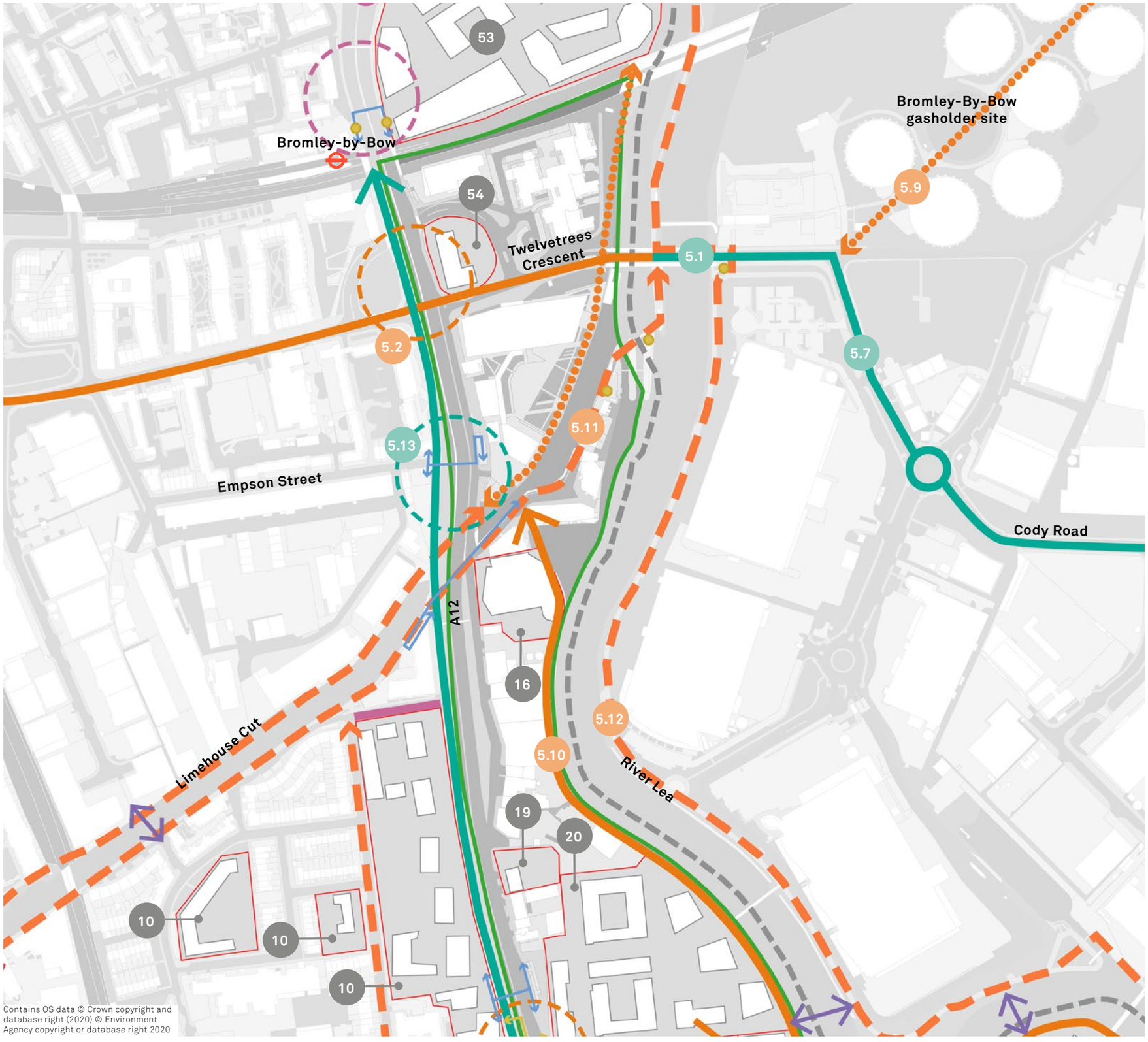
1 Pipeline known development site:

- 10 - Teviot
- 16 - Three Waters/ Bromley Mills Wharf
- 19 - Bromley Hall and Old Poplar Library
- 20 - Ailsa Wharf
- 53 - Imperial-by-Lea
- 54 - 1 Twelvetrees Crescent

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m



05 - Poplar Riverside N. 2 - Proposals

KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

- 1 Pipeline known development site:
  - 01 - Leven Road Gas Works
  - 9 - Aberfeldy Estate
  - 10 - Teviot
  - 12 - The High Line
  - 13 - Lansbury Square
  - 16 - Three Waters/ Bromley Mills Wharf
  - 19 - Bromley Hall and Old Poplar Library
  - 20 - Ailsa Wharf
  - 21 - Islay Wharf
  - 22 - Bromley Hall School
  - 23 - Tram Shed/ Poplar Bus Garage
  - 24 - Leven Wharf

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m

05 - Poplar Riverside N. - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
5.1 (strategic route, refer to 1.1 and 2.1)	B140 cycle improvement	TOP	Introduce segregated cycling routes. Potential to link Twelvetrees Crescent to A11 at Stepney Green with new e/w corridor	480m	●●●●	●●●●●	●●	LONG
5.2 (strategic link, see 2.2)	Twelvetrees Crescent, A12 and Devas Street junction	TOP	Signalise junction with pedestrian signals on all arms to open up east-west and north-south movements for pedestrians and cyclists	3,000m2	●●●	●●●●	●●●	LONG
5.3 (strategic route, see 4.3)	River Lea to Violet Road/Morris Road/ Chrisp Street walking and cycling route via Lochnagar Street, Zetland Street, Clutton Street and Fawe Street	TOP	Segregated cycle lanes and improved footways to create walking and cycling spine. Reduce parking and create new links through development sites where required. Provide spur from Lochnagar Street through existing industrial site to meet new bridge proposal; relates to 5.5	690m	●●●	●●●●●	●●●●	MEDIUM
5.4 (strategic link, see 8.4)	Leven Road	TOP	Introduce low-traffic neighbourhood approach and dedicated two way cycle provision including counter-flow to one-way road combined with parking reduction	600m	●●●	●●●●●	●●●●	MEDIUM
5.5	Lochnagar Bridge	TOP	New walking and cycling bridge over River Lea	50m span	●●●●	●●●●●	●●●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

05 - Poplar Riverside N. - Project list

5.6a (strategic link, see 4.1)	A12 signalised junction, Zetland and Lochnagar Street full revamp	TOP (preferred option)	Upgrade junction for walking and cycling including tightened radius and lane widths where feasible, west-east cycle link between Morris Road and Lochnagar Street and more direct pedestrian crossings	1,800m2	●●●	●●●●	●●●	MEDIUM
5.6b (strategic link, see 4.1)	A12 signalised junction, Zetland and Lochnagar Street pedestrian improvements		Upgrade junction for walking and cycling, providing ASL boxes for cyclists travelling west/east, reducing crossing widths north/south for pedestrians and reducing stagger of west/east pedestrian crossings	1,800m2	●●	●●●	●●	MEDIUM
5.6c (strategic link, see 4.1)	A12 signalised junction, Zetland and Lochnagar Street walking and cycling bridge		New walking and cycling bridge linking across A12 between Zetland Street and Lochnagar Street	35m span	●●●●●	●●●	●●●●●	LONG
5.7	Twelvetrees Crescent and Cody Road	HIGH	Introduce west/east segregated cycle link between Twelvetrees Crescent and Star Lane	800m	●●●	●●●	●●●	MEDIUM
5.8	Teviot Street and Bromley-By-Bow cycle link improvements along west side of A12	HIGH	Improve north/south cycle movement along A12 footway west with shared pavement. De-clutter and create better sight-lines to neighbouring areas	800m	●●	●●	●●	SHORT
5.9	Bromley-By-Bow gas-holder site walking and cycling route	MEDIUM	Introduce west/east pedestrian and cycle route to West Ham station through Bromley-By-Bow gas-holder development site. Links to proposed strategic route 5.1	500m	●●	●●●●	●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

05 - Poplar Riverside N. - Project list

5.10 (strategic link, see 8.10)	River Lea path west bank	MEDIUM	Introduce north-south cycle link and pedestrian leisure route along the western bank of the River Lea from Bow Locks to connect to Bow Creek Ecology Park. With high quality surface finishes, ecologically sensitive lighting, and active frontages where possible. In areas where continuous towpath is infeasible, e.g. 'Jam Factory' building severance - alternatives such as adding a structure which reclaims part of the river, to provide a wider shared or segregated walking and cycling facility	1,660m	●●●	●●●	●●●	LONG
5.11a (Strategic route, see 3.5, 4.8)	Limehouse Cut leisure route improvements	MEDIUM (preferred option)	Improve surface finish along shared path, introduce ecology sensitive lighting and encourage active frontages along route	1,500m	●●	●●●	●●	MEDIUM
5.11b (Strategic route, see 3.5, 4.8)	Widened share/ segregated cycle and walking route along Limehouse Cut		Widen the existing towpath route by adding a structure which reclaims part of the canal, to provide a wider shared or segregated walking and cycling facility. Note: Structure might be cantilevered off existing towpath over water or formed using a pier type construction for example	1,500m	●●●●	●●●●●	●●●●●	LONG
5.12a (Strategic route, see 8.11)	Eastern River Lea path	MEDIUM (preferred option)	Upgrade north-south leisure route by introducing higher quality surface treatments, ecologically sensitive lighting and active frontages where possible; provide a high quality shared path	975m	●●	●●	●●	LONG
5.12b (Strategic route, see 8.11)	Eastern River Lea path	(extend option)	In addition to the 5.12a, extend a generous, high quality shared path along the river edge from Cody Dock to meet A13	975m and 650m extension	●●	●●●	●●	LONG
5.13 (strategic link, see 2.5)	Empson Street and A12 subway	HIGH	Adapt subway for cycle use; improve signage and lighting	100m	●	●●	●	SHORT

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

05 - Poplar Riverside N. - Project list

5.14a (strategic link, see 4.11 and 7.10)	Andrew Street, A12 and Abbot Road subway infill and new at grade signalised junction	MEDIUM	Infilling in subway and underpass in order to signalise the entire junction to facilitate north-south and west-east movements for pedestrians, cycles and cars	N/A	●●●●●	●●●●	●●●●●	LONG
5.14b (strategic link, see 4.11 and 7.10)	Andrew Street, A12 and Abbot Road subway infill and road closure	(preferred option)	Infilling in subway and underpass and road closure to Abbott Road as part of a Low Traffic Neighbourhood set of proposals	N/A	●●●●●	●●●●●	●●●●●	LONG
5.15 (strategic link, see 4.12)	Teviot Street, A12 and Lochnagar Street subway	MEDIUM	Improve signage and lighting to subway. Widen access points to improve obscured views towards the subway; upgrade stepped access to a ramp on the subway approach	N/A	●	●●	●●	SHORT

Note:
Interventions 4-10a and 4-10b have potential to release land for redevelopment

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

6.9
PRIORITISED PROJECTS BY NEIGHBOURHOOD

06 - Langdon Park S. - Overview

The Langdon Park South Neighbourhood nestles to the north of the A13 with DLR tracks bounding the western side and the A12 to the east. To the north is a more permeable boundary and has been set at Langdon Park School and Jolly's Green park.

Significant development and growth is not expected within the area during the period of the AAP.

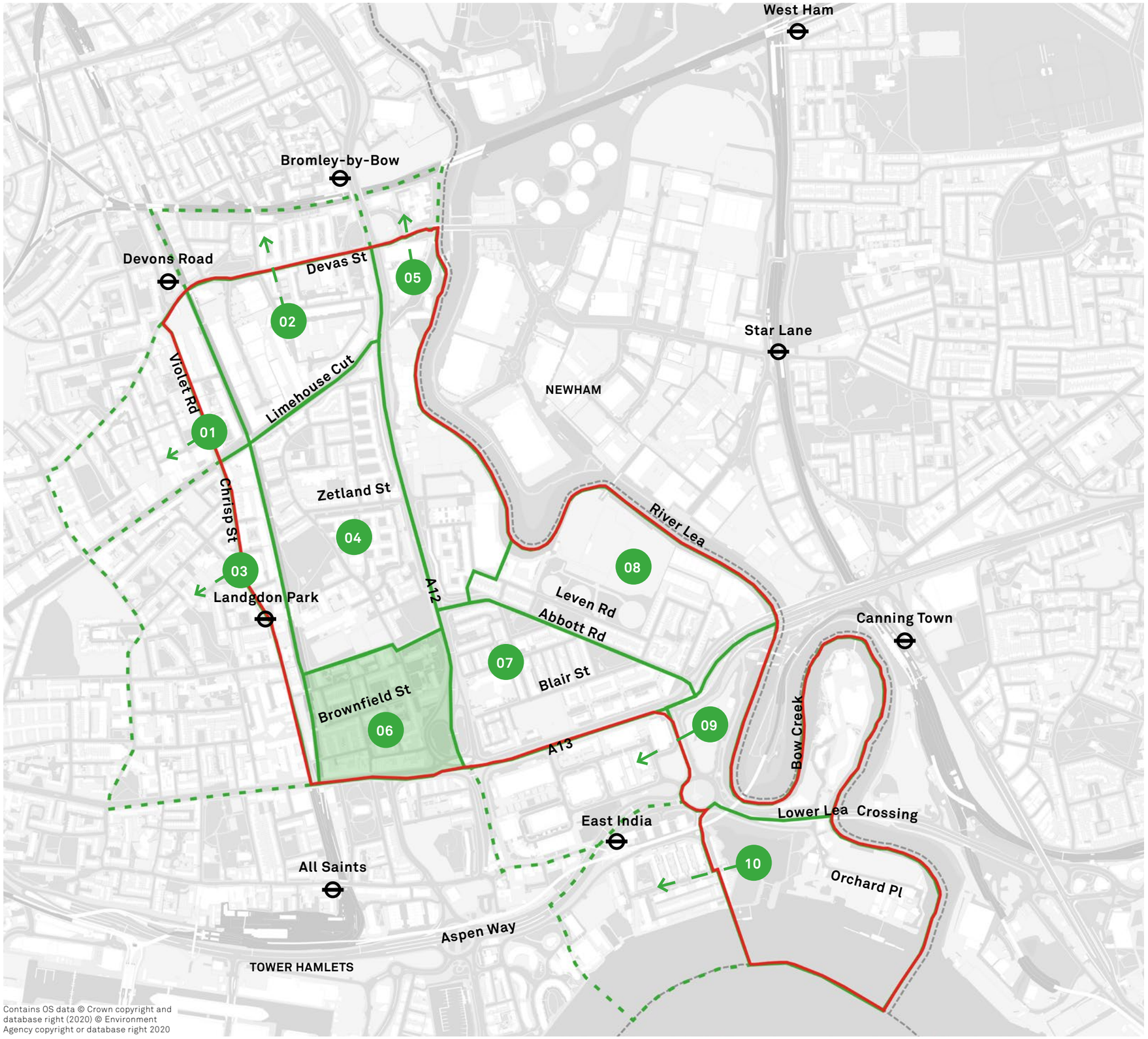
Walking and cycling routes within the boundary of the Neighbourhood are considered good quality, however, they predominantly become poor beyond the immediate edge and along the boundaries themselves.

The main proposal is a e/w walking and cycling route which runs the width of the Neighbourhood and links to Neighbourhood areas on each side along the path of the school and park. This creates a spine for other interventions to join such as routes towards stations to the south and north to further residential areas.

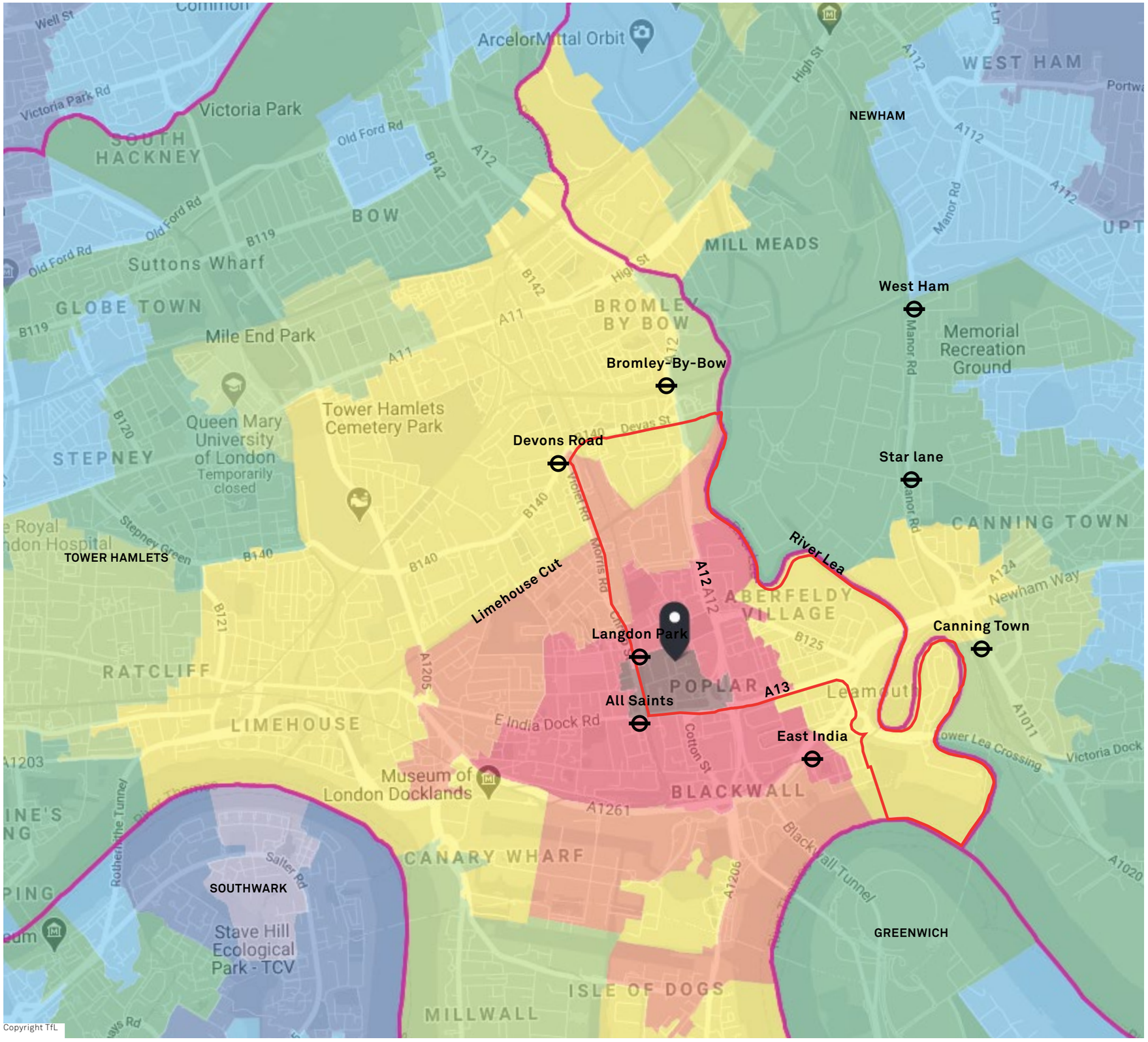
KEY

- 06 - Langdon Park south
- Neighbourhoods:
  - 01 - Violet Road sub-area
  - 02 - Bromley-By-Bow South
  - 03 - Chrisp Street
  - 04 - Langdon Park north and Teviot
  - 05 - Poplar Riverside south
  - 07 - Aberfeldy
  - 08 - Poplar Riverside south
  - 09 - Leamouth
  - 10 - East India Basin
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



06 - Langdon Park S. - TIM map



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 100m

06 - Langdon Park S. - Existing area network evaluation

KEY

- Priority 1 local destinations
  - 01 - Langdon Park DLR station
  - 02 - Langdon Park School
  - 03 - Chrisp Street Market
  - 04 - All Saints station
- Priority 2 local destinations
  - 01 - Poplar Works development
  - 02 - Teviot Community Hall
  - 03 - Balfron Tower
  - 04 -Culloden Primary Academy
  - 05 - All Saints Church
  - 06 - Poplar Mosque
  - 07 - Woolmore Primary School
  - 08 - Tower Hamlets Town Hall
  - 09 - Blackwall business park
  - 10 - The Aberfeldy Practice
- Key green spaces
- Key retail destinations
- Pipeline development extent

Cycling Routes:

- Good quality existing cycling route
- Poor quality existing cycling route

Walking Routes:

- Good quality existing walking route
- Poor quality existing walking route

Barriers:

- Cycle barriers
- Gates
- Steps

CSNA crossings:

- Level 1 - pedestrian only
- Crossing removed
- Level 2 - suitable for advisory and cycle route networks
- Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

- Neighbourhood boundary
- Eight key stations
- Borough boundaries

N 0 100m

06 - Langdon Park S. - Existing network observational analysis

Junctions & crossings

↑ Subway under A12 at base of Balfron Tower is poorly lit and not signed for cycle use

↑ Willis Street DLR bridge leading to Chrisp Street has poor quality footway and carriageway surface and confusing street barriers

Obstacles

↑ Susannah Street bridge over DLR tracks with narrow poor quality footway and no signed cycle ways where illicit on-street parking occurs

↑ Constrained footpath leading away from A12 subway towards Saint Leonards Road

Public realm

↑ Pedestrian only Saint Leonards Road and Brownfield street link below residential block

↑ Footpaths from St Leonards Road and A12 subway converge in a circular public area that is likely to be intimidating at night

06 - Langdon Park S. - Proposals

KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

- 1 Pipeline known development site:
  - 01 - Leven Road Gas Works
  - 09 - Aberfeldy Estate
  - 10 - Teviot
  - 11 - Royal Charlie PH
  - 12 - The High Line
  - 13 - Lansbury Square
  - 23 - Tram Shed/ Poplar Bus Garage
  - 24 - Leven Wharf
  - 37 - Chrisp Street Market

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m

06 - Langdon Park S. - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
6.1 (strategic link, see 7.1)	Brownfield Street to Abbott Road walking and cycling route	TOP	Introduce continuous west to east cycle and pedestrian spine link from Brownfield street to Abbott Road, crossing A12 at existing subway. Dedicated cycle provision combined with parking reduction. General de-cluttering and continuous crossings should also be implemented to facilitate better pedestrian movement. Include environmental improvements, especially to subway	1,000m	●●●	●●●●●	●●●	MEDIUM
G.6.1	Low Traffic Neighbourhood	TOP	Introduce a Low Traffic Neighbourhood scheme to prevent rat-running between A13 and A12 and encourage trips to be made using active travel modes	N/A	●	●●	●	MEDIUM
6.2	Ida Street to CS3 (Poplar High Street) link via Bazely Street	HIGH	Improve Ida and Bazely Street cycle link to CS3, including signalised crossing at A13	430m	●●●●	●●●●	●●●●	MEDIUM
6.3 (strategic link, see 7.4, 9.3)	A12/A13 junction	HIGH	Improve access and legibility to A12 bus stops at A13 junction. Add ramp to northbound stop and investigate potential to include ramp or lift to southbound stop. Better wayfinding to be provided which makes stops legible from high level	10,000m2	●●●●	●●●	●●●	LONG
6.4 (strategic link, see 4.10)	Saint Leonards Road cycle link	MEDIUM	Introduce A13 to Zetland Street cycle link by low-traffic neighbourhood approach or dedicated cycle provision combined with parking reduction. De-cluttering and continuous crossings should also be implemented to improve walking	650m	●●	●●●	●●●	MEDIUM
6.5	Lodore and Follett Street	MEDIUM	Additional quiet-way type cycle link between key west-east and north south routes	200m	●	●	●	SHORT
6.6	A13 and Cotton Street junction	MEDIUM	Simplify crossing movements on this junction	3,600m2	●●●	●●	●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Pedestrian intervention Cycling intervention Cycle and pedestrian intervention

