Representatives of the following organisations were consulted in the preparation of this document:

- Commission for Architecture and the Built Environment
- Transport for London
- London Thames Gateway Development Corporation
- Greater London Authority
Blackwall and Poplar Connections and Public Realm Study

CONTENTS

Chapter 1: INTRODUCTION AND CONTEXT 5
  Introduction 5
  Study area 6
  A five minute walk 8
  Historic development 9
  Socioeconomic overview 10
  Planning policy 12

Chapter 2: BASELINE CONDITION 17
  Positive features of the area 17
  Impact of transport infrastructure 19
  Major development sites in the area 22
  Walking and cycling survey analysis 24
  Urban SWOT analysis 26

Chapter 3: CONNECTIONS AND PUBLIC REALM STRATEGY 35
  Vision and objectives 35
  The nine components of the spatial strategy 36
  Strategy plan 38
  Project matrix 40

Chapter 4: SELECTED PROJECT SCHEMES 55
  Site A - East India Dock Road shops 56
  Site B - Poplar High Street 62
  Site C - Aspen Way / Preston’s Road Roundabout 68

Appendices: EVIDENCE BASE 80
Chapter 1: INTRODUCTION AND CONTEXT

Introduction

Blackwall and Poplar is a rapidly changing part of the London Borough of Tower Hamlets. The area has been subject to a significant intensification of high density residential development on sites previously designated for industrial or other uses. This trend is set to continue as development pressure remains high, with proximity to Canary Wharf one of a number of major drivers for change.

The Blackwall and Poplar area has a rich history and a scattering of beautiful historic buildings and green spaces - it is on the cusp of renewal with the Robin Hood Gardens/Blackwall Reach regeneration scheme and this study seeks to weave together the public realm to recreate a sense of place for the local community which has been lost. This goal is achievable through a clear connected approach which this study seeks to provide.

This report has been prepared by Urban Practitioners, with transport and movement advice provided by Colin Buchanan and Partners, on behalf of the London Borough of Tower Hamlets (LBTH). It is intended to help improve connectivity, particularly for pedestrians and cyclists, and the public realm and open spaces for an area within an approximate five minute walk of Blackwall DLR station. This is an important ambition as a significant part of the area suffers from a poor pedestrian environment which is heavily impacted by strategic transport infrastructure. Proposals to improve pedestrian connectivity in this report will need to be balanced against the Mayor of London’s policy objective of smoothing traffic flows.

The residential population of the study area is planned to increase significantly and this presents an opportunity to improve the pedestrian environment with funding for public realm projects coming, in part, from planning contributions secured through Section 106 agreements. This document is intended to identify and prioritise a range of projects that will aid in the allocation of such funding.

The report is structured as follows:

– This section, chapter one, introduces the project and study area and outlines its strategic context. This includes the historic context, a socioeconomic overview and current planning policy;
– Chapter two describes the existing baseline condition of the study area including its positive features, the impact of transport infrastructure, the large scale of planned development, a pedestrian count survey and an urban SWOT analysis;
– Chapter three presents the connections and public realm strategy and this includes a vision, objectives and conceptual framework to guide intervention and a table outlining potential projects; and
– Chapter four provides further detail on three key projects including plans, 3D views, montages and outline costs.

This document is supported by a baseline presentation given to officers at LBTH on 31 March 2011 which outlines the existing condition of the study area and is available as Appendix A.
Study area

Blackwall DLR station forms the focal point of the study with the core area being defined as an approximate five minute walk from the station. This distance is estimated by 500m radii from the station. A further 500m radii defines an outer study area which provides a context for connecting to local destinations. Key features of the study area are:

1. **Major road infrastructure** – Blackwall Tunnel Northern Approach and Aspen Way severely limit east-west and north-south pedestrian movement respectively. Other roads within the area have high vehicular priority to the detriment of pedestrians.

2. **The DLR and public transport accessibility** – Blackwall DLR station provides the focal point for the study and the DLR is an important feature of the area. Further public transport accessibility is provided through frequent bus services. Canary Wharf provides access to the Jubilee Line on the London Underground and will also be served by Crossrail once completed.