06 - Langdon Park S. -
Project list

G.6.2	Street furniture	MEDIUM	Pedestrian guardrail is prevalent across the sub-area, especially along A13 junctions should be phased out as part of general streetscape improvement works. Improvements such as better signage, dropping kerbs, signing as shared use, removing barriers and replacing with appropriately spaced bollards, especially on Brownfield Street should be implemented throughout the sub area	N/A	●●	●●●●	●●	SHORT
6.7	Route by Balfron Tower	LOW	Reinstate link down side of Balfron Tower. Widen and improve lighting, and environmental works	65m	●	●	●	SHORT
G.6.3	On street parking	LOW	Implement parking enforcement to ensure it is kept clear for pedestrians and cyclists on proposed priority routes throughout the sub area	N/A	●●	●	●	SHORT

KEY

7.1 - sub area intervention reference G - general note;

Pedestrian intervention Cycling intervention Cycle and pedestrian intervention

6.10
PRIORITISED PROJECTS BY NEIGHBOURHOOD

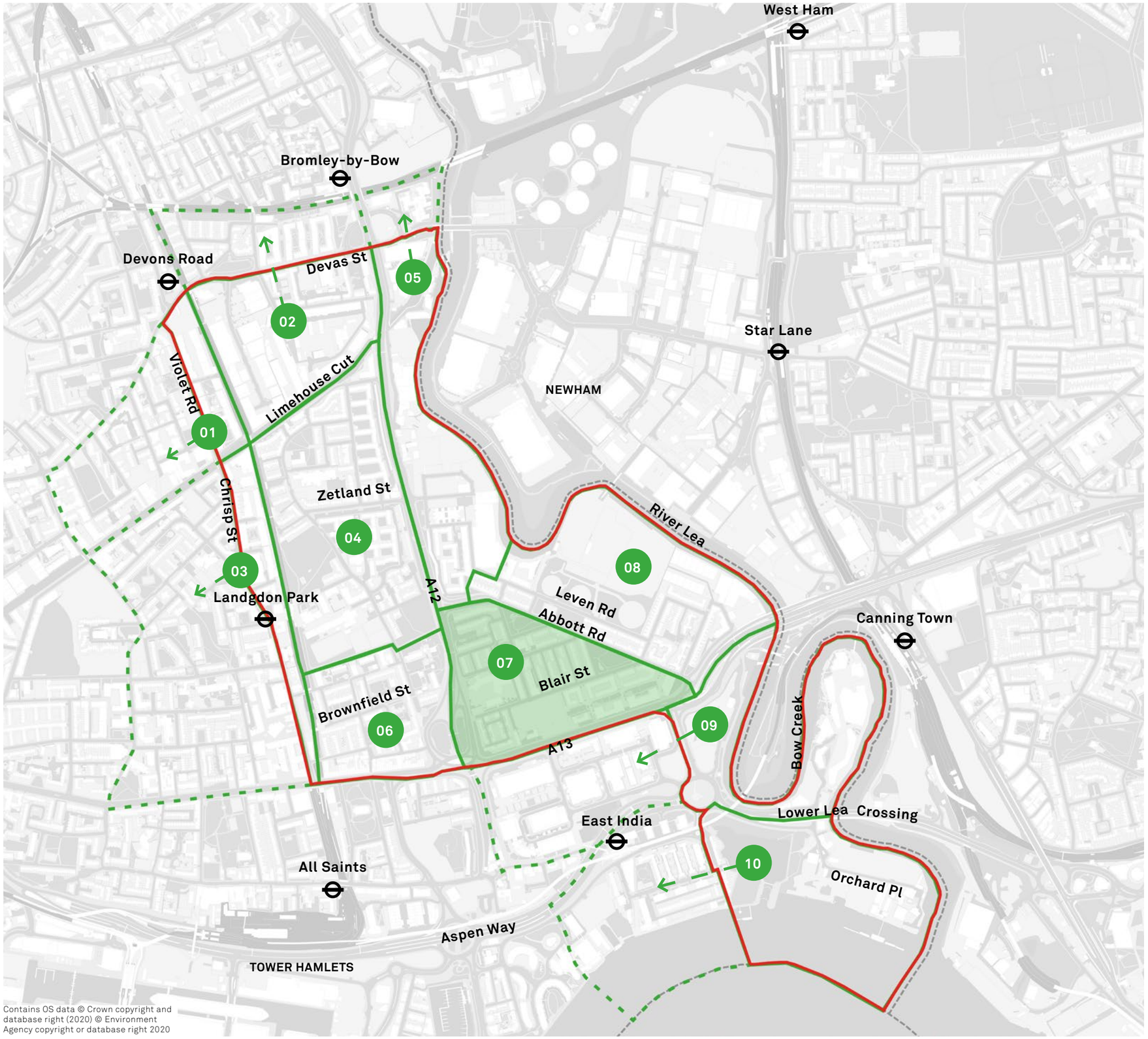
07 - Aberfeldy - Overview

The Aberfeldy Neighbourhood encompasses the Aberfeldy Estate predominantly and is bordered on the south and west by the A13 and A12, respectively and Abbott Road to the north/east.

Significant development and growth is ongoing and expected within the area.

Walking routes within the area are considered good, even on the north/east boundary, but are poor along the A13 and A12.

Proposals here are focused on creating a network of walking and cycling routes through the area and include along Abbott Road. They tend to step-back from the A13 and A12 at this location, with the exception of the need to improve crossing points.

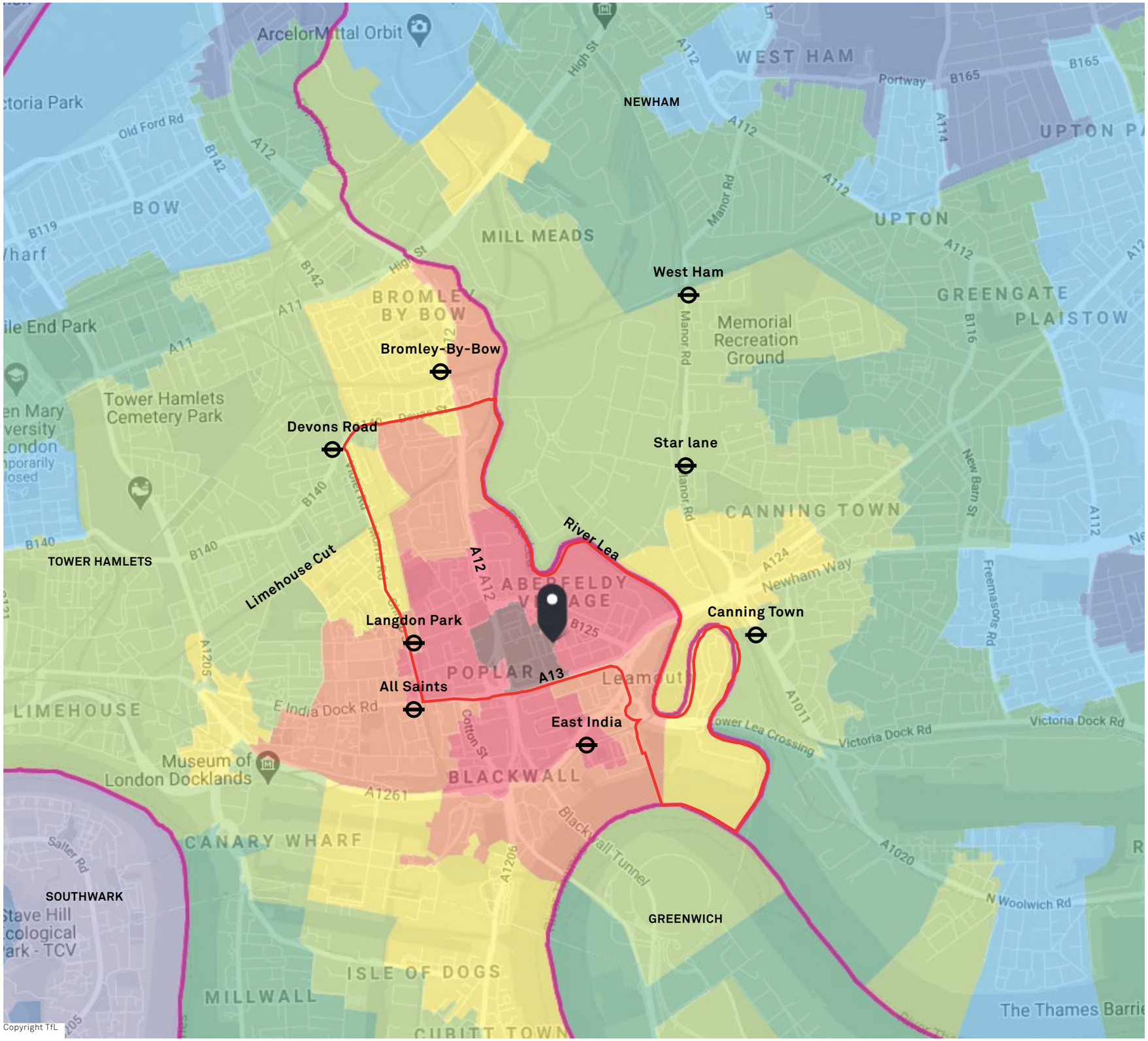


KEY

- 07 - Aberfeldy
- Neighbourhoods:
  - 01 - Violet Road sub-area
  - 02 - Bromley-By-Bow South
  - 03 - Chrisp Street
  - 04 - Langdon Park north and Teviot
  - 05 - Poplar Riverside south
  - 06 - Langdon Park south
  - 08 - Poplar Riverside south
  - 09 - Leamouth
  - 10 - East India Basin
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m

07 - Aberfeldy - TIM map



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 100m

07 - Aberfeldy - Existing area network evaluation

KEY

- Priority 2 local destinations
  - 01 - Poplar Baptist Church
  - 02 - Poplar Works development
  - 03 - Teviot Community Hall
  - 04 - Balfon tower
  - 05 - Culloden Primary Academy
  - 06 - Poplar Mosque and Community Centre
  - 07 - Woolmore Primary School
  - 08 - The Aberfeldy Practice
- Key green spaces
- Key retail destinations
- Pipeline development extent

Cycling Routes:

- Good quality existing cycling route
- Poor quality existing cycling route

Walking Routes:

- Good quality existing walking route
- Poor quality existing walking route

Barriers:

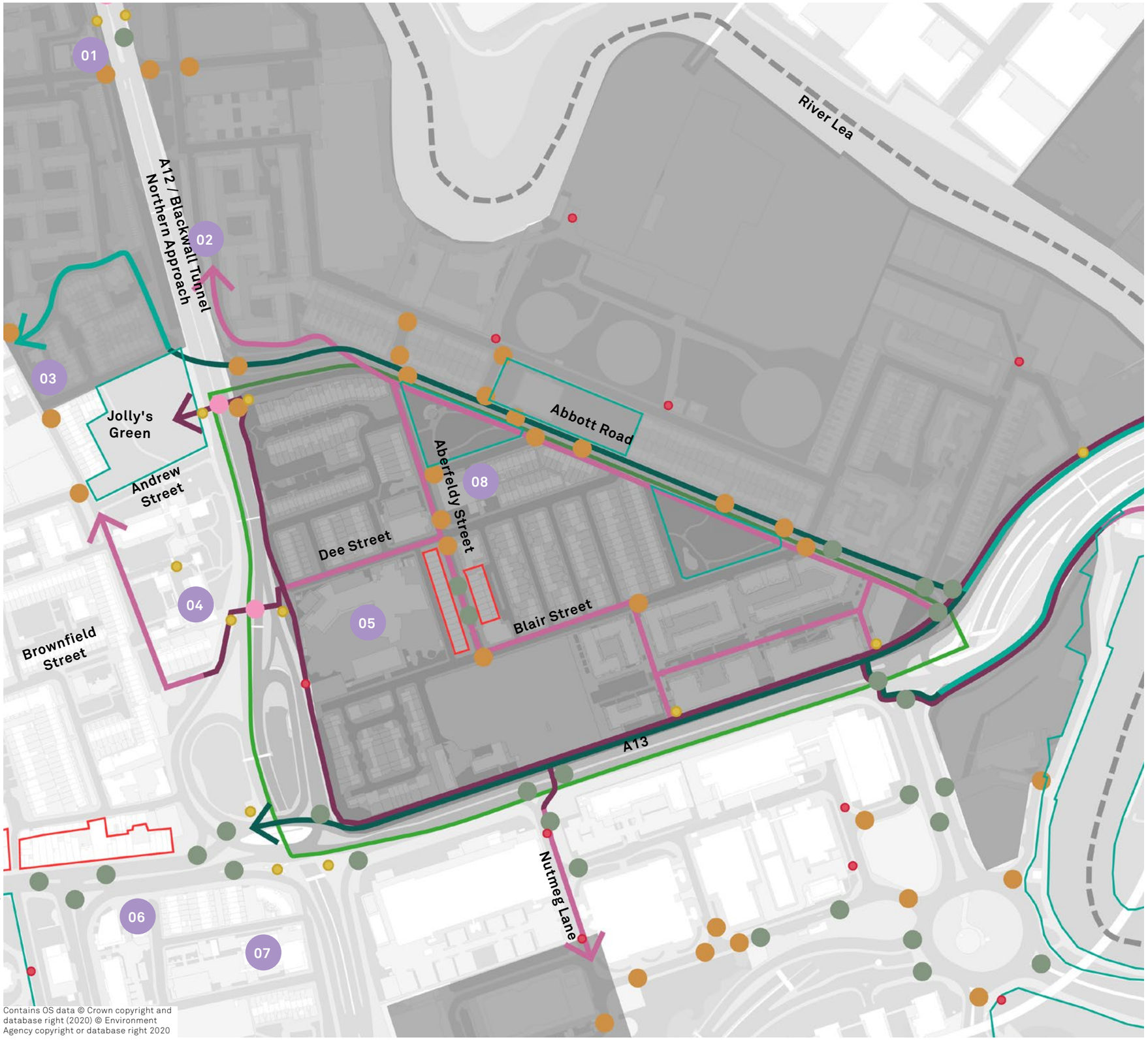
- Cycle barriers
- Gates
- Steps

CSNA crossings:

- Level 1 - pedestrian only
- Crossing removed
- Level 2 - suitable for advisory and cycle route networks
- Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

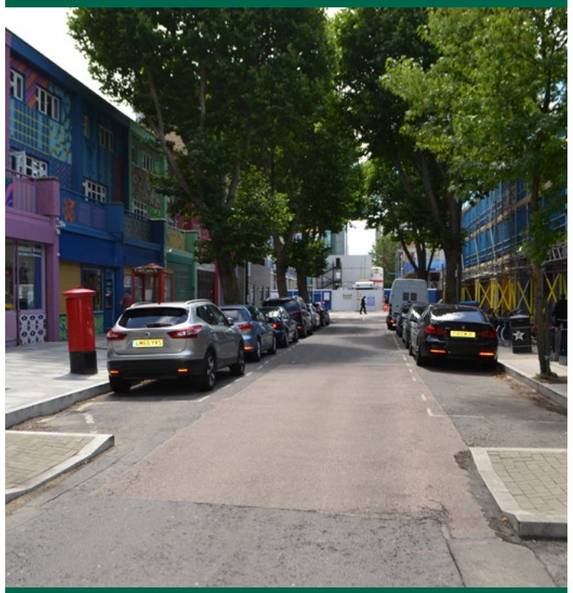
- Neighbourhood boundary
- Eight key stations
- Borough boundaries

N 0 100m



07 - Aberfeldy - Existing network observational analysis

Junctions & crossings



↑ Designated level crossing point on Aberfeldy Street shopping area restricts accessible movement

↑ A12 and A13 junction crossing is hostile to pedestrian and cycle movement due to high traffic, confusing layout and high pollution

Obstacles

↑ Mature trees' pits clash with footpath on Blair Street restricting footways and causing uneven surface

↑ Inaccessible gated access from A13 to Blair Street situated by Brunswich Road bus stop

Public realm

↑ A13 and Blair Street ramped and stepped link via Valencia close. Not clear if cycling is permitted

↑ A12 subway approach on Culloden Street with heavily cluttered with street furniture

07 - Aberfeldy - Proposals

KEY

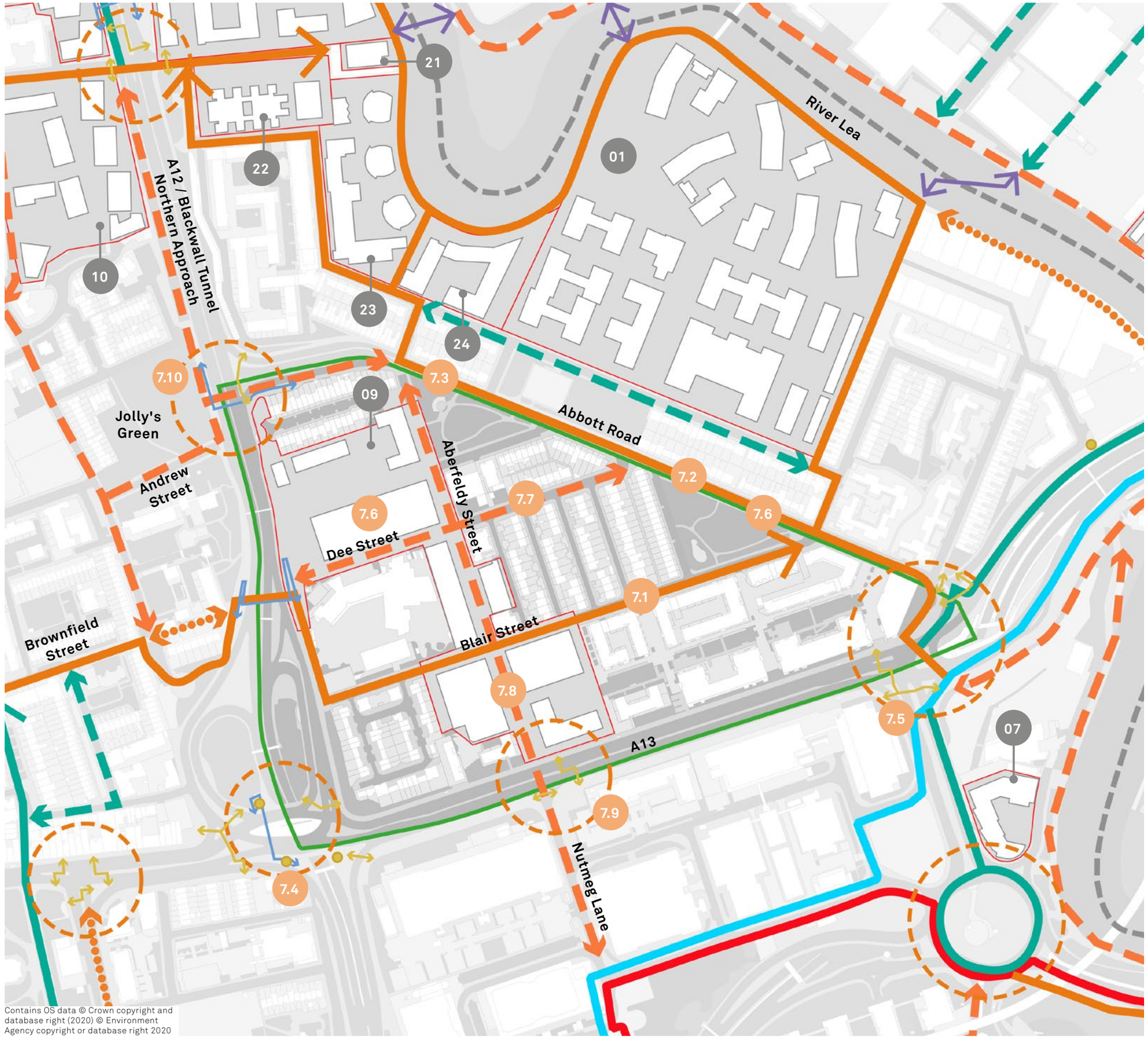
- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

- 1 Pipeline known development site:
  - 01 - Leven Road Gas Works
  - 07 - Orchard Wharf/ Castle Wharf
  - 09 - Aberfeldy Estate
  - 10 - Teviot
  - 21 - Islay Wharf
  - 22 - Bromley Hall School
  - 23 - Tram Shed/ Poplar Bus Garage
  - 24 - Leven Wharf

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m



07 - Aberfeldy -
Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
7.1 (strategic link, see 6.1)	Brownfield Street to Abbott Road walking and cycling route	TOP	Introduce continuous west to east cycle and pedestrian spine link from Brownfield street to Abbott Road, crossing A12 at existing subway. Dedicated cycle provision combined with parking reduction. General de-cluttering and continuous crossings should also be implemented to facilitate better pedestrian movement. Include environmental improvements, especially to subway	1,000m	●●●	●●●●●	●●●	MEDIUM
7.2 (strategic route, see 8.1)	Abbott Road walking and cycling route	TOP	Introduce traffic calming devices alongside two way cycle lanes. Include general de-cluttering and continuous crossings for pedestrians	600m	●●	●●	●●●	MEDIUM
7.3 (strategic link, see 8.2)	Abbott Road crossings	TOP	Upgrade Abbott Road crossings at the Aberfeldy Street, Dee Street and Blair Street junction and at green spaces to include Parallel Crossing crossings where appropriate	6No.	●●	●●	●●●	MEDIUM
7.4 (strategic link, see 6.3, 9.3)	A12/A13 junction	HIGH	Improve access and legibility to A12 bus stops at A13 junction. Add ramp to northbound stop and investigate potential to include ramp or lift to southbound stop. Better wayfinding to be provided which makes stops legible from high level	10,000m2	●●●●	●●●	●●●	LONG
7.5 (strategic link, see 8.8, 9.2)	Abbott Road, A13 and Leamouth Road junction	HIGH	Simplify the junction, with fewer crossings stagger, better way-finding signage, de-clutter and introduce jug handles for cyclists. Introduce right turn from Abbot road to A13 as part of Low Traffic Neighbourhood proposals	5,000m2	●●●●●	●●●●●	●●●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

07 - Aberfeldy - Project list

7.6	Aberfeldy Estate development	HIGH	Encourage pedestrian and cycle routes to proposed priority routes within the development site	N/A	●	●●	●	LONG
G.7.1	Low Traffic Neighbourhood	HIGH	Introduce a Low Traffic Neighbourhood scheme to prevent rat-running between A13 and A12 and encourage trips to be made using active travel modes	N/A	●●	●●●	●●	MEDIUM
7.7	Dee Street walking and cycling route	MEDIUM	Introduce pedestrian and cycle link between Brownfield Street and Abbott Road through Dee Street by implementing low-traffic neighbourhood approach or dedicated cycle provision as part of combined with parking reduction	320m	●●	●●	●●	MEDIUM
7.8	Aberfeldy Street between Abbott Road and A13 walking and cycling route	MEDIUM	Improved route along length of Aberfeldy Street by implementation of Low Traffic Neighbourhood approach or dedicated cycle provision as part of combined with parking reduction	320m	●●	●●	●●●	MEDIUM
7.9 (strategic link, see 9.7)	Aberfeldy Street/A13 junction and Nutmeg Lane junction and access towards East India Dock station	MEDIUM	Upgrade crossing to signalised toucan crossing to allow cycle movements on all arms and reduce staggering of crossings. Align with Nutmeg Lane. Secure access to private estate for walking and cycling along Nutmeg Lane	290m	●●●	●●●●	●●●	LONG
7.10a (strategic link, see 4.11 and 5.14)	Andrew Street, A12 and Abbot Road subway infill and new at grade signalised junction	MEDIUM	Infilling in subway and underpass in order to signalise the entire junction to facilitate north-south and west-east movements for pedestrians, cycles and cars	N/A	●●●●●	●●●●	●●●●●	LONG
7.10b (strategic link, see 4.11 and 5.14)	Andrew Street, A12 and Abbot Road subway infill and road closure	(preferred option)	Infilling in subway and underpass and road closure to Abbott Road as part of a Low Traffic Neighbourhood set of proposals	N/A	●●●●●	●●●●●	●●●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

6.11
PRIORITISED PROJECTS BY NEIGHBOURHOOD

08 - Poplar Riverside S. - Overview

The Poplar Riverside South Neighbourhood forms the central eastern boundary of the Core Study Area as it follows the River Lea. The north/west boundary is formed by a designated Site Allocation boundary, the south/west by Abbott Road and south/east by the A13.

Significant development and growth is ongoing and expected within the area, not least the Leven Road gasworks development.

Access to the area is limited with no access along the west bank of the river, good quality walking along the small number of existing residential roads and Abbott Road and cycling infrastructure lacking except along this stretch of the A13 to cross the river.

Proposals here are focused around the potential development brings, with the opening-up of the river edge and routes connecting e/w taking advantage of potential new bridge locations. As well as proposed routes Abbott Road and Leven Road to the wider area and the potential A13 connector towards Canning Town station.

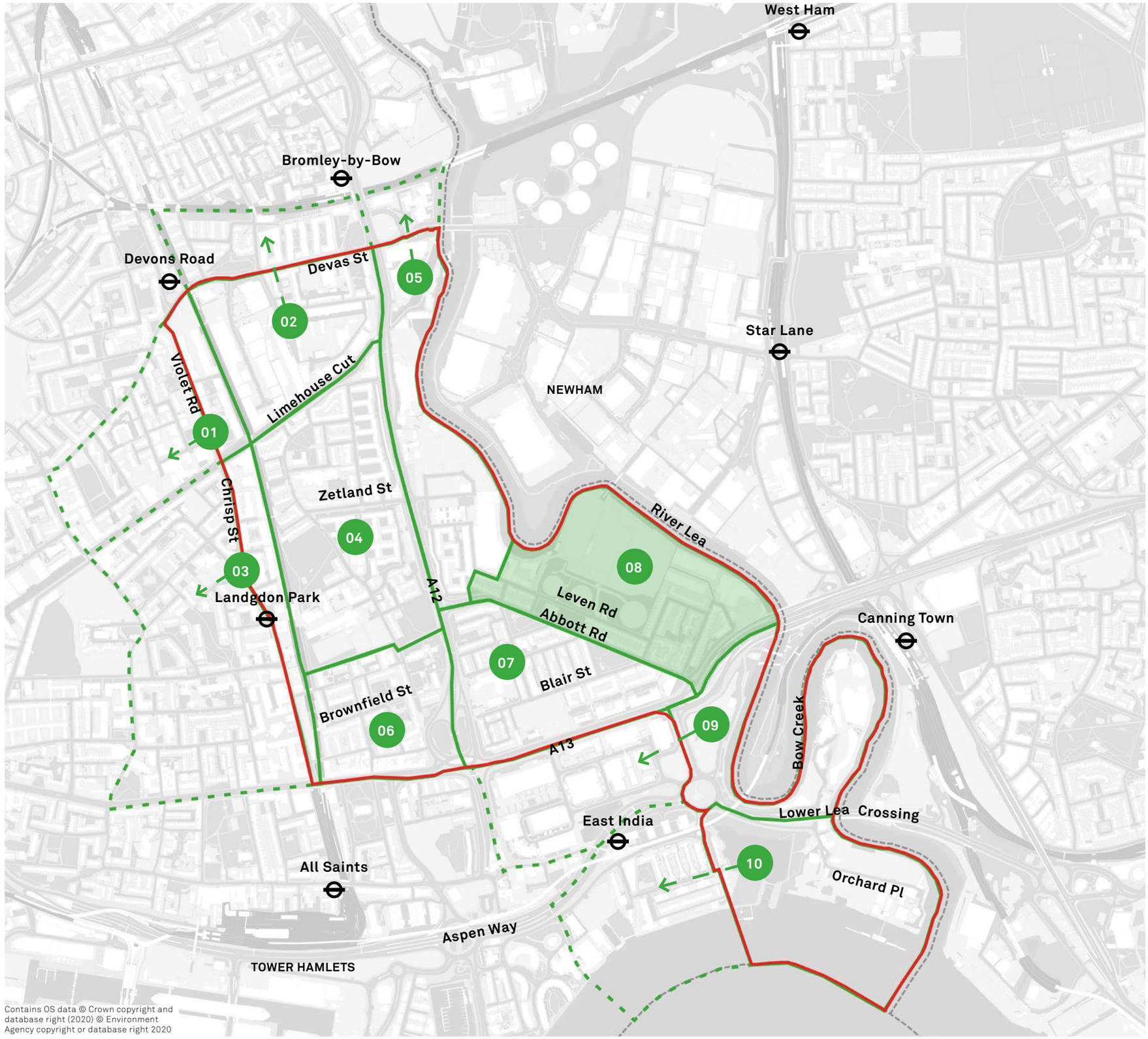
KEY

- 08 - Poplar Riverside south
- Neighbourhoods:

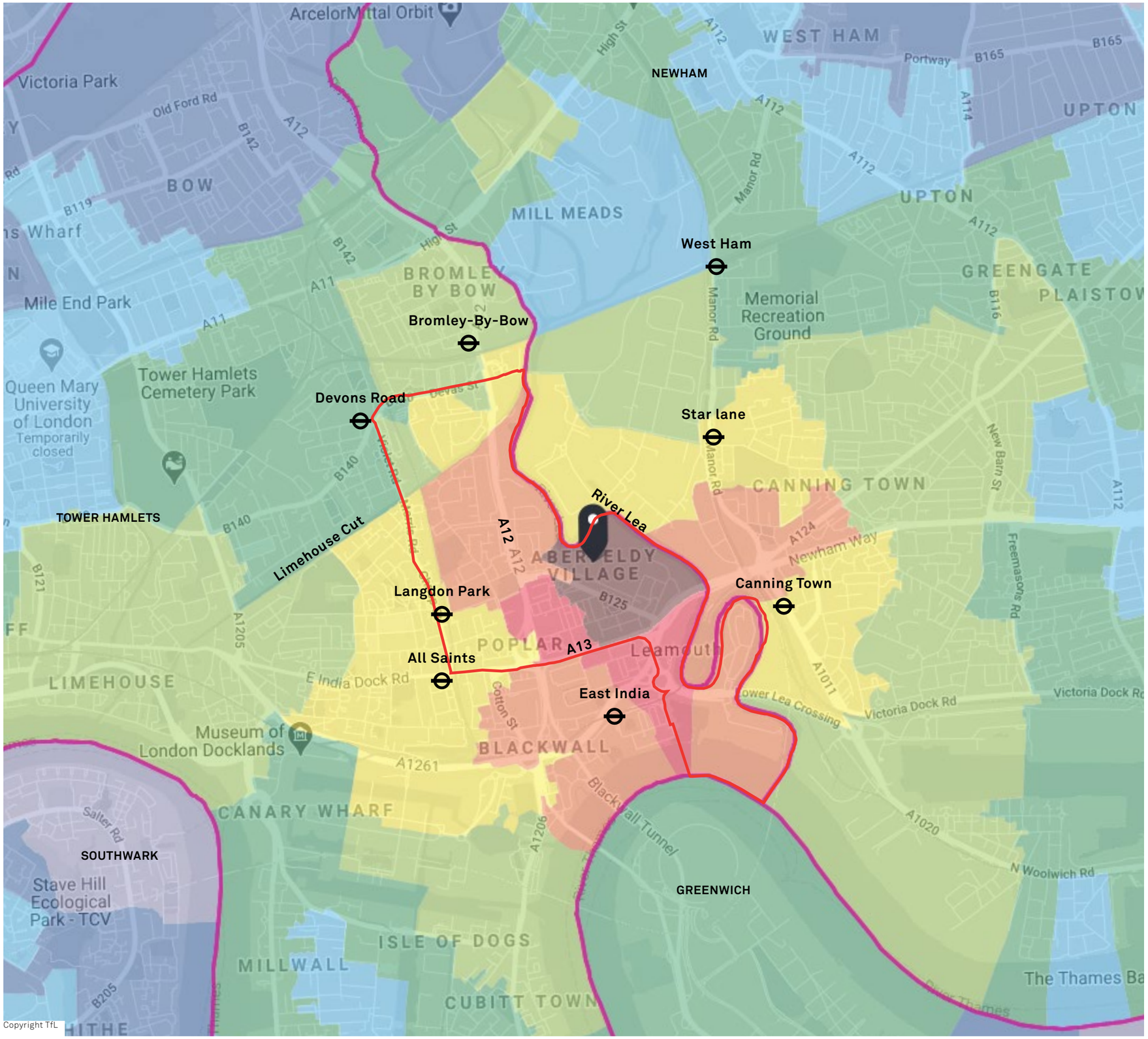
01 - Violet Road sub-area
02 - Bromley-By-Bow South
03 - Chrisp Street
04 - Langdon Park north and Teviot
05 - Poplar Riverside south
06 - Langdon Park south
07 - Aberfeldy
09 - Leamouth
10 - East India Basin

- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



08 - Poplar Riverside S. - TIM map



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 100m

08 - Poplar Riverside S. - Existing area network evaluation

KEY

- Priority 2 local destinations
  - 01 - Culloden Primary Academy
  - 02 - Bidder Street business park
  - 03 - Aberfeldy Neighbourhood Centre
  - 04 - Cody Dock Art School and community centre
  - 05 - The Aberfeldy Practice
- Key green spaces
- Key retail destinations
- Pipeline development extent

Cycling Routes:

- Good quality existing cycling route
- Poor quality existing cycling route

Walking Routes:

- Good quality existing walking route
- Poor quality existing walking route

Barriers:

- Cycle barriers
- Gates
- Steps

CSNA crossings:

- Level 1 - pedestrian only
- Crossing removed
- Level 2 - suitable for advisory and cycle route networks
- Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

- Neighbourhood boundary
- Eight key stations
- Borough boundaries

N 0 100m

08 - Poplar Riverside S. - Existing network observational analysis

Junctions & crossings

↑ Wide Abbot Road approach from the A12 encourages higher vehicle speeds, making north-south pedestrian movement unsafe

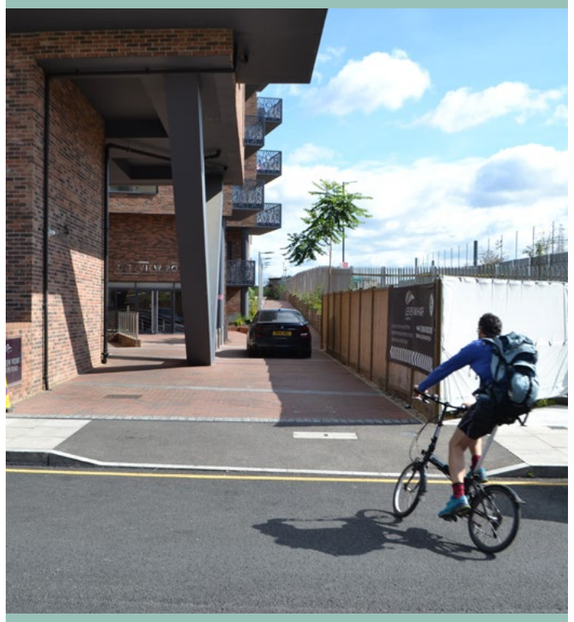
↑ Complicated Abbott Road and A13 junction affecting pedestrian and cycle movement

Obstacles

↑ Walled footpath on A13 is signed as shared use but is low quality and narrow

↑ Narrow walled footpath towards A12 from Abbot Road creates hostile pedestrian environment

Public realm



↑ New good quality link towards River Lea on Leven Road

↑ New high standard square by New Village Avenue

08 - Poplar Riverside S. - Proposals

KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

1 Pipeline known development site:

- 01 - Leven Road Gas Works
- 09 - Aberfeldy Estate
- 20 - Ailsa Wharf
- 21 - Islay Wharf
- 22 - Bromley Hall School
- 23 - Tram Shed/ Poplar Bus Garage
- 24 - Leven Wharf
- 26 - EMR site
- 27 - Manor Road Quarter

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m

08 - Poplar Riverside S. - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
8.1 (strategic route, see 7.2)	Abbott Road walking and cycling route	TOP	Introduce traffic calming devices alongside two way cycle lanes. Include general de-cluttering and continuous crossings for pedestrians	600m	●●	●●	●●●	MEDIUM
8.2 (strategic route, see 7.3)	Abbott Road crossings	TOP	Upgrade Abbott Road crossings at the Aberfeldy Street, Dee Street and Blair Street junction and at green spaces to include parallel crossings where appropriate	6No.	●●	●●	●●●	MEDIUM
8.3	Mayer Parry Bridge	TOP	New walking and cycling bridge over River Lea	90m span	●●●●	●●●●●	●●●●	MEDIUM
8.4 (strategic link, see 5.4)	Leven Road	HIGH	Introduce low-traffic neighbourhood approach and dedicated two way cycle provision including counter-flow to one-way road combined with parking reduction	390m	●●	●●●●	●	MEDIUM
8.5	Abbott Road and River Lea west bank connection	HIGH	Introduce new pedestrian and cycle link between Abbott Road and west bank of River Lea	320m	●●●	●●●	●●●	MEDIUM
8.6	A13 north side slip road cycle track	HIGH	Introduce more definition between cycle and pedestrian paths to match A13 cycle lane on the south side slip road. Improve junctions and make continuous to Canning Town town centre and include spur to link with CS3 route at Canning Town station	770m	●●	●●	●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

08 - Poplar Riverside S. - Project list

8.7 (strategic link, see 9.4)	Extended river edge route to meet and pass underneath A13 via new link to meet Bow Creek Ecology Park	HIGH	Work with site owners to develop a route along the river edge. Create a new walking and cycling link under the A13 and along the River Lea	300m	●●●●●	●●●●●	●●●●	LONG
8.8 (strategic link, see 7.5, 9.2)	Abbott Road, A13 and Leamouth Road junction	HIGH	Simplify the junction, with fewer crossings stagger, better way-finding signage, de-clutter and introduce jug handles for cyclists. Introduce right turn from Abbot road to A13 as part of Low Traffic Neighbourhood proposals	5,000m2	●●●●●	●●●●●	●●●●●	LONG
8.9	Poplar Reach/Cody Dock Bridge	HIGH	New walking and cycling bridge over River Lea	45m span	●●●●	●●●●	●●●●	MEDIUM
8.10 (strategic link, see 5.10)	River Lea path, west bank	MEDIUM	Introduce north-south cycle link and pedestrian leisure route along the western bank of the River Lea from Bow Locks to connect to Bow Creek Ecology Park. With high quality surface finishes, ecologically sensitive lighting, and active frontages. In areas where continuous towpath is infeasible, e.g. 'Jam Factory' building severance - provide alternative and clearly marked walking and cycling facility	1,660m	●●●	●●●	●●●	LONG
8.11a (Strategic route, see 5.12)	Eastern River Lea path	MEDIUM (preferred option)	Upgrade north-south leisure route by introducing higher quality surface treatments, ecologically sensitive lighting and active frontages where possible; provide a high quality shared path	975m	●●	●●	●●	LONG
8.11b (Strategic route, see 5.12)	Eastern River Lea path	(extend option)	In addition to the 8.11a, extend a generous, high quality shared path along the river edge from Cody Dock to meet A13	975m and 650m extension	●●	●●●	●●	LONG
8.12	Bidder Street	MEDIUM	Introduce west/east segregated cycle link between Bidder Street and Star Lane (alignment on river approach dependant on alignment of proposed bridge)	470m	●●	●●●	●●	MEDIUM
8.13	Manor Road cycle link	MEDIUM	Introduce new north-south cycling route between A13 and Star Lane stations	1.5 km	●	●●	●●●	SHORT

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

6.12
PRIORITISED PROJECTS BY NEIGHBOURHOOD

09 - Leamouth - Overview

The Leamouth neighbourhood stretches over the Core Study Area boundary to the west, which runs n/s along the A1020 towards the Aspen Way Roundabout , following it east as it turns into the Lower Lea Crossing. The overspill area encompasses the business park to the west and City Island and Bow Creek Ecology park to the east.

Significant development has been achieved in recent years at City Island, with not significantly more expected in the period of the AAP.

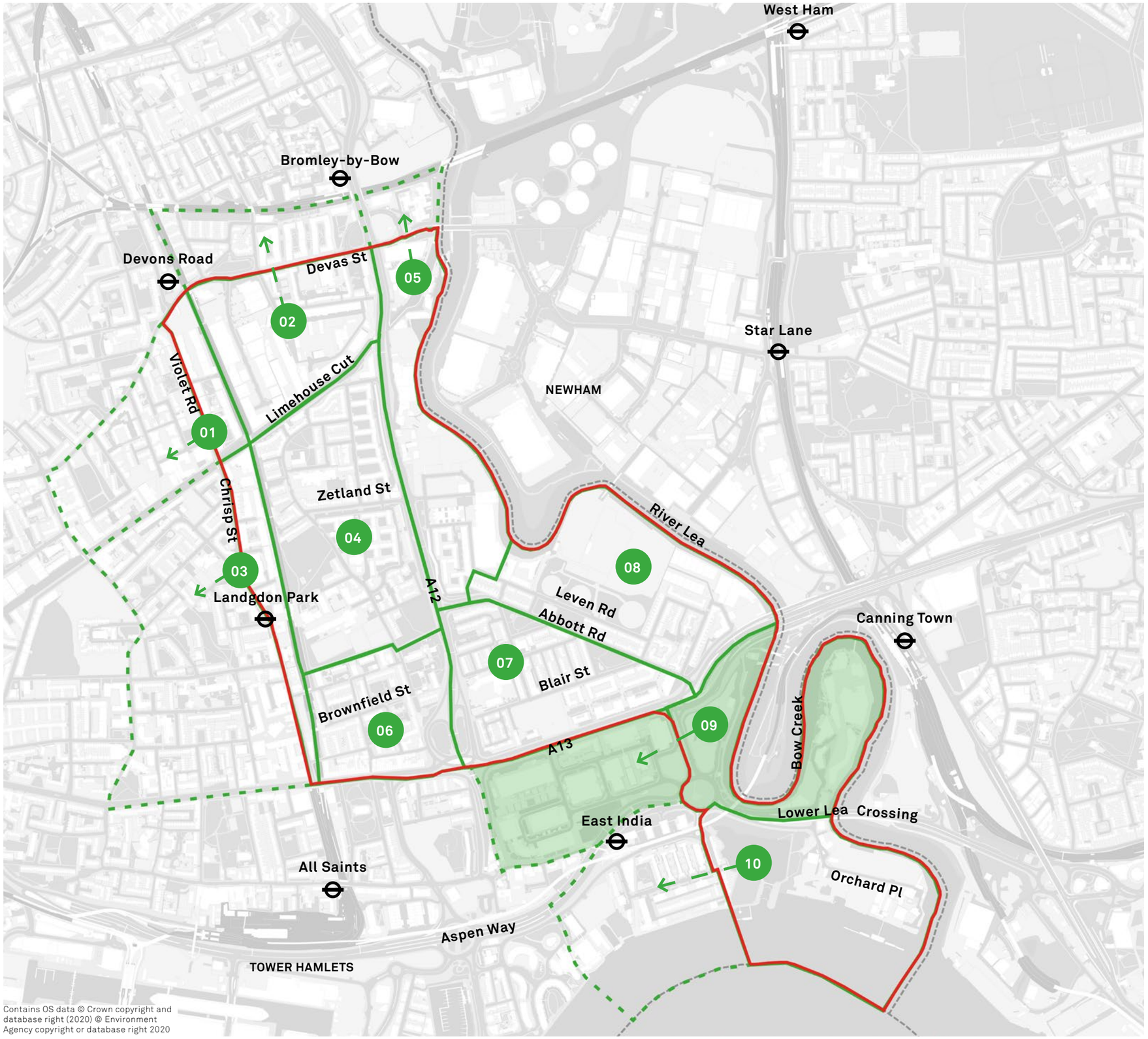
Walking and cycling routes within the area are good, with the Ecology Park and CS3 as major routes, however, connectivity beyond these routes is poor and challenging.

Proposals here are generally focused on these connectivity issues to the wider area and include making the Aspen Way Roundabout and stretch of A1020 cycle accessible, improving links across the A13 and through the business park and organising new crossing points across the River Lea and DLR tracks, creating more opportune links to Canning Town station and Town Centre.

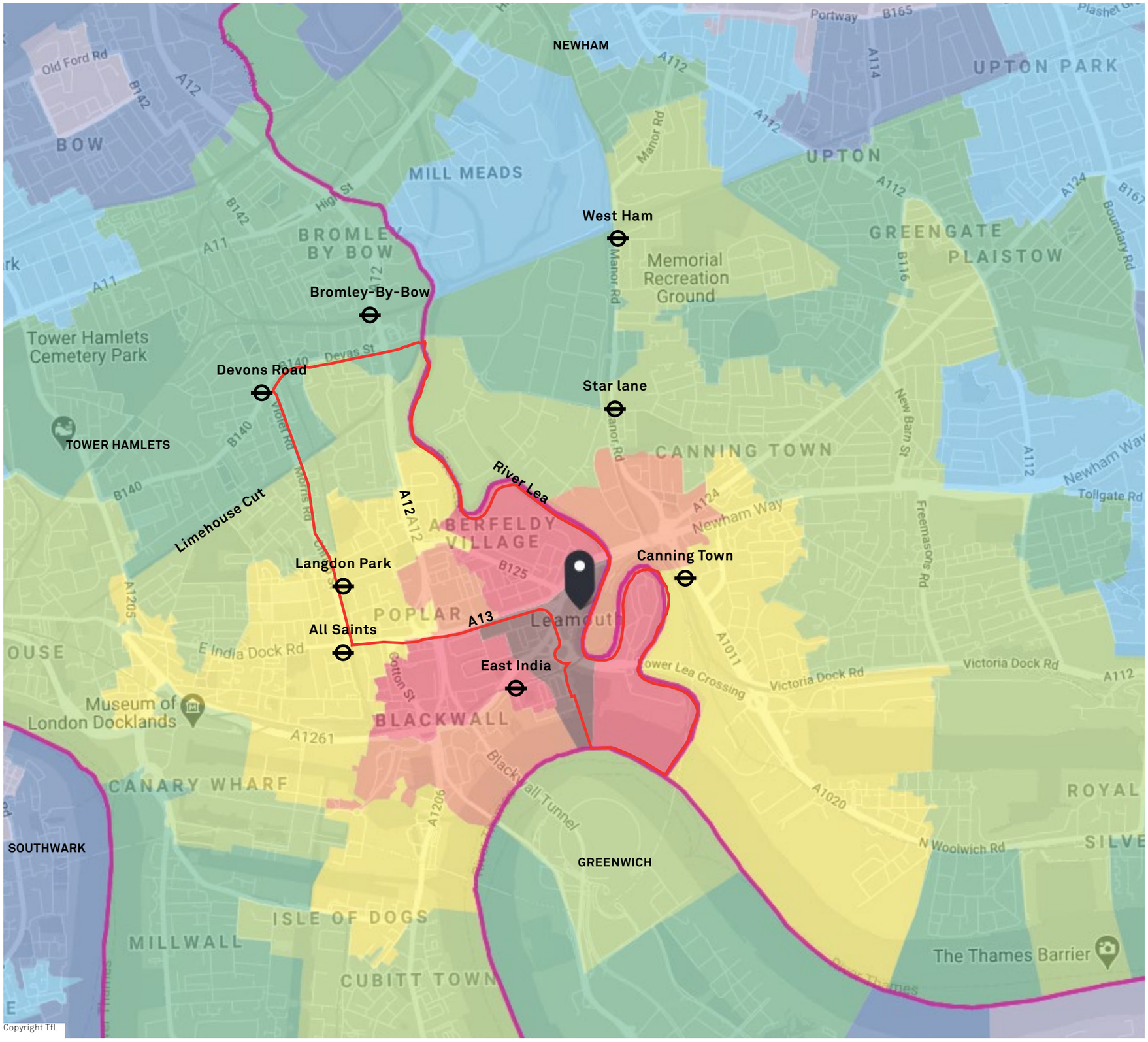
KEY

- 09 - Leamouth
- Neighbourhoods:
  - 01 - Violet Road sub-area
  - 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
  - 10 - East India Basin
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



09 - Leamouth -
TIM map



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 100m

09 - Leamouth 1 - Existing area network evaluation

KEY

- Priority 1 local destinations
  - 01 - East India station
- Priority 2 local destinations
  - 01 - Balfron Tower
  - 02 - Culloden Primary Academy
  - 03 - Woolmore Primary School
  - 04 - Tower Hamlets Town Hall
  - 05 - Blackwall business park
  - 06 - Blackwall Reach development
  - 07 - The Aberfeldy Practice
- Key green spaces
- Key retail destinations
- Pipeline development extent

Cycling Routes:

- Good quality existing cycling route
- Poor quality existing cycling route

Walking Routes:

- Good quality existing walking route
- Poor quality existing walking route

Barriers:

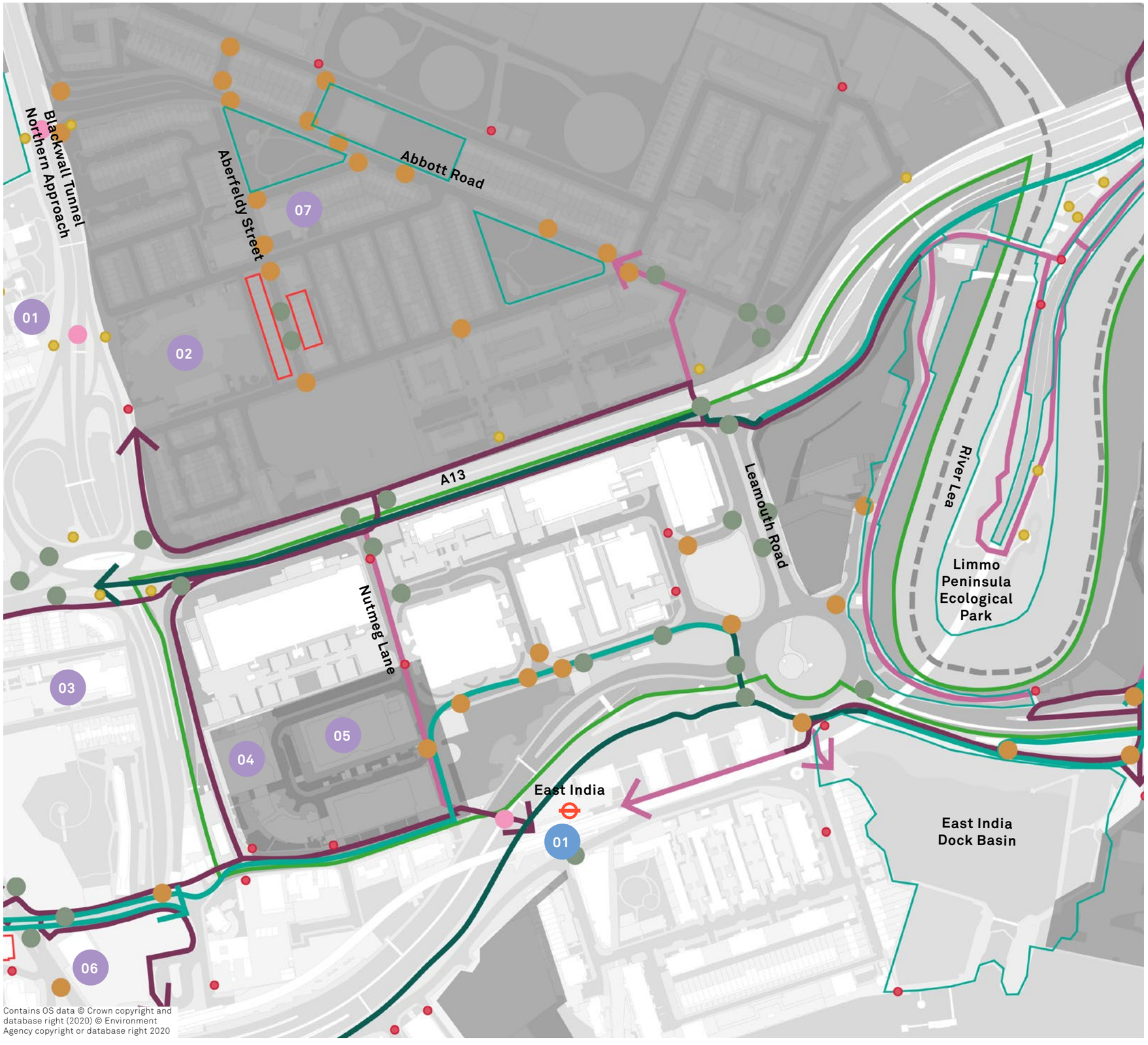
- Cycle barriers
- Gates
- Steps

CSNA crossings:

- Level 1 - pedestrian only
- Crossing removed
- Level 2 - suitable for advisory and cycle route networks
- Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

- Neighbourhood boundary
- Eight key stations
- Borough boundaries

N 0 100m



09 - Leamouth 2 - Existing area network evaluation

KEY

- Priority 1 local destinations
  - 01 - Canning Town stations
  - 02 - English National Ballet
- Priority 2 local destinations
  - 01 - Halsville Quarter
  - 02 - Arebyte Gallery
  - 03 - London City Island development
  - 04 -Limmo Peninsula development
  - 05 - Faraday School
- Key green spaces
- Key retail destinations
- Pipeline development extent

Cycling Routes:

- Good quality existing cycling route
- Poor quality existing cycling route

Walking Routes:

- Good quality existing walking route
- Poor quality existing walking route

Barriers:

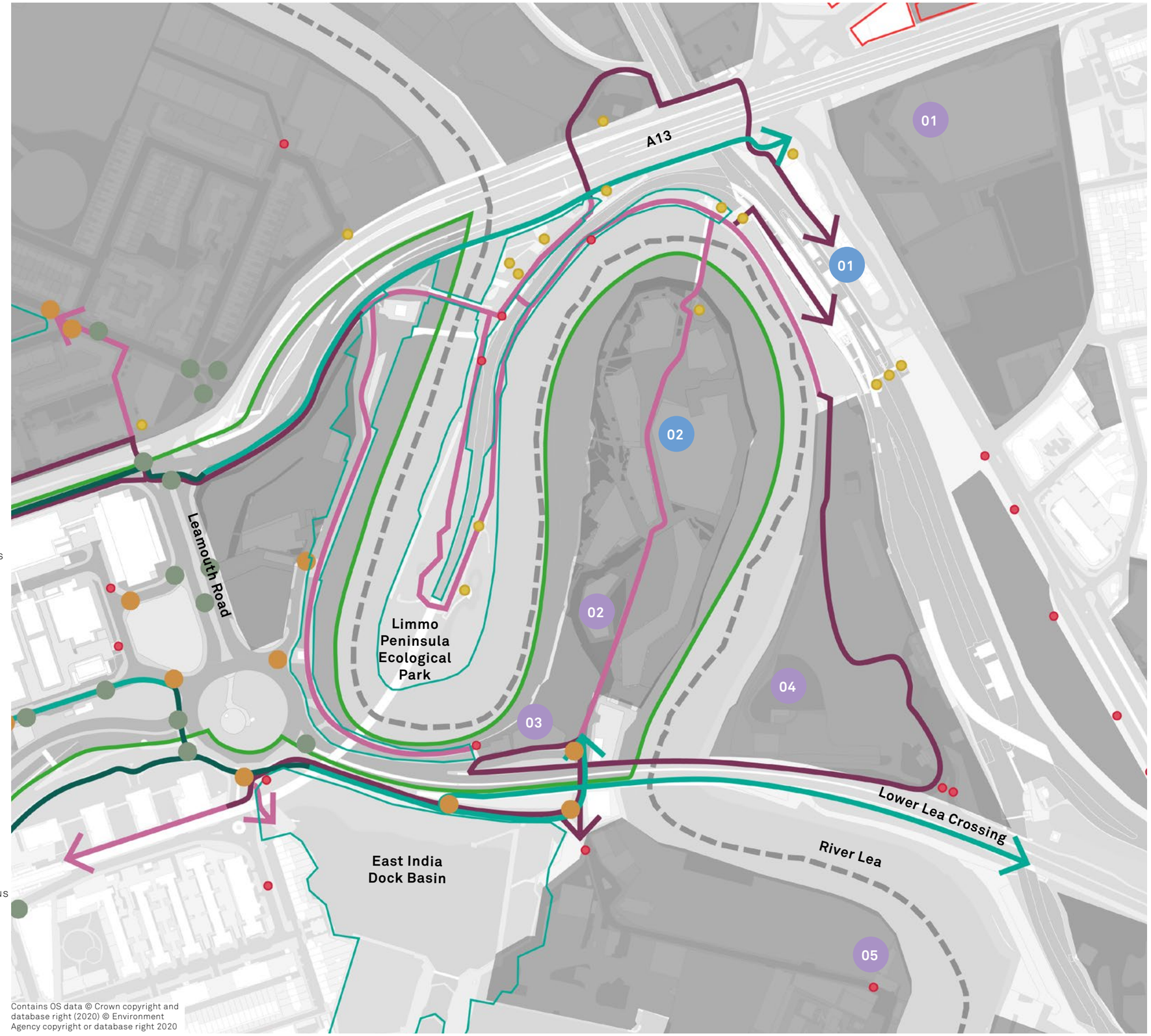
- Cycle barriers
- Gates
- Steps

CSNA crossings:

- Level 1 - pedestrian only
- Crossing removed
- Level 2 - suitable for advisory and cycle route networks
- Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

- Neighbourhood boundary
- Eight key stations
- Borough boundaries

N 0 100m



09 - Leamouth - Existing network observational analysis

Junctions & crossings

↑ Multi carriageway crossing by A13 with no signed cycle way and restricted pedestrian movement

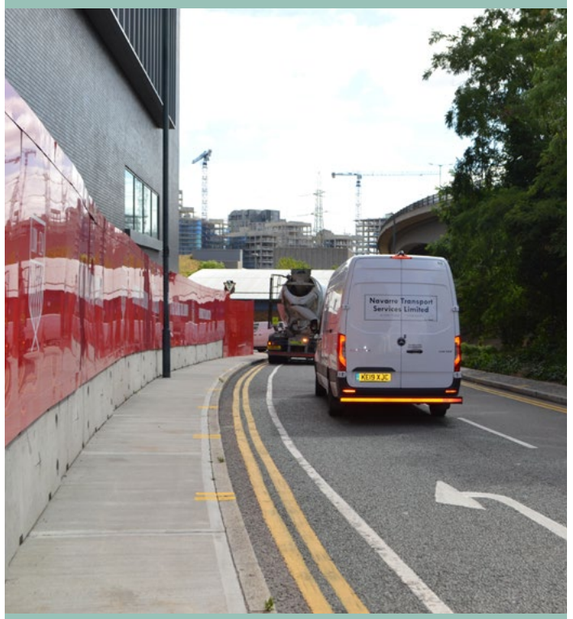
↑ Gated private driveway and entrance on Nutmeg Lane leading towards East India station restricting cycle movement

Obstacles

↑ Historic Dock Wall in centre of Leamouth Road restricting pedestrian and cycle movement

↑ Walled and poor quality footpath on Blackwall Tunnel Approach leading towards River Thames

Public realm



↑ Narrow low quality footpaths along northern Leamouth Peninsula approach

↑ Split level footpaths on Naval Row restricting pedestrian access and movement

09 - Leamouth 1 - Proposals

KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

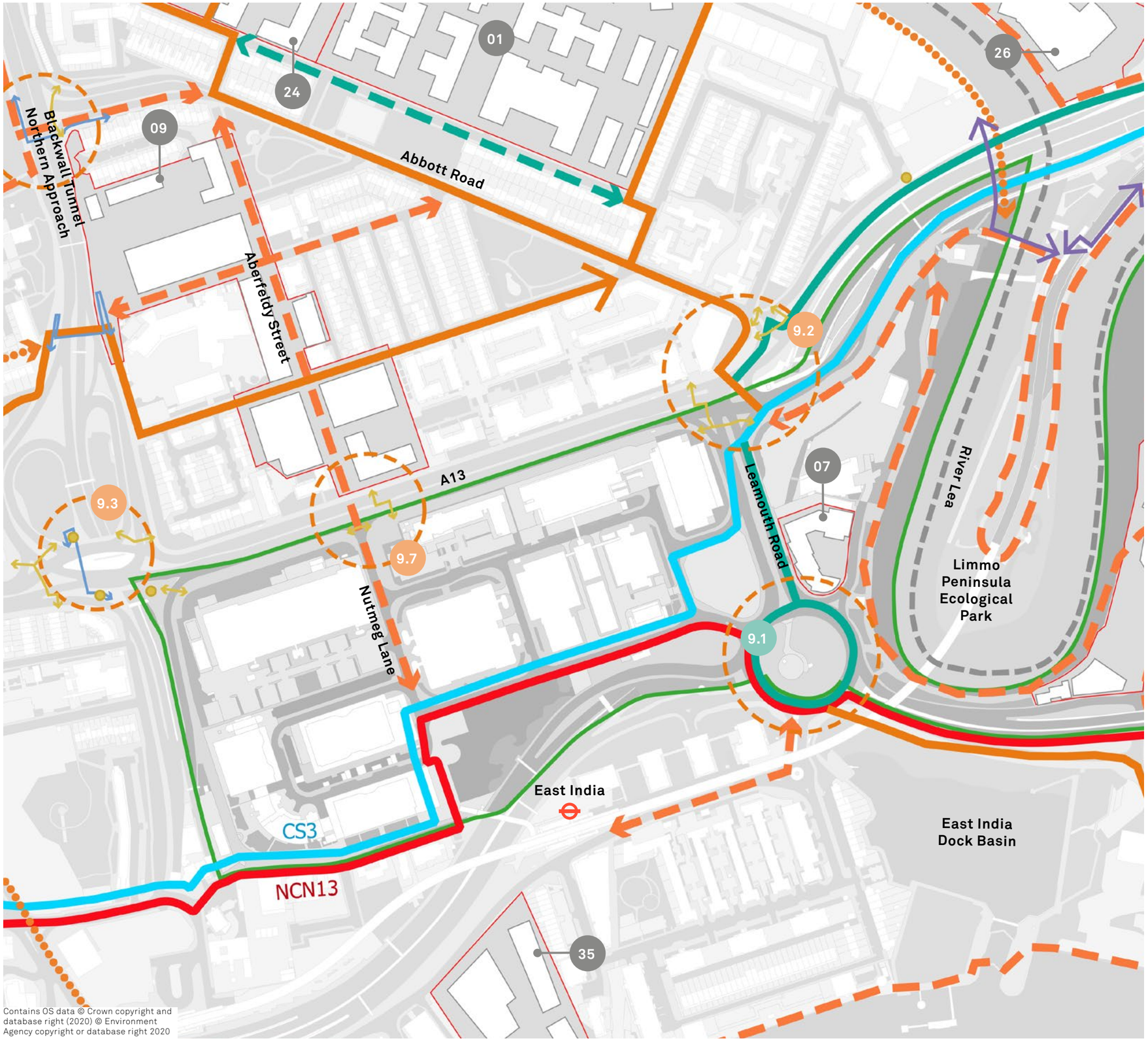
1 Pipeline known development site:

- 01 - Leven Road Gas Works
- 07 - Orchard Wharf/ Castle Wharf
- 09 - Aberfeldy Estate
- 24 - Leven Wharf
- 26 - 26 - EMR site
- 35 - Blackwall Yard

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m



09 - Leamouth 2 - Proposals

KEY

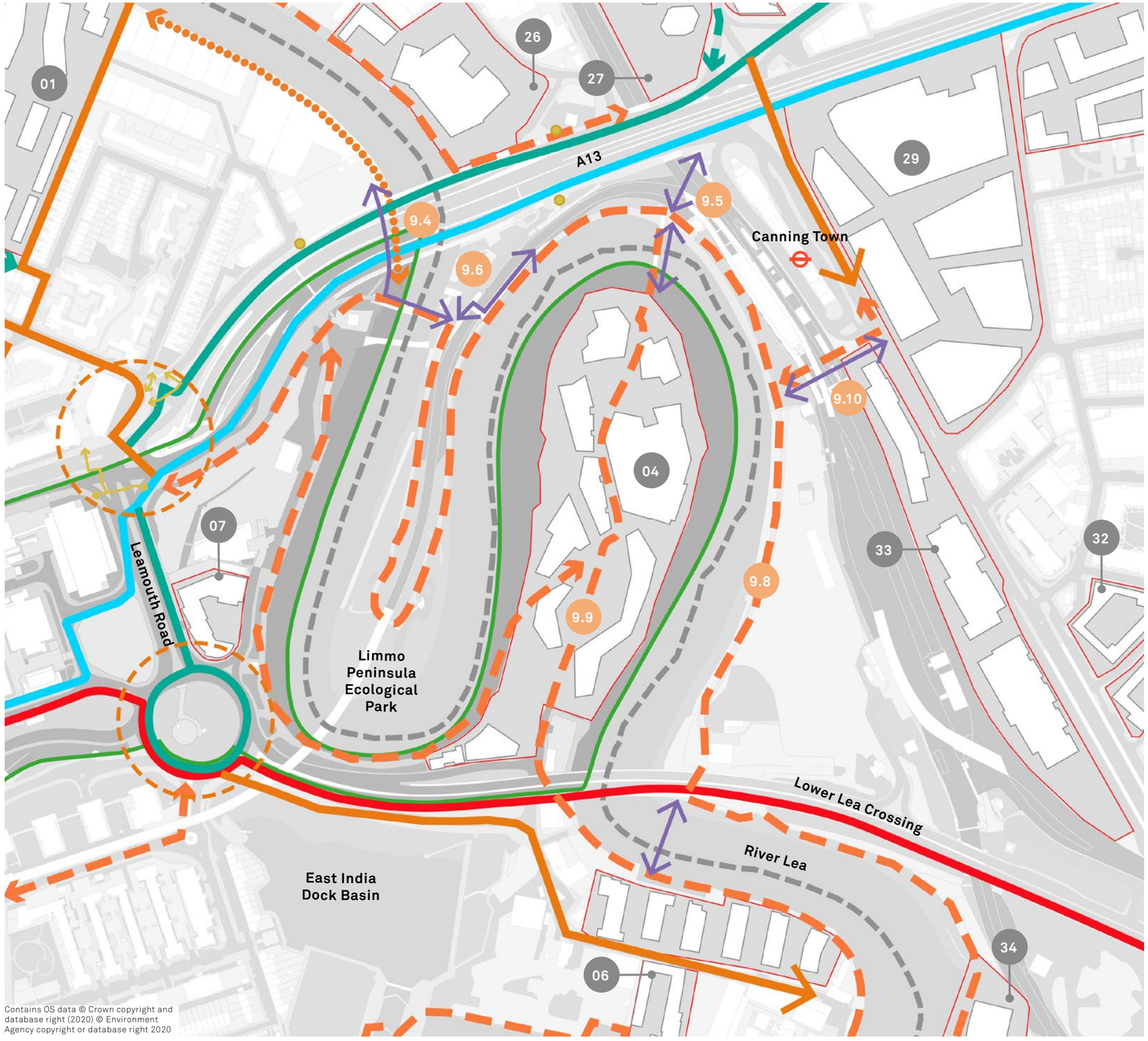
- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

- 1 Pipeline known development site:
  - 01 - Leven Road Gas Works
  - 04 - London City Island
  - 06 - Goodluck Hope
  - 07 - Orchard Wharf/ Castle Wharf
  - 26 - EMR site
  - 27 - Manor Road Quarter
  - 29 - Halsville Quarter P2/3
  - 32 - Royal Gateway
  - 33 - Silvertown Way
  - 34 - Thameside West

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m



09 - Leamouth -
Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
9.1	Leamouth Road and Aspen Way roundabout	TOP	Introduce segregated cycle lane on Leamouth Road and the roundabout in order to connect CS3 to Lower Lea Crossing. Simplify roundabout to suit safe cycle movement	2500m2	●●●●	●●●●●	●●●	MEDIUM
9.2 (strategic link, see 7.5, 8.8)	Abbott Road, A13 and Leamouth Road junction	HIGH	Simplify the junction, with fewer crossings stagger, better way-finding signage, de-clutter and introduce jug handles for cyclists. Introduce right turn from Abbot road to A13 as part of Low Traffic Neighbourhood proposals	5,000m	●●●●●	●●●●●	●●●●●	LONG
9.3 (strategic link, see 6.3, 7.4)	A12/A13 junction	HIGH	Improve access and legibility to A12 bus stops at A13 junction. Add ramp to northbound stop and investigate potential to include ramp or lift to southbound stop. Better wayfinding to be provided which makes stops legible from high level	10,000m2	●●●●	●●●	●●●	LONG
9.4 (strategic link, see 8.7)	Extended river edge walk (from Leven Road gasworks site, sub-area 8) to meet A13 and pass underneath A13 via new walking and cycling link to meet Bow Creek Ecology Park	HIGH	Work with site owners to develop a route along the river edge. Create a new walking and cycling link under the A13 and along the River Lea.	300m	●●●●●	●●●●●	●●●●	LONG
9.5	DLR Bridge north of Canning Town station	HIGH	New walking and cycling bridge over DLR north of Canning Town station and linking with red bridge to City Island	50m span	●●●●●	●●●●	●●●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

09 - Leamouth -
Project list

9.6	Rubens Bridge	HIGH	Open Rubens Bridge over DLR for public access, improve for moving bicycles across with bike ramps on steps for instance. Improve appearance and remove cage if possible	135m	●●●	●●●●	●●●	SHORT
9.7 (strategic link, see 7.9)	Aberfeldy Street/A13 junction and Nutmeg Lane junction and access towards East India Dock station	MEDIUM	Upgrade crossing to signalised toucan crossing to allow cycle movements on all arms and reduce staggering of crossings. Align with Nutmeg Lane. Secure access to private estate for walking and cycling along Nutmeg Lane	290m	●●●	●●●●	●●●	LONG
9.8	River Lea to River Thames route	MEDIUM	Working with landowners, introduce leisure cycle and pedestrian route from the red bridge above City Island to the River Thames and Royal Docks	Tbc. depending on route	●●●	●●●●	●●●	LONG
9.9	Leamouth Peninsula	MEDIUM	Develop high quality cycle and pedestrian link from and through the City Island development towards the Thames Path and CS3 links, and including along the river edge towards the A13	1,500m	●●	●●●	●●	MEDIUM
9.10	Halleville Bridge	MEDIUM	New walking and cycling bridge over DLR and Jubilee Line south of Canning Town station.	50m span	●●●●●	●●●	●●●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

6.13
PRIORITISED PROJECTS BY NEIGHBOURHOOD

10 - East India Basin - Overview

The East India Basin Neighbourhood stretches over the Core Study Area boundary to the west which runs n/s just beyond the Basin itself, reaching Blackwall yard at its extent further to the west and following the A13 to the north. The Lower Lea Crossing is the primary Neighbourhood boundary to the north and the River Lea and River Thames to the east and south respectively.

Significant development is ongoing within the area.

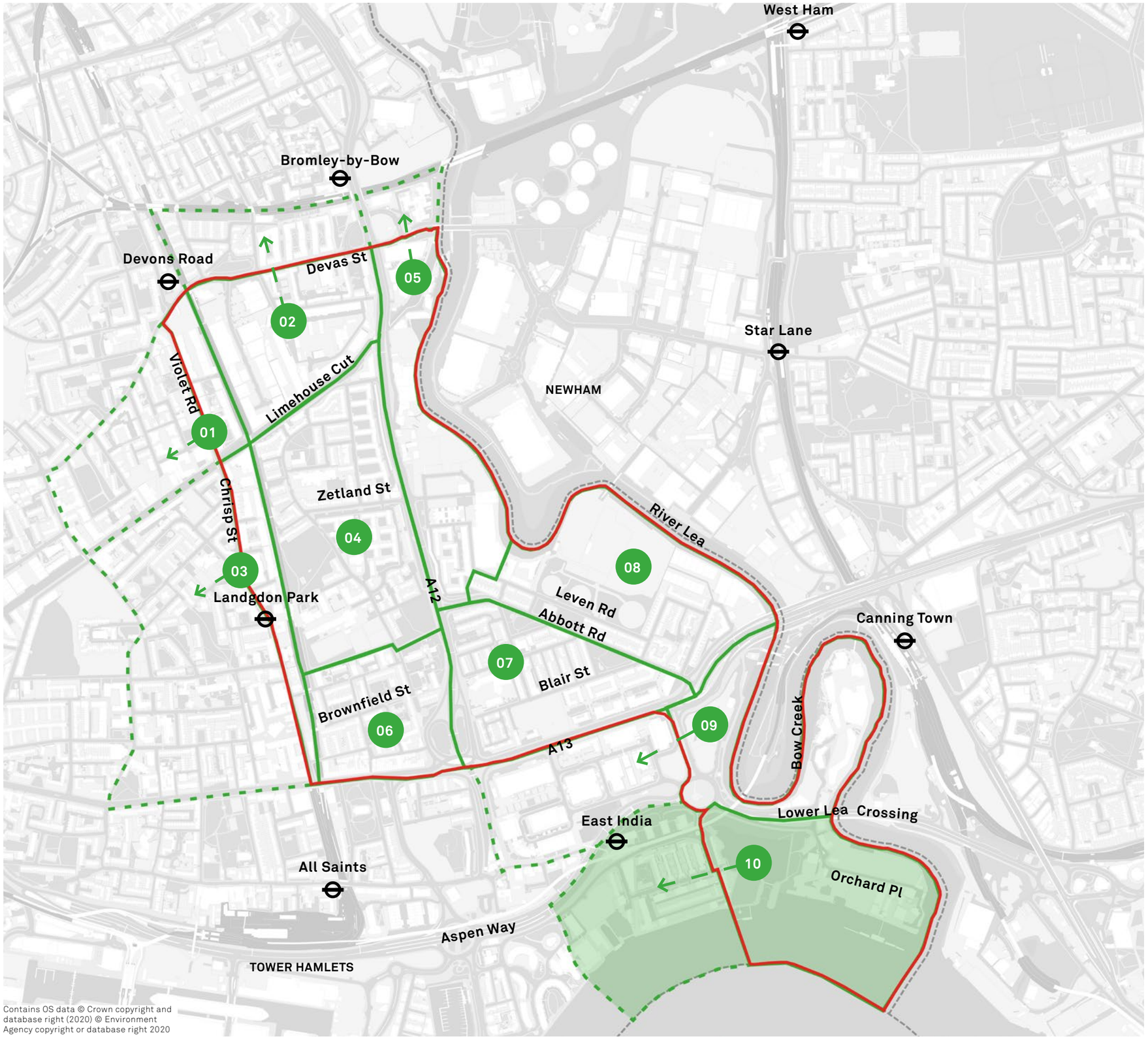
Walking routes to the west of the Neighbourhood are good and meet the Thames Path on the south edge along The Thames, however, they stop abruptly to the east. Cycle provision along the Lower Lea Crossing and its slip road are good and link to the CS3 route, elsewhere provision is considered poor.

Proposals here include extending good quality walking and cycling provision along Orchard Place and along the banks of the rivers, including the east bank of the River Lea with two new bridge connections. As well as a rethink of the Aspen Way Roundabout to make it more cycle accessible.

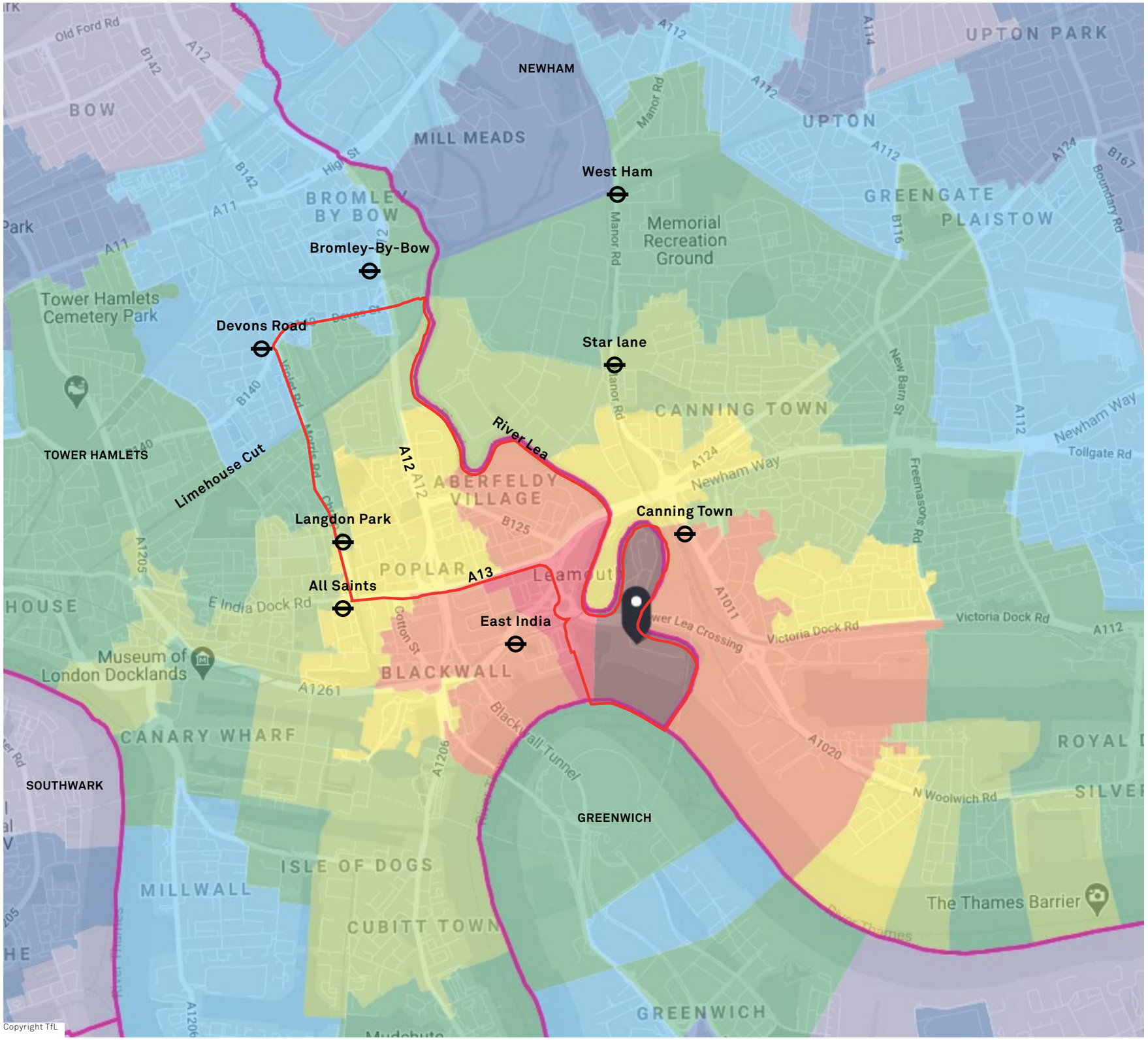
KEY

- 10 - East India Basin
- Neighbourhoods:
  - 01 - Violet Road sub-area
  - 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
- Neighbourhood designation beyond core study area
- Borough boundaries
- Core study area

N 0 250m



10 - East India Basin - TIM map



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 100m

10 - East India Basin - Existing area network evaluation

KEY

Priority 1 local destinations
01 - English National Ballet
02 - East India station

Priority 2 local destinations
01 - Arebyte Gallery
02 - London City Island development
03 - Limmo Peninsula development
04 - Faraday School
05 - Trinity Buoy Wharf art centre

Key green spaces
Key retail destinations
Pipeline development extent

Cycling Routes:
Good quality existing cycling route
Poor quality existing cycling route

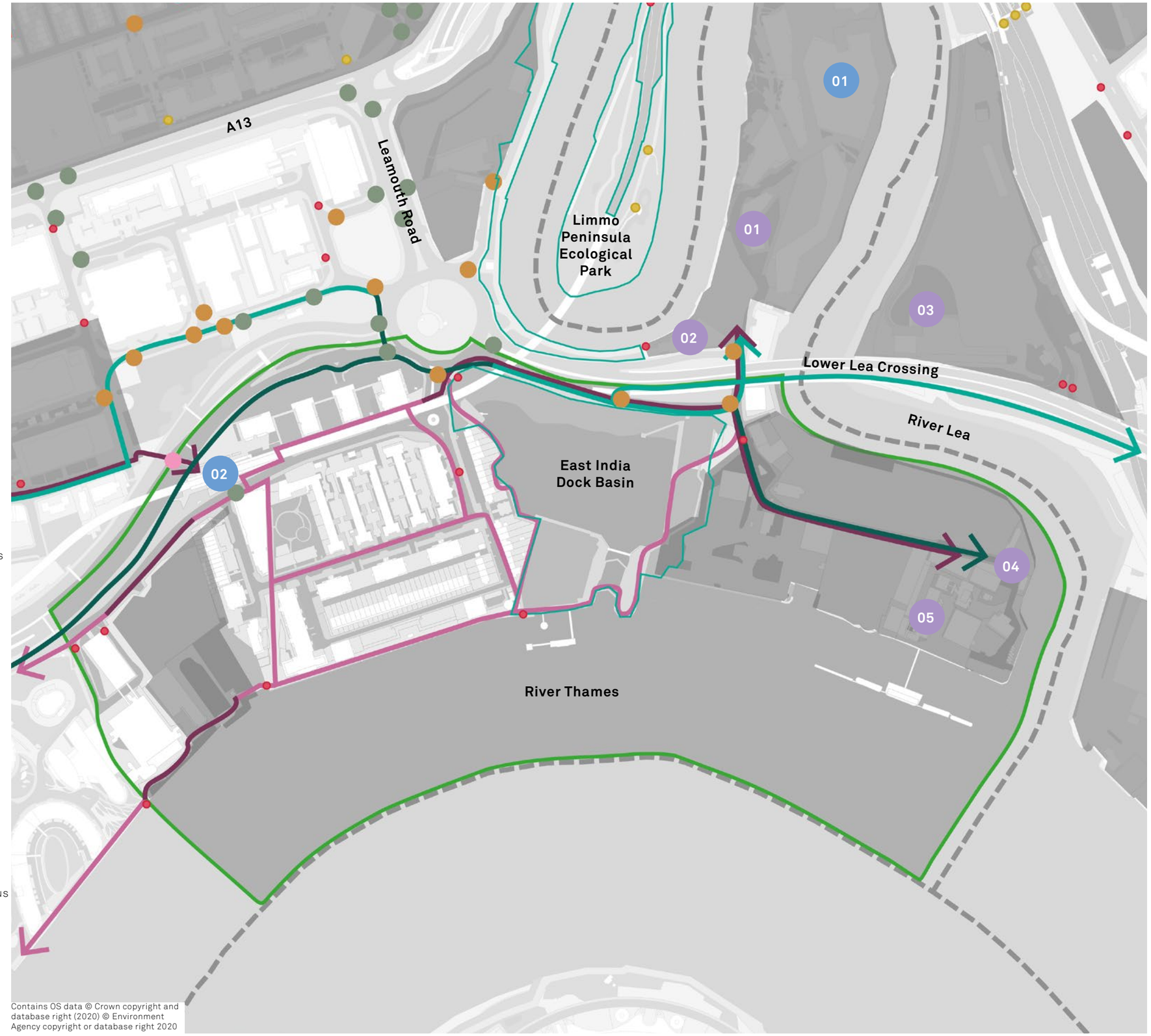
Walking Routes:
Good quality existing walking route
Poor quality existing walking route

Barriers:
Cycle barriers
Gates
Steps

CSNA crossings:
Level 1 - pedestrian only
Crossing removed
Level 2 - suitable for advisory and cycle route networks
Level 3 - unsuitable for advisory; suitable for a cycle network only if measures introduced to ensure level 2 status

Neighbourhood boundary
Eight key stations
Borough boundaries

N 0 100m



10 - East India Basin - Existing network observational analysis

Junctions & crossings

↑ Overhead stepped station access bridge over A13 with lifts on either side which are regularly out of use

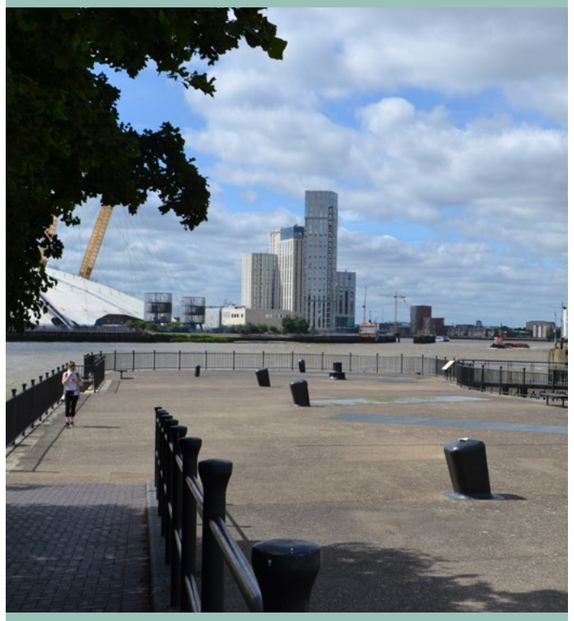
↑ Shared cycle and pedestrian crossing leading towards East India station from CS3

Obstacles

↑ Inconsistent footpath surfaces around East India Station

↑ Private entrance to Newport Avenue which may restrict cycle movement towards River Thames

Public realm



↑ Low quality hard surfacing near East India Dock Basin where cycle movements are not signed

↑ Poor quality urban realm approaching Trinity Buoy Wharf

10 - East India Basin - Proposal

KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Proposed bus gate
- Pipeline known development extent

1 Pipeline known development site:

- 04 - London City Island
- 06 - Goodluck Hope
- 07 - Orchard Wharf/ Castle Wharf
- 09 - Aberfeldy Estate
- 33 - Silvertown Way
- 34 - Thameside West
- 35 - Blackwall Yard

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stepped access/crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 100m

10 - East India Basin - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
10.1	Orchard Place cycle track and walking improvements	HIGH	Continue bi-directional cycle track along Orchard Place where feasible and add cycle path to carriageway in both directions along with ASL's where not. Include cycle priority traffic signals at junctions. Include generous and attractive walking network	325m	●●	●●●●	●●●	SHORT
10.2	Leamouth Bridge	MEDIUM	New walking and cycle bridge over the River Lea linking Limmo Peninsula development site and Canning Town station to Trinity Buoy Wharf and the River Thames	60m span	●●●●	●●●	●●●●●	MEDIUM
10.3	Blackwall Way	LOW	Encourage cycle and pedestrian links between CS3 and East India station via Blackwall Way. Remove centre line on the road to obtain vehicle speed reduction	340m	●●	●●	●	SHORT
10.4	Thames Path	LOW	Working with landowners, introduce cycle and pedestrian link between Thames Path and proposed River Lea priority route	Tbc. depending on route	●●	●●●●	●●●	MEDIUM/LONG
10.5	Thames Wharf Bridge	LOW	New walking and cycle bridge over the mouth of the River Lea extending the Thames Path	80m span	●●●●●	●●●	●●●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

7.0 MAJOR HIGHWAY CORRIDOR PROPOSALS

> East India Dock Road looking south/west towards Tower Hamlets. This route is currently the most direct route from the majority of the Core Study Area to access Canning Town, a major District Centre and public transport interchange. Despite its challenges, segregated off-road walking and cycling facilities are provided!

7.1 MAJOR HIGHWAY CORRIDOR PROPOSALS

Context

The East of the Borough AAP Core Study Area contains significant constraints to local movement, especially relating to historic and more recent infrastructure, which often serves a significant wider catchment area but has local dis-benefits which restrict demand for active travel.

The A12 and A13 can be included in this characterisation.

Only 37% of households in Tower Hamlets own one or more car or van which correlates to data locally where the average across the AAP area is also 37%. Falling to 26% at Leamouth and East India Basin (neighbourhoods 9 and 10) and with higher rates of up to 64% in smaller pockets such as near the A13 at Chrisp Street. Source TfL Classification of Londoners Segment Data.

Further, the A12 and A13 in their current configurations cause significant local air and noise pollution, are the focus for collisions and offer a poor level of service for walking and cycling at crossings, with crossings circuitous and limited.

As TfL roads, opportunities for change are constrained by requirements to retain capacity, where demand is generally increasing despite commitments to modal shift and the environment.

The Silvertown Tunnel is also expected to have an impact on the areas major road network and the A12 in particular, by reducing trips through the Blackwall Tunnel. This presents the opportunity for bolder interventions along the A12 than have been previously envisaged to 'lock-in' the benefits to the area and ensure extra capacity doesn't mean that, in the long-term significantly more private vehicle trips are generated.

Specific to the A13 is the Design-Build-Finance-Operate (DBFO) contract entered into by TfL with a private company (Road Management Services PLC) to manage and operate the A13, the current term of which ends in 2031 and where any alterations to the operation of that road would have significant financial impact.

Demand

As part of the Mayor's Transport Strategy 2018, there is the aim for 80% of trips in London to be made on foot, by cycle or public transport by 2041 and for a 10-15% reduction in traffic to be achieved.

The AAP Core Study Area is predominantly residential with some employment areas and is expected to be the subject of significant change over the AAP period with regeneration schemes at various stages of development.

Combined, the drive for increased share in sustainable transport modes, and growing population, with a potential reduction in private vehicle trips will mean that walking and cycling and getting to public transport will lead to rapid growth in demand for cycling and walking in the area.

A Setting for change

Given the factors already described and in particular the rapid pace of redevelopment (a primary motivator for the AAP), the Council must insist on the creation of sustainable neighbourhoods, with a sustainable transport strategy as a key factor.

The A12 and A13 create an unwelcome street environment and are the cause of poor routes, poor public realm and a challenging environment for new communities to establish. This should not be the case, especially in such a populous central London location.

Considered as a backwater of the borough by some due to their relative isolation, places like the Aberfeldy and Teviot estates and areas bordering the River Lea are isolated from the life of the rest of the borough and suffer the consequences.

Proposals for the A12 and A13 should be considered in this context and the proposals outlined aim to help start the transition of these major arteries to becoming better neighbours and less hospitable places to access and traverse.

7.2
MAJOR HIGHWAY CORRIDOR PROPOSALS

A12 - Proposals

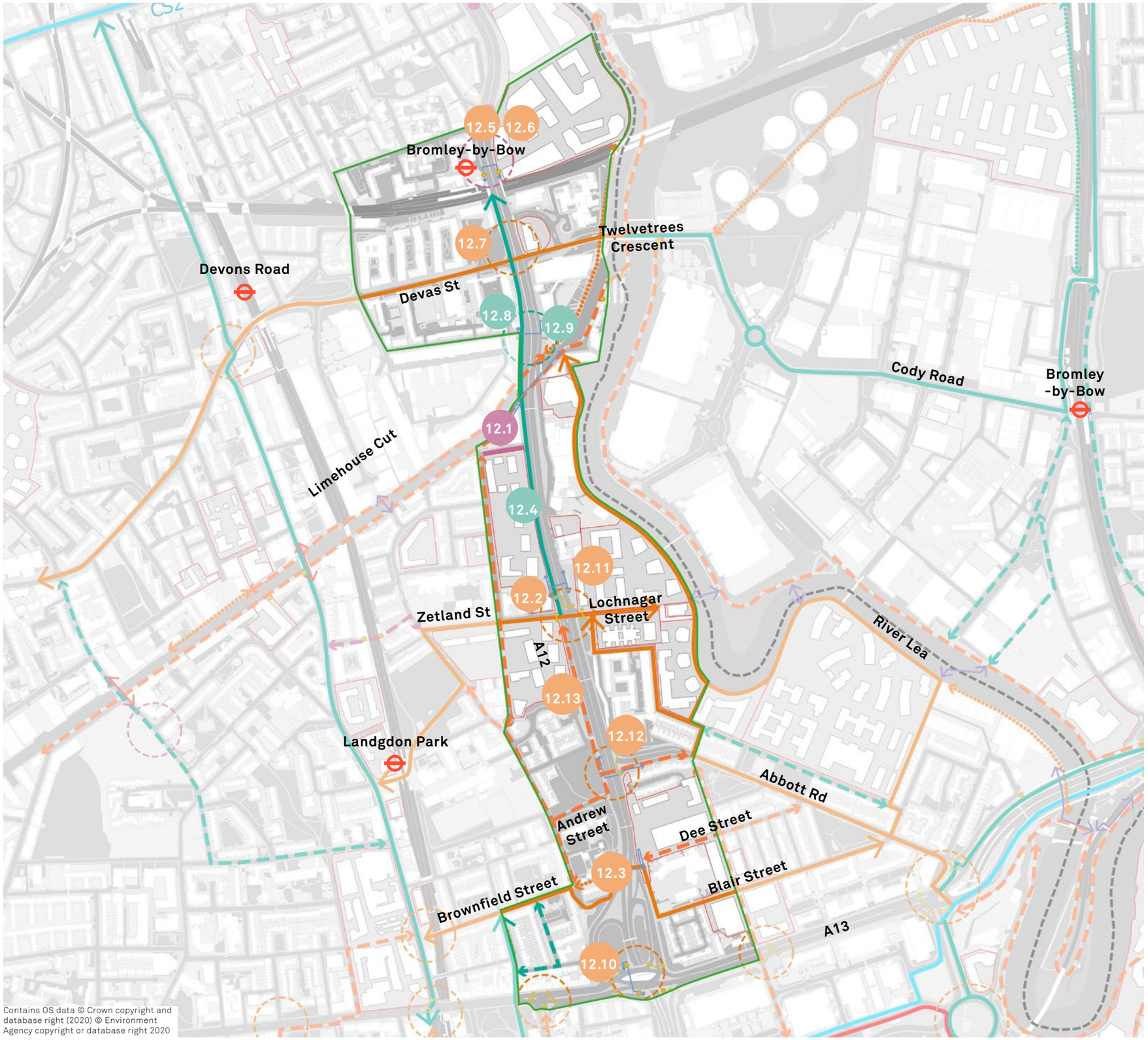
KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Pipeline known development extent

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stair only access / crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 250m



A12 - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
12.1 (refer to 4.2)	Tweed Walk and Teviot Street	TOP	Close slip road from A12 to Teviot Street and remodel the Tweed Walk and Teviot Street junction to allow wider footway and smoother north-south movements for pedestrians and cyclists, as part of a Low traffic Neighbourhood set of proposals	400m2	●●	●●●	●●	MEDIUM
12.2a (strategic link , see 4.1 and 5.6)	A12 signalised junction, Zetland and Lochnagar Street full revamp	TOP (preferred option)	Upgrade junction for walking and cycling including tightened radius and lane widths where feasible, west-east cycle link between Morris Road and Lochnagar Street and more direct pedestrian crossings.	1,800m2	●●●	●●●●	●●●	MEDIUM
12.2b (strategic link , see 4.1 and 5.6)	A12 signalised junction, Zetland and Lochnagar Street pedestrian improvements		Upgrade junction for walking and cycling, providing ASL boxes for cyclists travelling west/east, reducing crossing widths north/ south for pedestrians and reducing stagger of west/east pedestrian crossings	1,800m2	●●	●●●	●●	MEDIUM
12.2c (strategic link , see 4.1 and 5.6)	A12 signalised junction, Zetland and Lochnagar Street walking and cycling bridge		New walking and cycling bridge linking across A12 between Zetland Street and Lochnagar Street	35m span	●●●●●	●●●	●●●●●	LONG
12.3 (refer to 6.1, 7.1)	Brownfield Street to Abbott Road walking and cycling route	TOP	Introduce continuous west to east cycle and pedestrian spine link from Brownfield street to Abbott Road, crossing A12 at existing subway. Dedicated cycle provision combined with parking reduction. General de-cluttering and continuous crossings should also be implemented to facilitate better pedestrian movement. Include environmental improvements, especially to subway	1,000m	●●●	●●●●●	●●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

A12 - Project list

12.4 (refer to 2.4, 4.5, 5.8)	Teviot Street and Bromley-By-Bow pedestrian and cycle link improvements along west side of A12	HIGH	Improve north/south pedestrian and cycle movement along A12 footway west with shared pavement. De-clutter and create better sight-lines to neighbouring areas	800m	●●	●●	●●	SHORT
12.5 (refer to 2.3)	Bromley-by-Bow subway	HIGH	Install step free station to street access to both sides of the A12. Both, ramps and lifts should be considered	100m	●●	●●●	●●●●	MEDIUM
12.6 (refer to 2.6)	New signalised crossing of A12 at Bromley-By-Bow station	HIGH	At grade staggered signalised toucan crossing over A12	N/A	●●●	●●	●●	MEDIUM
12.7 (refer to 2.2 and 5.2)	Twelvetrees Crescent, A12 and Devas Street junction	HIGH	Signalise junction with pedestrian signals on all arms to open up east-west and north-south movements for pedestrians and cyclists	3000m2	●●●	●●●●	●●●	LONG
12.8 (refer to 2.5, 4.4, 5.15)	A12 cycle link, Zetland St. to Bromley-By-Bow	HIGH	Introduce segregated cycle lane spanning from Zetland Street to Bromley-by-Bow station	800m	●●	●●	●●	SHORT
12.9 (refer to 2.5 and 5.13)	Empson Street and A12 subway	HIGH	Adapt subway for cycle use; improve signage and lighting	100m	●	●●	●	SHORT
12.10 (strategic link, see 6.3, 7.4, 9.3)	A12/A13 junction	HIGH	Improve access and legibility to A12 bus stops at A13 junction. Add ramp to northbound stop and investigate potential to include ramp or lift to southbound stop. Better wayfinding to be provided which makes stops legible from high level	10,000m2	●●●●	●●●	●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

A12 - Project list

12.11 (refer to 4.12, 5.15)	Teviot Street, A12 and Lochnagar Street subway	MEDIUM	Improve signage and lighting to subway. Widen access points to improve obscured views towards the subway; upgrade stepped access to a ramp on the subway approach	N/A	●	●●	●●	SHORT
12.12a (refer to 4.11, 5.14. 7.10)	Andrew Street, A12 and Abbot Road subway infill and new at grade signalised junction	MEDIUM	Infilling in subway and underpass in order to signalise the entire junction to facilitate north-south and west-east movements for pedestrians, cycles and cars.	N/A	●●●●●	●●●●	●●●●●	LONG
12.12b (refer to 4.11, 5.14. 7.10)	Andrew Street, A12 and Abbot Road subway infill and road closure	(preferred option)	Infilling in subway and underpass and road closure to Abbott Road as part of a Low Traffic Neighbourhood set of proposals	N/A	●●●●●	●●●●●	●●●●●	LONG
12.13 (refer to 4.9)	Teviot Street and Abbott Road pedestrian and cycle link improvements along west side of A12	MEDIUM	Improve north/south pedestrian and cycle movement along A12 footway west with shared pavement. De-clutter and create better sight-lines to neighbouring areas and links to green spaces and local destinations	330m	●●	●●	●●	SHORT

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

7.3
MAJOR HIGHWAY CORRIDOR PROPOSALS

A13 - Proposals

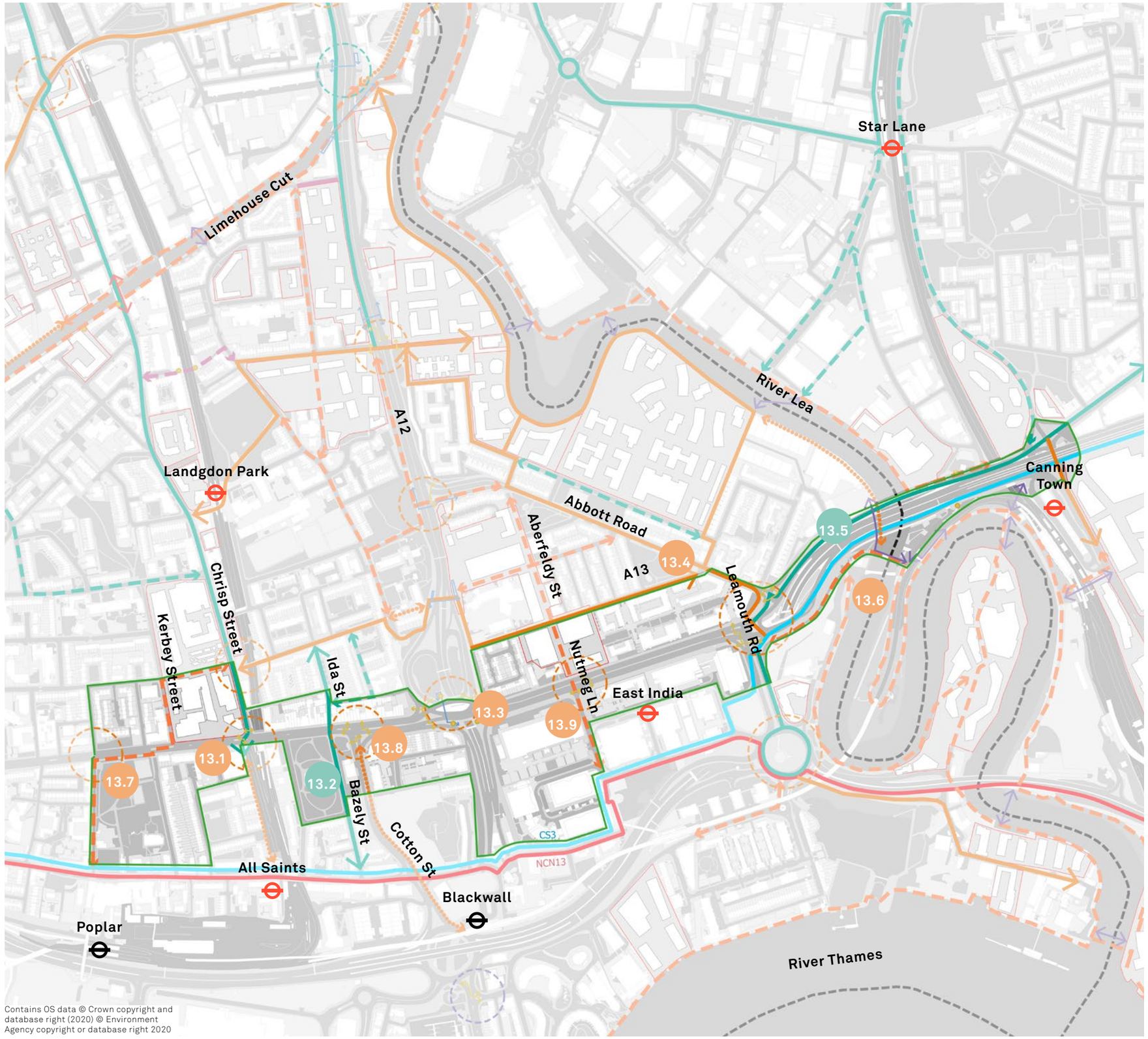
KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Pipeline known development extent

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stair only access / crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 250m



A13 - Project list

REFERENCE	INTERVENTION NAME AND LOCATION		DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
13.1 (refer to 3.2)	Chrisp Street and A13 junction	TOP	Cycle and pedestrian provisions such as early start facilities for cyclists, guard rail removal, footway widening and pedestrian crossings on all arms to make this junction less hostile. Potential to concentrate on non-A13 arms first and utilise existing crossing.	120m2	●●●	●●●	●●	MEDIUM
13.2 (refer to 6.2)	Ida Street to CS3 (Poplar High Street) link via Bazley Street	HIGH	Improve Ida and Bazely Street cycle link to CS3, including signalised crossing at A13	430m	●●●●	●●●●	●●●●	LONG
13.3 (strategic link, see 6.3, 7.4, 9.3)	A12/A13 junction	HIGH	Improve access and legibility to A12 bus stops at A13 junction. Add ramp to northbound stop and investigate potential to include ramp or lift to southbound stop. Better wayfinding to be provided which makes stops legible from high level	10,000m2	●●●●	●●●	●●●	LONG
13.4 (refer to 7.5, 8.7, 9.2)	Abbott Road, A13 and Leamouth Road junction	HIGH	Simplify the junction, with fewer crossings stagger, better way-finding signage, de-clutter and introduce jug handles for cyclists. Introduce right turn from Abbot road to A13 as part of Low Traffic Neighbourhood proposals	5,000m2	●●●●●	●●●●●	●●●●●	LONG
13.5 (refer to 8.5)	A13 north side slip road cycle track	HIGH	Introduce more definition between cycle and pedestrian paths to match A13 cycle lane on the south side slip road. Improve junctions and make continuous to Canning Town town centre and include spur to link with CS3 route at Canning Town station	770m	●●	●●	●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

A13 - Project list

13.6 (refer to 8.6, 9.4)	Extended river edge walk to meet A13 and pass underneath A13 via new walking and cycling link to meet Bow Creek Ecology Park	HIGH	Work with site owners to develop a route along the river edge. Create a new walking and cycling link under the A13 and along the River Lea	300m	●●●●●	●●●●●	●●●●	LONG
13.7 (refer to 3.7)	Duff Street and A13 junction	MEDIUM	Signalising the junction in order to facilitate north west movements for pedestrians and cycles. Complements connections to CS3	900m2	●●●●	●●●	●●●●	LONG
13.8 (refer to 6.6)	A13 and Cotton Street junction	MEDIUM	Simplify crossing movements on this junction	360m2	●●●	●●	●●●	LONG
13.9 (refer to 7.9, 9.7)	Aberfeldy Street/A13 junction and Nutmeg Lane junction and access towards East India Dock station	MEDIUM	Upgrade crossing to signalised toucan crossing to allow cycle movements on all arms and remove staggering of crossings. Align with Nutmeg Lane. Secure access to private estate for walking and cycling along Nutmeg Lane	290m	●●●	●●●	●●●	LONG

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

8.0
STRATEGIC LOCATIONS CONNECTIVITY MATRIX

> An example of relatively narrow ramp within the new Aberfeldy development that is not ideal for cycle movement

8.1
STRATEGIC LOCATIONS CONNECTIVITY MATRIX

Existing walking connections

The matrix highlights that the study area generally has poor and indirect walking connectivity with only few very good and good quality routes, which tend to relate to routes where areas being compared are in relatively close proximity.

For instance 6,3 is between Langdon Park south and Chrisp Street Neighbourhoods with a low traffic area around Brown Street, pedestrian only bridge over the DLR and only slightly off-set Zebra crossing of Chrisp Street.

By comparison for example C,7 Langdon Park DLR to Aberfeldy should be a relatively well used route, however, it scores poorly and is circuitous, mainly due to an awkward crossing of the A12.

	1	2	3	4	5	6	7	8	9a	9b	10a	10b	A	B	C	D	E	F	G	H
1		Medium	Medium	Short	Medium	Medium	Long	Long	Long	Too Long	Long	Too Long	Medium	Short	Short	Medium	Long	Long	Long	Too Long
2			Long	Medium	Medium	Long	Long	Long	Long	Too Long	Too Long	Too Long	Short	Short	Medium	Long	Too Long	Too Long	Long	Long
3				Medium	Medium	Short	Medium	Medium	Medium	Long	Long	Long	Long	Medium	Short	Short	Medium	Long	Long	Too Long
4					Short	Medium	Medium	Medium	Long	Long	Long	Long	Medium	Medium	Short	Medium	Long	Long	Long	Too Long
5						Medium	Medium	Medium	Long	Long	Long	Long	Medium	Medium	Short	Medium	Long	Long	Long	Too Long
6							Medium	Medium	Medium	Long	Long	Long	Long	Long	Short	Short	Medium	Long	Long	Too Long
7								Short	Short	Long	Short	Long	Long	Long	Medium	Medium	Short	Medium	Long	Long
8									Medium	Long	Medium	Long	Long	Long	Medium	Medium	Medium	Medium	Medium	Long
9a										Long	Short	Long	Too Long	Long	Long	Medium	Short	Long	Long	Too Long
9b											Medium	Medium	Too Long	Too Long	Too Long	Long	Medium	Short	Medium	Long
10a												Medium	Too Long	Too Long	Too Long	Long	Medium	Long	Long	Too Long
10b													Too Long	Too Long	Long	Long	Medium	Medium	Medium	Medium
A														Short	Long	Long	Too Long	Too Long	Long	Long
B															Medium	Long	Long	Too Long	Long	Long
C																Short	Long	Long	Too Long	Too Long
D																	Medium	Long	Too Long	Too Long
E																		Medium	Long	Too Long
F																			Medium	Long
G																				Medium
H																				

KEY

Route quality:
- Very good
- Good
- Acceptable
- Poor
- Very poor

Distance:
- Short = 0-7.5 minutes
- Medium = 7.5-15 minutes
- Long = 15-30 minutes
- Very long = >30 minutes

Directness:
- Direct
- Fairly direct
- Indirect
- Circuitous

8.2
STRATEGIC LOCATIONS CONNECTIVITY MATRIX

Existing cycling connections

Existing cycle infrastructure provision in the area is almost uniformly poor, greatly limiting the potential for trips to be made by this mode.

Even short trips potentially linking residential areas to employment or services opportunities such as 9a,4 between Langdon Park north & Teviot Neighbourhood and the business park at Leamouth. With the optimal route considered to be towards All Saints DLR then along the A13, crossing the A12 before turning right along Nutmeg Lane into the business park.

	1	2	3	4	5	6	7	8	9a	9b	10a	10b	A	B	C	D	E	F	G	H
1		Short	Short	Short	Short	Short	Short	Short	Short	Medium	Medium	Medium	Short	Short	Short	Short	Short	Medium	Short	Medium
2			Short	Short	Short	Short	Short	Short	Medium	Medium	Medium	Medium	Short	Short	Short	Short	Medium	Medium	Short	Short
3				Short	Short	Short	Short	Short	Short	Medium	Medium	Medium	Short	Short	Short	Short	Short	Medium	Medium	Medium
4					Short	Short	Short	Short	Short	Medium	Medium	Medium	Medium	Short	Short	Short	Medium	Medium	Short	Medium
5						Short	Short	Short	Short	Short	Short	Medium	Medium	Short	Short	Short	Short	Short	Short	Medium
6							Short	Short	Short	Medium	Medium	Medium	Short	Short	Short	Short	Short	Short	Short	Medium
7								Short	Short	Short	Short	Short	Medium	Short	Short	Short	Short	Short	Short	Short
8									Short	Short	Short	Short	Medium	Medium	Short	Short	Short	Short	Short	Short
9a										Short	Short	Short	Medium	Short	Short	Short	Short	Short	Short	Medium
9b											Short	Short	Medium	Medium	Medium	Short	Short	Short	Short	Short
10a												Short	Medium	Medium	Medium	Short	Short	Short	Short	Medium
10b													Medium	Medium	Medium	Short	Short	Short	Short	Medium
A														Short	Short	Short	Medium	Medium	Short	Short
B															Short	Short	Short	Medium	Short	Short
C																Short	Short	Medium	Medium	Medium
D																	Short	Short	Short	Medium
E																		Short	Medium	Medium
F																			Short	Short
G																				Short
H																				

KEY

Route quality:
- Very good
- Good
- Acceptable
- Poor
- Very poor

Distance:
- Short = 0-7.5 minutes
- Medium = 7.5-15 minutes
- Long = 15-30 minutes
- Very long = >30 minutes

Directness:
- Direct
- Fairly direct
- Indirect
- Circuitous

8.3
STRATEGIC LOCATIONS CONNECTIVITY MATRIX

Proposed walking connections ‘Top Priority’

By concentrating on Top Priority interventions, the updated matrix demonstrates how targeted intervention can quickly shift the indicators to more positive positions.

Particularly pleasing is both where adjacent neighbourhoods become more accessible through better quality routes to and from key local trip generators like schools, local shopping parades and places of worship/civic activity. As well as where station locations are demonstrably more accessible due to improvements such as junctions of the A12 and new connections over the River Lea, thus making sustainable transport trip-chaining an easier choice.

	1	2	3	4	5	6	7	8	9a	9b	10a	10b	A	B	C	D	E	F	G	H
1		Medium	Medium	Short	Medium	Medium	Long	Long	Long	Too Long	Long	Too Long	Medium	Short	Short	Medium	Long	Long	Long	Too Long
2			Long	Medium	Medium	Long	Long	Long	Long	Too Long	Too Long	Too Long	Short	Short	Medium	Long	Too Long	Too Long	Long	Long
3				Medium	Medium	Short	Medium	Medium	Medium	Long	Long	Long	Long	Medium	Short	Short	Medium	Long	Long	Long
4					Short	Medium	Medium	Medium	Long	Long	Long	Long	Medium	Medium	Short	Medium	Long	Long	Long	Long
5						Medium	Medium	Medium	Long	Long	Long	Long	Medium	Medium	Short	Medium	Long	Long	Long	Long
6							Medium	Medium	Medium	Long	Long	Long	Long	Long	Short	Short	Medium	Long	Long	Too Long
7								Short	Short	Long	Short	Medium	Long	Long	Medium	Medium	Short	Medium	Long	Long
8									Medium	Medium	Medium	Long	Long	Long	Medium	Medium	Medium	Medium	Medium	Long
9a										Medium	Short	Medium	Too Long	Long	Long	Medium	Short	Medium	Long	Too Long
9b											Medium	Medium	Too Long	Too Long	Long	Long	Medium	Short	Medium	Long
10a												Medium	Too Long	Too Long	Too Long	Long	Medium	Long	Long	Too Long
10b													Too Long	Too Long	Long	Long	Medium	Medium	Medium	Medium
A														Short	Long	Long	Long	Too Long	Long	Long
B															Medium	Long	Long	Too Long	Long	Long
C																Short	Long	Long	Long	Long
D																	Medium	Long	Long	Long
E																		Medium	Long	Too Long
F																			Medium	Long
G																				Medium
H																				

↑ Note: Due to the anticipated and unpredictable nature of the delivery of the long-list of interventions, Top Priority interventions only have been used in this assessment, as detailed in this report. This is considered a useful ‘direction of travel’ tool due to their success in demonstrating improvement of the network with a targeted set of interventions, which are achievable within a shorter time-frame. It is felt that by providing this spine of interventions is a good basis from which to build-out further proposals. Without these proposals being in place, however, the overall impact would be more limited and potentially piecemeal.

General uncertainty about delivery of the entire long-list of interventions is the biggest factor here, where proposals might be reliant on development coming forward, or support of residents in a particular area for instance. By demonstrating this direction of travel, it is felt that clear leadership in delivery of projects can be achieved by the Local Authority across the first half of the AAP period.

KEY

Route quality:
- Very good
- Good
- Acceptable
- Poor
- Very poor

Distance:
- Short = 0-7.5 minutes
- Medium = 7.5-15 minutes
- Long = 15-30 minutes
- Very long = >30 minutes

Directness:
- Direct
- Fairly direct
- Indirect
- Circuitous

8.4
STRATEGIC LOCATIONS CONNECTIVITY MATRIX

Proposed cycling connections 'Top Priority'

From a very low base, cycling improvements are shown to have a big impact on quality and directness of routes in particular.

Generally, distances are considered short/ medium for cycling in the area, however, existing cycling infrastructure is sparse, so, where cycling infrastructure is included this creates a very evident uplift in potential for cycling.

Linked with the bigger infrastructure improvements, such as bridges over the River Lea, road junction improvements with dedicated cycling infrastructure and where routes meet and travel through the area, connecting to wider locations, demonstrable advances can be seen, which are especially represented in the route quality and directness indicators.

KEY

Route quality:
- Very good
- Good
- Acceptable
- Poor
- Very poor

Distance:

Short = 0-7.5 minutes

Medium = 7.5-15 minutes

Long = 15-30 minutes

Very long = >30 minutes

Directness:

Direct

Fairly direct

Indirect

Circuitous

	1	2	3	4	5	6	7	8	9a	9b	10a	10b	A	B	C	D	E	F	G	H
1		Short	Short	Short	Short	Short	Short	Short	Short	Medium	Medium	Medium	Short	Short	Short	Short	Short	Medium	Medium	Medium
2			Short	Short	Short	Short	Short	Short	Medium	Medium	Medium	Medium	Short	Short	Short	Short	Medium	Medium	Short	Short
3				Short	Short	Short	Short	Short	Short	Medium	Medium	Medium	Short	Short	Short	Short	Short	Medium	Medium	Medium
4					Short	Short	Short	Short	Short	Medium	Medium	Medium	Medium	Short	Short	Short	Medium	Medium	Short	Short
5						Short	Short	Short	Short	Short	Short	Medium	Medium	Short	Short	Short	Short	Short	Short	Medium
6							Short	Short	Short	Medium	Medium	Medium	Short	Short	Short	Short	Short	Short	Short	Medium
7								Short	Short	Short	Short	Short	Medium	Short	Short	Short	Short	Short	Short	Short
8									Short	Short	Short	Short	Medium	Medium	Short	Short	Short	Short	Short	Short
9a										Short	Short	Short	Medium	Short	Short	Short	Short	Short	Short	Medium
9b											Short	Short	Medium	Medium	Medium	Short	Short	Short	Short	Short
10a												Short	Medium	Medium	Medium	Short	Short	Short	Short	Medium
10b													Medium	Medium	Medium	Short	Short	Short	Short	Medium
A														Short	Short	Short	Medium	Medium	Short	Short
B															Short	Short	Short	Medium	Short	Short
C																Short	Short	Medium	Medium	Medium
D																	Short	Short	Short	Medium
E																		Short	Medium	Medium
F																			Short	Short
G																				Short
H																				

↑ Note: Due to the anticipated and unpredictable nature of the delivery of the long-list of interventions, Top Priority interventions only have been used in this assessment, as detailed in this report. This is considered a useful 'direction of travel' tool due to their success in demonstrating improvement of the network with a targeted set of interventions, which are achievable within a shorter time-frame. It is felt that by providing this spine of interventions is a good basis from which to build-out further proposals. Without these proposals being in place, however, the overall impact would be more limited and potentially piecemeal.

General uncertainty about delivery of the entire long-list of interventions is the biggest factor here, where proposals might be reliant on development coming forward, or support of residents in a particular area for instance. By demonstrating this direction of travel, it is felt that clear leadership in delivery of projects can be achieved by the Local Authority across the first half of the AAP period.

9.0
TOP PRIORITY PROPOSALS

> Lochnagar Street and A12 junction (facing west)
- Part of the proposed central spine, this route has the potential to link Chrisp Street via Langdon Park DLR, via Zetland Street, to Lochnagar Street, the River Lea and Newham via the proposed Lochnagar Bridge, or South Poplar to Aberfeldy Village and the Leven Road area

9.1
TOP PRIORITY PROPOSALS

Proposals map

As already established on p. 8, the Top Priority proposals are intended to optimise established movement patterns and benefit from integrating existing proposed route and connectivity interventions.

They are described again here in more detail and separated out from other proposals as an alternative way for decision makers to utilise the information provided within this study in order to make the big moves and impactful decisions which will have lasting change in the area.

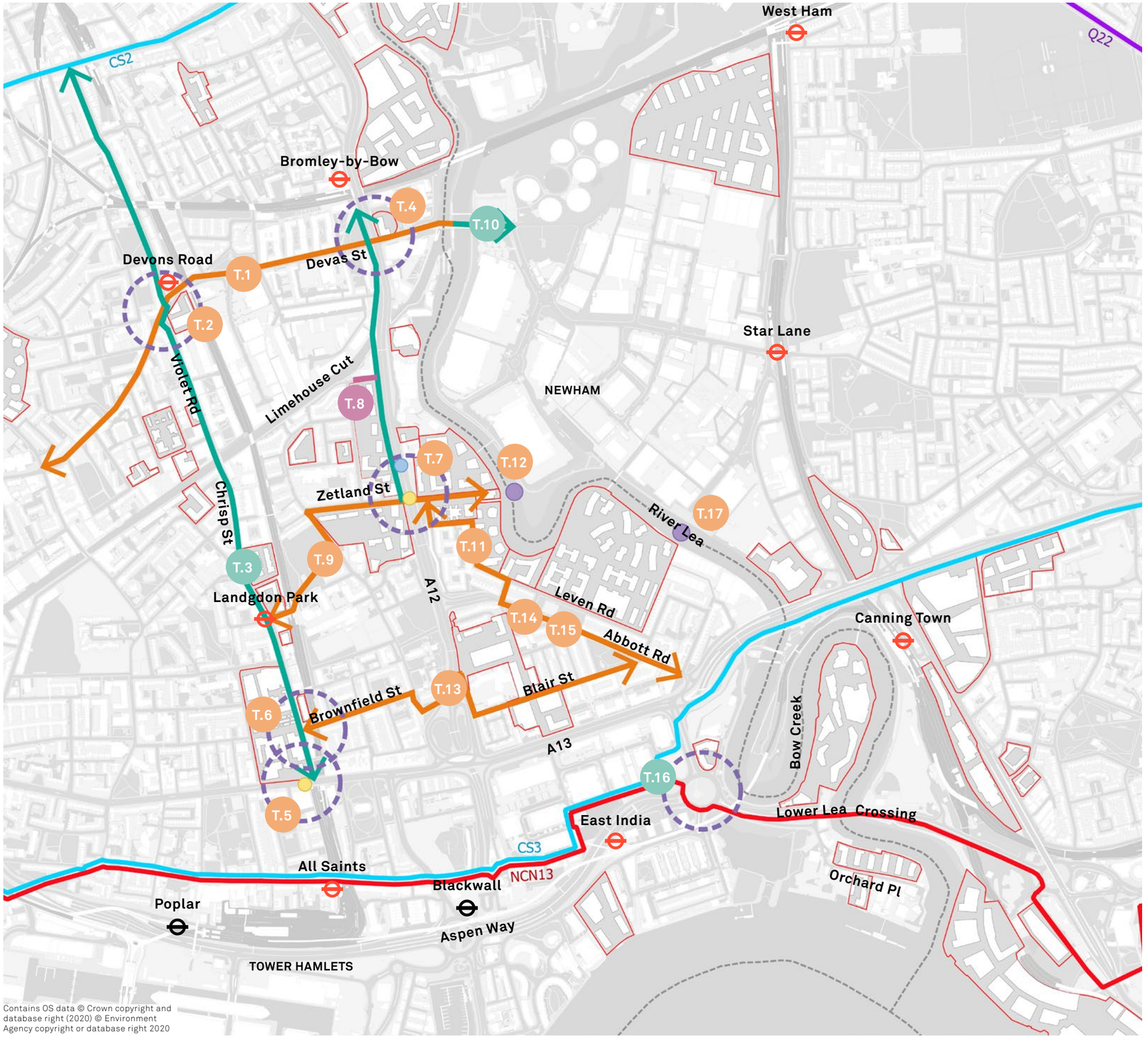
KEY

- 1.1 Proposal list reference
- Proposed intervention priority 1 routes
- Proposed intervention priority 2 routes
- Proposed future ambition routes
- Proposed walking route
- Proposed cycling route
- Proposed walking and cycling route
- Proposed junction intervention
- Proposed bridge/connection
- Pipeline known development extent

Existing elements:

- Existing Cycle Superhighway
- Existing National Cycle Network
- Existing pedestrian subways below A12
- Existing pedestrian crossings over A12 and A13
- Existing stair only access / crossing
- Eight key stations
- Neighbourhood boundary
- Borough boundary

N 0 250m



Top priority - Project list

REFERENCE	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	SHORT MEDIUM LONG TERM PROPOSALS
T.1 (strategic route, refer to 1.1, 2.1 and 5.1)	B140 cycle and walking improvement	TOP	Reduce on-street parking in order to introduce segregated cycling routes. Potential to link Twelvetrees Crescent to A11 at Stepney Green with new e/w corridor	480m	●●●●	●●●●	●●●●●	LONG
T.2 (strategic route, refer to 1.2)	Junction of Campbell Road, Violet Road and Devons Road	TOP	Major junction redesign: remove guard rail, move crossings closer to desire lines, change junction priorities to T junction or similar	500m2	●●●●	●●●	●●●	SHORT
T.3 (Strategic route, refer to 1.3, 3.1)	Violet Road, Morris Road, Chrisp Street	TOP	Introduce low-traffic neighbourhood approach or dedicated cycle provision combined with parking reduction	1,250m	●●●●	●●●●●	●●●●	MEDIUM
T.4 (strategic link, see 2.2, 5.7)	Twelvetrees Crescent, A12 and Devas Street junction	TOP	Signalise junction with pedestrian signals on all arms to open up east-west and north-south movements for pedestrians and cyclists.	3,000m2	●●●●	●●●●●	●●●	LONG
T.5 (strategic link, see 3.2)	Chrisp Street and A13 junction	TOP	Cycle and pedestrian provisions such as early start facilities for cyclists, guard rail removal, footway widening and pedestrian and cycle crossings on all arms to make this junction less hostile	1,200m2	●●●	●●●	●●	MEDIUM
T.6 (strategic link, see 3.3)	Brownfield Street walking and cycling link	TOP	Adjust link to create segregated walking and cycling access towards Ida Street. Align Chrisp Street crossing and maker Parallel Crossing	150m	●●	●●	●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

Top priority - Project list

T.7a (strategic link , see 4.1, 5.11)	A12 signalised junction, Zetland and Lochnagar Street full revamp	TOP (preferred option)	Upgrade junction for walking and cycling including tightened radius and lane widths where feasible, west-east cycle link between Morris Road and Lochnagar Street and more direct pedestrian crossings.	1,800m2	●●●	●●●●	●●●	MEDIUM
T.7b (strategic link , see 4.1, 5.11)	A12 signalised junction, Zetland and Lochnagar Street pedestrian improvements		Upgrade junction for walking and cycling, providing ASL boxes for cyclists travelling west/east, reducing crossing widths north/south for pedestrians and reducing stagger of west/east pedestrian crossings	1,800m2	●●	●●●	●●	MEDIUM
T.7c (strategic link , see 4.1, 5.11)	A12 signalised junction, Zetland and Lochnagar Street walking and cycling bridge		New walking and cycling bridge linking across A12 between Zetland Street and Lochnagar Street	35m span	●●●●●	●●●	●●●●●	LONG
T.8 (strategic link , see 4.2)	Tweed Walk and Teviot Street	TOP	Close slip road from A12 to Teviot Street and remodel the Tweed Walk and Teviot Street junction to allow wider footway and smoother north-south movements for pedestrians and cyclists, as part of a Low traffic Neighbourhood set of proposals	400m2	●●	●●●	●●	MEDIUM
T.9 (strategic route, see 4.3, 5.9)	River Lea to Violet Road/Morris Road/ Chrisp Street walking and cycling route via Lochnagar Street, Zetland Street, Clutton Street and Fawe Street	TOP	Segregated cycle lanes and improved footways to create walking and cycling spine. Reduce parking and create new links through development sites where required. Provide spur from Lochnagar Street through existing industrial site to meet new bridge proposal; relates to 5.5 Lochnagar Street through existing industrial site to meet new bridge proposal.	690m	●●●	●●●●●	●●●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

Top priority - Project list

G.4.1	Low Traffic Neighbourhood	TOP	Introduce a Low Traffic Neighbourhood scheme to prevent rat-running between A13 and A12 and encourage trips to be made using active travel modes	N/A	●●	●●●●	●●	MEDIUM
T.10 (strategic route, refer to 1.1, 2.1, 5.1)	B140 cycle and walking improvement	TOP	Introduce segregated cycling routes. Potential to link Twelvetrees Crescent to A11 at Stepney Green with new e/w corridor	480m	●●●●	●●●●●	●●	LONG
T.11 (strategic link, see 5.4, 8.6)	Leven Road	TOP	Introduce low-traffic neighbourhood approach and dedicated two way cycle provision including counter-flow to one-way road combined with parking reduction	600m	●●●	●●●●●	●●●●	MEDIUM
T.12 (strategic link, see 5.5)	Lochnagar Bridge	TOP	New walking and cycling bridge over River Lea	50m span	●●●●	●●●●●	●●●●●	MEDIUM
T.13 (strategic link, see 6.1, 7.1)	Brownfield Street to Abbott Road walking and cycling route	TOP	Introduce continuous west to east cycle and pedestrian spine link from Brownfield street to Abbott Road, crossing A12 at existing subway. Dedicated cycle provision combined with parking reduction. General de-cluttering and continuous crossings should also be implemented to facilitate better pedestrian movement. Include environmental improvements, especially to subway	1,000m	●●●	●●●●●	●●●	MEDIUM
G.6.1	Low Traffic Neighbourhood	TOP	Introduce a Low Traffic Neighbourhood scheme to prevent rat-running between A13 and A12 and encourage trips to be made using active travel modes	N/A	●	●●	●	MEDIUM
T.14 (strategic route, see 7.2, 8.1)	Abbott Road walking and cycling route	TOP	Introduce traffic calming devices alongside two way cycle lanes. Include general de-cluttering and continuous crossings for pedestrians	600m	●●●	●●●	●●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention Cycling intervention Cycle and walking intervention

Top priority - Project list

T.15 (strategic link, see 7.3, 8.2)	Abbott Road crossings	TOP	Upgrade Abbott Road crossings at the Aberfeldy Street, Dee Street and Blair Street junction and at green spaces to include Parallel Crossing crossings where appropriate	6No.	●●	●●	●●●	MEDIUM
T.16 (strategic link, see 9.1)	Leamouth Road and Aspen Way roundabout	TOP	Introduce segregated cycle lane on Leamouth Road and the roundabout in order to connect CS3 to Lower Lea Crossing. Simplify roundabout to suit safe cycle movement	2500m2	●●●●	●●●●●	●●●	MEDIUM
T.17	Mayer Parry Bridge	TOP	New walking and cycling bridge over River Lea	90m span	●●●●	●●●●●	●●●●	MEDIUM

KEY

7.1 - sub area intervention reference G - general note;

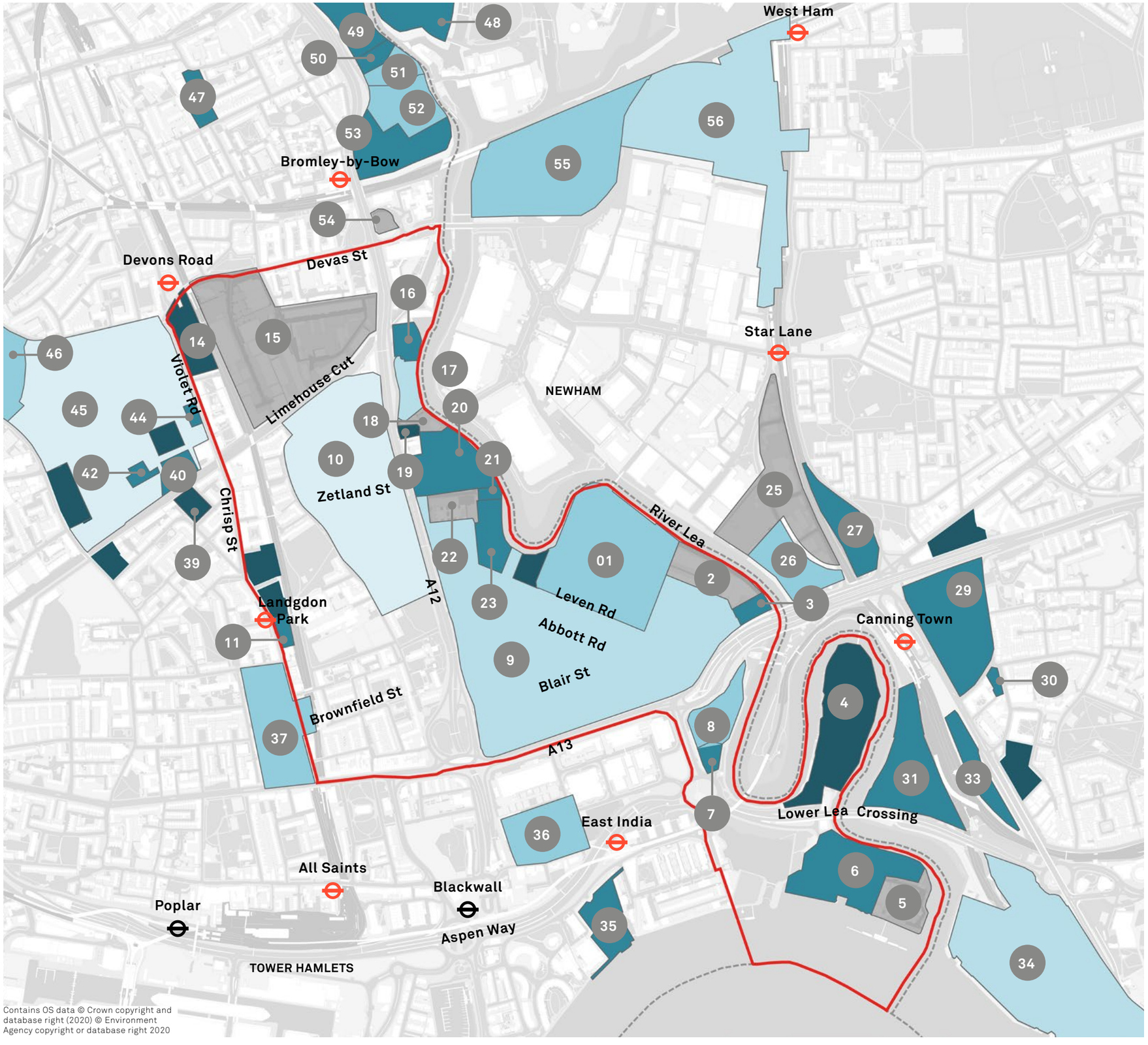
Walking intervention Cycling intervention Cycle and walking intervention

10.0
PROPOSALS ATTRIBUTED BY DEVELOPMENT

> Existing Cycle Superhighway 3 route across private land within a business park

10.1
PROPOSALS ATTRIBUTED BY DEVELOPMENT

Development list map key



KEY

Completion period:

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

- Core study area
- Borough boundaries

N 0 250m

10.2
PROJECTS ATTRIBUTED BY DEVELOPMENT

Intervention priorities and attribute to development list

REFERENCE / MAP REF	ATTRIBUTE TO DEVELOPMENT SITE	PROPOSAL REFERENCE
1.13 / 1	Leven Road Gas Works	8.1; 8.2; 8.4; 8.5; 8.7; 8.10; 8.11; 8.12
1.11 / 2	Blackwall Trading Estate	8.3; 8.6; 8.10
1.14 / 3	Moody Wharf / Pallet Site	8.3
1.16 / 4	London City Island	9.7; 9.8; 9.9; 9.10; 9.11
1.28 / 5	Trinity Boy Wharf	10.1; 10.3; 10.4; 10.5; 10.6
1.17 / 6	Goodluck Hope	10.1; 10.3; 10.4; 10.5; 10.6
1.19 / 7	Orchard Wharf / Castle Wharf	9.1;
1.18 / 8	Council Depot	9.4; 9.6; 9.8; 9.9;

REFERENCE / MAP REF	ATTRIBUTE TO DEVELOPMENT SITE	PROPOSAL REFERENCE
1.1 / 9	Aberfeldy Estate	7.1; 7.2; 7.3; 7.4; 7.5; 7.6; 7.7; 7.8; 7.9; 7.10
1.2 / 10	Teviot	4.1; 4.2; 4.3; 4.4; 4.5; 4.6; 4.7; 4.8; 4.9; 4.10; 4.11; 4.12; 4.13;
1.23 / 11	Royal Charlie PH	3.1
1.5 / 14	Bow Enterprise Park	1.3; 1.4
1.26 / 15	Empson Street	2.1; 2.2; 2.3; 2.4; 2.5; 2.6; 2.7; 2.8
1.10 / 16	Three Waters/ Bromley Mills Wharf	5.4; 5.5; 5.8
1.12 / 17	Bow Yard	5.4; 5.7; 5.8
1.21 / 18	LBTH Safeguarded Waste Site	5.4; 5.7; 5.8

REFERENCE / MAP REF	ATTRIBUTE TO DEVELOPMENT SITE	PROPOSAL REFERENCE
1.25 / 19	Bromley Hall and Old Poplar Library	5.7; 5.8; 5.13
1.9 / 20	Ailsa Wharf	5.9; 5.10; 5.11; 5.13; 5.15
1.15 / 21	Islay Wharf	5.9; 5.13
1.27 / 22	Bromley Hall School (Listed)	5.9; 5.10; 5.11; 5.12; 5.13
1.22 / 23	Tram Shed / Poplar Bus Garage	5.9; 5.10; 5.11; 5.12; 5.13
2.39 / 25	Bidder Street LMUA 12	8;6; 8.8; 8.9; 8.12
2.33 / 26	EMR site	8.6; 8.9; 8.12
2.36 / 27	Manor Road Quarter	8.6; 8.13

KEY

Sites within core study area

Sites beyond core study area

Note:
Development and GE map references advert to LBTH Leaside Land and Property Audit Development Trajectory document.
Sites with 'Completed' status were not included in the table

Intervention priorities and attribute to development list

REFERENCE / MAP REF	ATTRIBUTE TO DEVELOPMENT SITE	PROPOSAL REFERENCE
2.20 / 29	Halsville Quarter P2/3	9.10; 9.11
2.24 / 30	34-36 Shirley Street	9.10; 9.11
2.35 / 31	Limmo Peninsula	9.6; 9.8; 9.9; 9.10; 9.11; 10.5
2.28 / 33	Silvertown Way	9.10; 9.11
2.40 / 34	Thameside West	9.6; 10.6
2.2 / 35	Blackwall Yard	10.2; 10.3; 10.4
2.45 / 36	East India Dock	9.2; 9.3
2.8 / 37	Chrisp Street Market	3.1; 3.4; 3.5; 3.6; 3.7

REFERENCE / MAP REF	ATTRIBUTE TO DEVELOPMENT SITE	PROPOSAL REFERENCE
2.4 / 39	83 Barchester Street	3.1; 3.3
2.49 / 40	Bow Exchange	1.3; 1.4
2.46 / 42	Derelict site former EDF substation	1.3
2.3 / 44	Azam House	1.3
2.34 / 45	Lincoln + Devons Road	1.1; 1.3; 1.6; 3.8
2.10 / 46	Bow Common Gas Works	1.1; 1.3; 1.5
3.1 / 47	Stroudley Walk Market	1.3
2.30 / 48	Sugar House Island	2.2; 2.3; 2.4

REFERENCE / MAP REF	ATTRIBUTE TO DEVELOPMENT SITE	PROPOSAL REFERENCE
2.44 / 49	Bow River Village	2.2; 2.3; 2.4
2.47 / 50	LLDC	2.2; 2.3; 2.4
2.48 / 51	Vastint	2.2; 2.3; 2.4
2.41 / 52	Tesco	2.2; 2.3; 2.4
2.38 / 53	Imperial-by-Lea	2.2; 2.3; 2.4
2.37 / 54	1 Twelvetrees Crescent	2.2
2.32 / 55	Bromley by Bow Gasholder site	5.1; 5.2; 5.3; 5.5
2.18 / 56	Stephenson Street	5.1; 5.2; 5.3; 5.5

KEY

Sites within core study area

Sites beyond core study area

Note:
Development and GE map references advert to LBTH Leaside Land and Property Audit Development Trajectory document.
Sites with 'Completed' status were not included in the table

11.0
BRIDGES ASSESSMENT

> The ‘Red Bridge’ built with developer contributions relating to the City Island development and crossing Bow Creek at the mouth of the River Lea. The bridge is able to rise by 4m on pneumatic pistons in the event that a taller ship requires access up the River Lea beyond this point

11.1
BRIDGES ASSESSMENT

Introduction

Utilising the Strategic Locations Connectivity Matrix the team has been able to start to test the suitability of the four bridge locations described as part of the project brief, namely:
— Lochnagar Bridge
— Poplar Reach/Cody Dock Bridge
— Mayer Parry Bridge
— Leamouth Bridge

As the Core Study Area is wholly to the west of the River Lea, the potential for these bridges to improve connections within this area is limited. Indeed, through the use of the matrices, it has shown that people are not likely to use the proposed bridges to get between sub-areas by walking or cycling unless they were to go significantly out of their way.

Several areas where the bridges would become very useful are, to access stations and public transport and short trips into Newham for instance to shop at Canning Town or to employment at Cody Dock industrial area. As well as leisure trips along what is a pleasant route along the River Lea in parts and that could be extended along each back as part of joined-up new development, thus also making the area much more attractive to every-day walking and cycling trips.

Bridge use frequency assessment
Using both the walking and cycling matrices the team has been able to establish a potential order of magnitude for use of the four bridges, see the following page for a more detailed diagram.

From this exercise, all three central bridges: Lochnagar Bridge, Poplar Reach/Cody Dock Bridge and Mayer Parry Bridge have shown to be useful to connect across to Newham and in particular the station at Star Lane, with West Ham and Canning Town connections also possible at a much reduced rate.

Evidently, there are perceived safety and environment issues to consider for users travelling through the industrial area east of the river, as well as the directness of travel. Onward routes for improvement have been included and detailed within the relevant Neighbourhood area proposals.

The Leamouth Bridge sits away from the other bridges and has limited direct benefits to connectivity between the study area and selected stations; the assessment indicates a very low potential frequency of trips using this bridge if developed.

Walking, cycling and trip chaining
Mode share is calculated by considering the main mode of transport used for each trip, however, as part of a sustainable transport policy, interchange between public transport and active travel is key, where 'trip-chaining' includes the walk required to get to a station or bus stop. The potential to extend station catchments by providing good quality, secure cycle parking facilities is also a great benefit to the wider transport network.

Therefore, access to stations on foot or by bicycle are particularly important to increasing sustainable transport opportunities in the area and in order to connect to the wider network. The proposed bridges would have a significant impact on this provision, as shown with their improved connections to West ham station, Star Lane DLR and Canning Town.

Leisure use
Difficult to factor strictly as part of a movement network, leisure routes such as along the River Lea might be the first place a child learns to cycle and is a refreshing link to open space and the natural environment. A walk at the week end or a short cycle ride to the Thames or the Olympic Park might lead to the choice to try cycling to work or walking with a child to school. Thus having the potential to reduce private vehicle trips and improve level of service for walking and cycling on the road network, creating further improvements for walking and cycling.

These routes are also often very convenient linear corridors between areas, more pleasant than along a road.

However, such assets should also be considered in their own regard, where leisure routes are encouraged for wellbeing and happiness, for attracting trips into the borough and beyond and creating safer more diverse environments in the process.

Connecting areas undergoing rapid change
Regeneration activity and growth in the areas population will undoubtedly generate resources and momentum, which must be put to use to benefit both existing and new communities and activities.

Developments can benefit directly, with access and to, and overlooking of the river, for residents and workers being a big draw. The passive and active surveillance provided creates an environment which is safer and/or perceived to be safer and encourage more activity still and a sense of a more pleasant place, thus improving prospects for further development.

Another direct benefit is direct investment in infrastructure as part of planning commitments on and off the development site.

Blending existing and new communities
Critical to the investment choices is evidence that new development will support existing and new communities.

A very succinct way to establish this link is by providing improvements to walking and cycling infrastructure, including showcase pieces such as bridges. This will actively encourage existing and new communities to mix by making better use of the public streets and places and access to green and open space.

Interdependencies/alignment
Lochnagar Bridge is the only one of the 'Four Bridges' considered to be Top Priority, but interventions leading to it (Lochnagar Street walking and cycling route, and a new path along the River Lea bank west), are not dependent on its inclusion.

Although the addition of the four bridges would greatly improve potential access to Star Lane DLR in particular, the existing poor environment along any chosen route and availability of alternative stations within Tower Hamlets is likely to suppress demand. Although proposals have been included in this report to address this, less influence is likely.

Other dependencies also exist as outlined below, but including delivery timing, where land is required for landing the bridge and access routes towards the crossing is more of a factor than connectivity to the wider network.

Proposed Bridge	**Station**		
	Canning Town (F in matrix)	Star Lane DLR (G in matrix)	West Ham (H in matrix)
Lochnagar Bridge	2	7	1
Poplar Reach/Cody Dock Bridge	3	7	3
Mayer Parry Bridge	0	6	3
Leamouth Bridge	1	1	1

↑ Summary of bridge use frequency. Figures relate to number of routes which would potentially utilise each bridge. Numbers are absolute and do not differentiate between preference where routes might be via more than one bridge. See following page for summary diagram.

11.2
BRIDGES ASSESSMENT

Comparing connectivity after installation

Utilising the Strategic Locations Connectivity Matrix methodology, the Four Bridges proposals are most relevant where routes are between Neighbourhoods and the three stations located east of the River Lea, Canning Town, Star Lane DLR and West Ham.

As part of the assessment, routes between stations are also assessed, but mainly fall out of the methodology when tested, which is relevant due to the likelyhood of making these trips.

04 Leamouth Bridge has very little impact except as a route to/from Neighbourhood 10b, Trinity Buoy Wharf.

KEY

Relevance to bridge assessment

- Relevant route, included in assessment
- Route excluded from assessment due to excessive length

Route quality:

- Very good
- Good
- Acceptable
- Poor
- Very poor

Distance:

Short = 0-7.5 minutes

Medium = 7.5-15 minutes

Long = 15-30 minutes

Very long = >30 minutes

Directness:

Direct

Fairly direct

Indirect

Circuitous

	F	G	H
1	Long	Long	Too Long
2	Too Long	Long	Long
3	Long	Long	Too Long
4	Long	Long	Too Long
5	Long	Long	Too Long
6	Long	Long	Too Long
7	Medium	Long	Long
8	Medium	Medium	Long
9a	Long	Long	Too Long
9b	Short	Medium	Long
10a	Long	Long	Too Long
10b	Medium	Medium	Medium
A	Too Long	Long	Long
B	Too Long	Long	Long
C	Long	Too Long	Too Long
D	Long	Too Long	Too Long
E	Medium	Long	Too Long
F		Medium	Long
G			Medium
H			

	F	G	H
1	Long	Long	Too Long
2	Too Long	Long	Long
3	Long	Long	Long
4	Long	Long	Long
5	Long	Long	Long
6	Long	Long	Too Long
7	Medium	Long	Long
8	Medium	Medium	Long
9a	Medium	Long	Too Long
9b	Short	Medium	Long
10a	Long	Long	Too Long
10b	Medium	Medium	Medium
A	Too Long	Long	Long
B	Too Long	Long	Long
C	Long	Long	Long
D	Long	Long	Long
E	Medium	Long	Too Long
F		Medium	Long
G			Medium
H			

↑ The four bridges interventions characteristically improve directness of relevant routes with distances less impacted due to the marginal effect of the relatively long routes compared to more local journeys.

Walking routes to Star Lane and West Ham station are in particular made much more likely by reducing distances from over 30minutes to between 15-30 minutes.

	F	G	H
1	Medium	Short	Medium
2	Medium	Short	Short
3	Medium	Medium	Medium
4	Medium	Short	Medium
5	Short	Short	Medium
6	Short	Short	Medium
7	Short	Short	Short
8	Short	Short	Short
9a	Short	Short	Medium
9b	Short	Short	Short
10a	Short	Short	Medium
10b	Short	Short	Medium
A	Medium	Short	Short
B	Medium	Short	Short
C	Medium	Medium	Medium
D	Short	Short	Medium
E	Short	Medium	Medium
F		Short	Short
G			Short
H			

	F	G	H
1	Medium	Medium	Medium
2	Medium	Short	Short
3	Medium	Medium	Medium
4	Medium	Short	Short
5	Short	Short	Medium
6	Short	Short	Medium
7	Short	Short	Short
8	Short	Short	Short
9a	Short	Short	Medium
9b	Short	Short	Short
10a	Short	Short	Medium
10b	Short	Short	Medium
A	Medium	Short	Short
B	Medium	Short	Short
C	Medium	Medium	Medium
D	Short	Short	Medium
E	Short	Medium	Medium
F		Short	Short
G			Short
H			

↑ Similar impacts can be seen for cycling as walking, however, alongside other interventions, route quality is markably improved. A limit to this is onward routes east of the River Lea in Newham, where improvements are typically dependent on development and planned major scale change.

11.3
BRIDGES ASSESSMENT

Bridge use frequency

This map indicated potential bridge use frequency based on the connectivity matrix, where thicker lines indicate more intense use from and to designated stations and area centres.

Where the matrices indicate that journeys would be considered 'Too Long' to realistically be accessed by walking or cycling, these routes have been excluded from the assessment.

Where a route might feasibly be achieved using more than one bridge the allocation per bridge has been divided between those relevant crossings. For instance, it is feasible that if all bridges were delivered, residents of the Aberfeldy area (7) could potentially use any of the bridges: Lochnagar Bridge, Poplar Reach/Cody Dock Bridge or Mayer Parry bridge in order to access West Ham station.

KEY

01 Lochnagar Bridge
- Neighbourhood connection to station
- Station to station connection

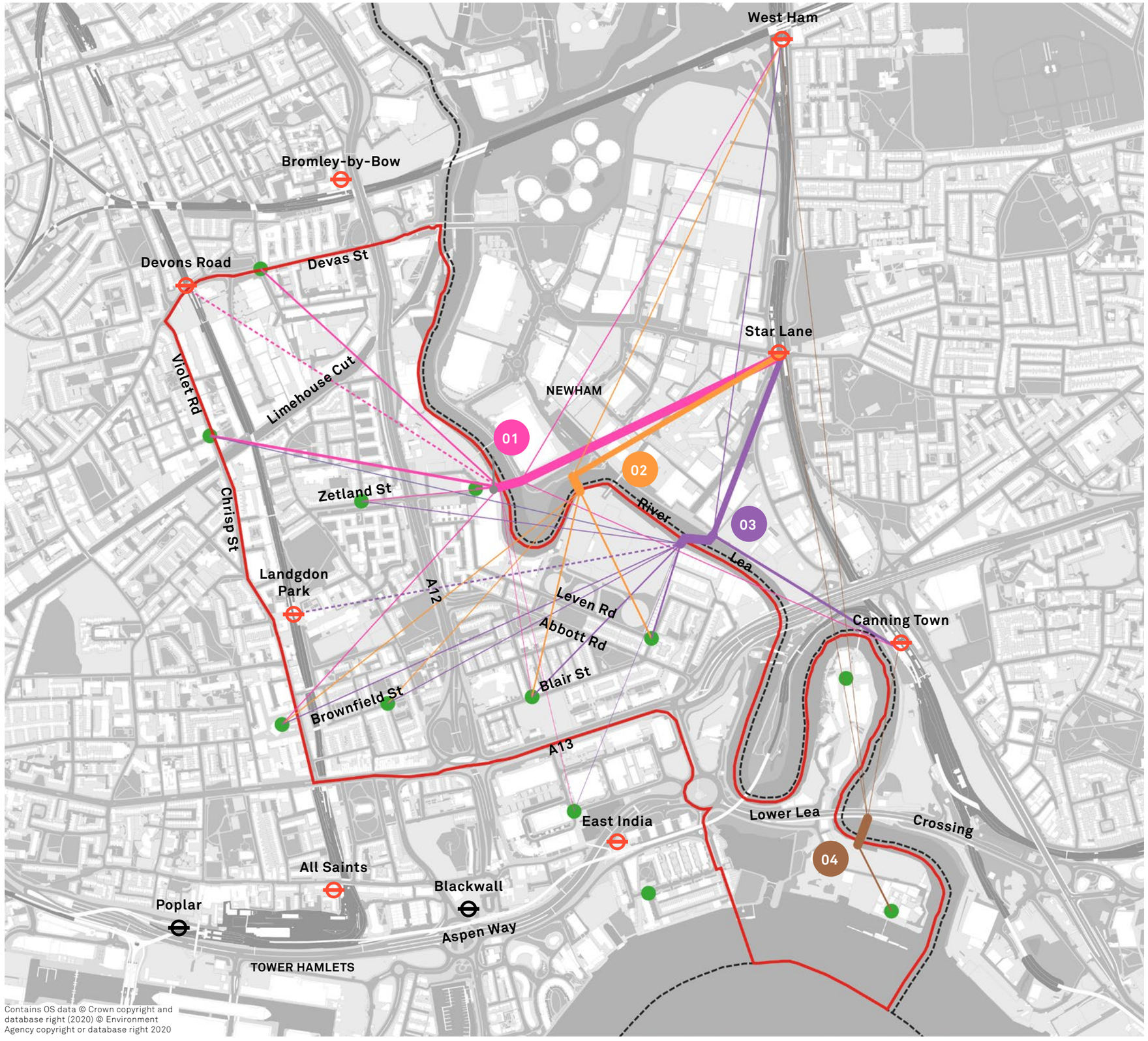
02 Poplar Reach/Cody Dock Bridge
- Neighbourhood connection to station

03 Mayer Parry Bridge
- Neighbourhood connection to station
- Station to station connection

04 Leamouth Bridge
- Neighbourhood connection to station

- Eight key stations
- Core study area
- Borough boundary

N 0 250m



11.4
BRIDGES ASSESSMENT

Four bridges comparison

The context for the bridges assessment sits squarely within the methodology developed for this study, however, as more information is known about these interventions than the majority of proposals within the remainder of the study, a more nuanced assessment has been made possible. A summary of some of the factors and discussions around the four bridges proposals can be found here.

REF.	INTERVENTION NAME AND LOCATION	PRIORITY	DESCRIPTION	SIZE	COMPLEXITY TO DELIVER	OVERALL IMPACT	COST	S/M/L TERM
5.5	Lochnagar Bridge	TOP	New walking and cycling bridge over River Lea	50m span	●●●●	●●●●●	●●●●	MEDIUM
8.3	Mayer Parry Bridge	TOP	New walking and cycling bridge over River Lea	90m span	●●●●	●●●●●	●●●●	MEDIUM
8.9	Poplar Reach/Cody Dock Bridge	HIGH	New walking and cycling bridge over River Lea	45m span	●●●●	●●●●	●●●●	MEDIUM
10.2	Leamouth Bridge	MEDIUM	New walking and cycle bridge over the River Lea linking Limmo Peninsula development site and Canning Town	60m span	●●●●	●●●	●●●●●	MEDIUM

↑ **Summary of bridges assessment**

KEY

7.1 - sub area intervention reference G - general note;

Walking intervention; Cycling intervention Cycle and walking intervention

Lochnagar Bridge:
One of two Top Priority bridge identified links to a new spine route corridor for walking and cycling from Langdon Park via Zetland Street to Lochnagar Street. From Lochnagar Street and along Leven Road and from Lochnagar Street to the A12 towards Bromley-By-Bow. This bridge would act as the primary connector serving the north of the study area.

Deliverability though is a factor, with access to the west bank of the river currently unavailable and requiring private land take. Also, with the route on the east bank of the river here stopping abruptly and onward routes into Newham convoluted and unappealing.

Despite this, development of the relevant land on the west bank is expected during the AAP period and land currently assumed suitable for access is without existing structures.

Poplar Reach/Cody Dock Bridge and Mayer Parry Bridge
These two bridges serve a similar geography at the centre of the study area. However, with its focus towards accessing Canning Town centre and station, Mayer Parry Bridge scores higher and is given Top priority for delivery compared to High priority for Poplar Reach/Cody Dock Bridge.

Deliverability and timing are the significant factors here, where the Mayer Parry bridge requires agreement with private land owners and/or inclusion into future development plans in order to provide a landing and onward accessibility on the west bank towards Bidder Street.

The connection along the east bank of the River Lea north from Mayer Parry Bridge exists but isn't currently open to the public, however an existing planning condition means this stretch should soon be publicly accessible again.

Poplar Reach/Cody Dock Bridge is well positioned to alleviate the ending of the river bank path south of Cody Dock, and along with the imminent Leven Road development, providing access further along the west side of the river and southwards towards the Thames Path. However, due to its south-west/north-east orientation, it is unlikely to have as big a impact as Mayer Parry Bridge helping to access Canning Town. With the alternative options to access West Ham and Star Lane stations less proximate and/or useful for many onward journeys.
As mentioned, ongoing development will play a big part in the future deliverability of these two bridges, where the Leven Road site would create a much improved route along the west bank of the river, facilitating onward journeys and requiring a crossing point. The EMR site east of the river which would be subject to the land take agreement for the Mayer Parry Bridge landing might come forward quickly, creating a potentially better opportunity for a key link towards Canning Town. This might also facilitate the opening-up of the river bank walk on the east side of the River Lea southwards to the A13.

Leamouth Bridge
This bridge scores lowest of the four for connectivity in the area. The location is at an extreme corner of the study area and the Neighbourhood it sits in is particularly disconnected from the rest, with existing routes such as via the 'Red bridge' acting in a similar way as that proposed in terms of connectivity.

Despite this, the link is important for two reasons:
— It will connect the rapidly changing area to the future development site at Limo Peninsula
— It will help connect the Thames Path routes to the River Lea routes and to Canning Town, key strategic benefits

11.5
BRIDGES ASSESSMENT

Conclusion

Although it is understood that further work is currently being carried out in order to develop proposals and establish a basis for investment in the identified four bridges and other bridges and connections in the area, this summary of the four bridge scenario aims to set-out a direction of travel for intervention. Where the team have been able to establish a marginal differentiation in priority and impact across the four bridges as described.

It is important to recap that this study relates to movement and connections to and from the AAP area primarily and as such will not capture the entirety of wider impacts associated with the bridges delivery.

The reality of lack of connectivity between Newham and the study area in Tower Hamlets and the potential for improving the leisure assets as part of the Lea Valley Regional Park and for access to the Thames Path, where relevant necessitates that any new bridge is likely to be positive and useful.

This impetus is strengthened further by the ambitious regeneration plans on both banks of the River Lea and potential to encourage walking and cycling as the first choice for trips amongst existing and new communities of residents and workers.

Dependencies
From the outset of the project, the team have been careful to ensure that interventions are characterised by their adherence to a network approach to walking and cycling. This allows flexibility in geographic alignment of proposals but also delivery of individual parts. For this reason, the four bridge interventions do not have critical dependencies as part of the wider network proposals, with the exception being where short access routes are required to meet bridge landings.

This is not to say that the bridges would not have significant improving impact on the effected routes, but that other interventions are not defined by their association with the bridge proposals, and would be comparably useful without that addition.

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