3. **1960/70s estate led developments** – Much of the housing in the area was built during this period and was experimental in nature. Whilst some of the housing stock is successful, there are significant areas where the townscape quality and housing stock is weak. This includes issues such as poor connections between estates, lack of active frontage within estates and a lack of distinction between private and public space. These housing estates are also strongly linked to higher than average levels of social deprivation. Significant urban renewal programmes are planned for the Teviot and Aberfeldy Estates by Poplar HARCA, the Registered Social Landlord which owns and maintains many houses in the area.

4. **Blackwall Reach regeneration site** – This area includes Robin Hood Gardens housing estate and the entrance to Blackwall DLR. The planned regeneration is extensive and will dramatically transform the central part of the core study area.

5. **The River Thames** – Whilst psychologically and physically isolated from much of the study area by Aspen Way and a lack of connectivity to the waterfront, the Thames is within a five minute walk of Blackwall DLR station, as is its associated dock infrastructure, although this is not at all apparent.

6. **Canary Wharf** – The nationally and internationally significant banking and services cluster is a major driver for change within the area and is located to the southwest of Blackwall DLR slightly beyond the core study area.

7. **East India Docks** – This is a further major employment area which is within the core study area and contains LBTH’s town hall.

8. **New high density waterside development** – New Providence Wharf is a recent housing led mixed use development with high property values that sets a precedent for modern tall residential buildings in the area.

9. **Chrisp Street Market and local neighbourhood centres** – Chrisp Street Market functions as an important district centre servicing the wider area. Local shopping opportunities also exist on Poplar High Street, East India Dock Road and Aberfeldy Street.
Key features of the study area

- DLR station
- DLR route
- Major road infrastructure
- High vehicular priority
- 500m radii from Blackwall DLR
- Blackwall reach regeneration site
- Major employment area
- New riverside development
- Chrisp Street Market
- Local shopping centres
A five minute walk

The adjacent plan shows an actual 500m and 1,000m walking distance from Blackwall DLR station compared to 500m radii. 500m distances are used to approximate a five minute walk, although this does not take into consideration time spent waiting to cross roads.

The plan highlights the importance of the Aspen Way/Preston’s Road roundabout as a focal point for north-south pedestrian movement. It also shows the impact of lack of pedestrian crossings on East India Dock Road (east of the Blackwall Tunnel Northern Approach) on connections to the Aberfeldy Estate.
Blackwall has altered significantly over the past 50 years. Historically the population of the area grew due to its position on the Thames and the East and West India Docks. The docks, and their associated rail infrastructure, are highly prominent on the 1952 plan where, north of the docks, the predominantly worker’s housing has a clear terraced block structure.

The 1974 plan shows a significant proportion of housing in the area to have been remodelled. This notably included Robin Hood Gardens and the Aberfeldy and Teviot Estates. By 1974 the second Blackwall Tunnel is also visible on the plan, with the Tunnel Approach Road severely limiting east-west movement. The decline of the docks can start to be seen with the partial infill of East India Dock and the demolition of buildings and removal of rail infrastructure around West India Dock.

The 1995 plan shows further dramatic change with East India Dock having been infilled and starting to become a centre for office based employment. Similarly the first phases of Canary Wharf’s office towers can now be seen. Associated with these changes, Aspen Way has replaced some east-west rail infrastructure and part of East India Dock. Aspen Way was designed to accommodate a significant volume of vehicle traffic and is a major barrier to north-south connectivity. Further industry has also moved away from the river with a golf driving range visible to the south of East India Dock.

By 2011 the area has been subject to further dramatic change, including the O2 Arena to the south of the Thames which is prominent on the skyline but physically separated by the River. Also with a major impact on the skyline, Canary Wharf has significantly expanded and become a highly successful and established office location and global financial centre. Further buildings have been completed at East India Dock. In addition the riverside area has experienced a radical transformation with industrial sites being replaced by large scale housing and hotel development.

The scale of change over the last 50–60 years has resulted in an erosion of the identity of Blackwall as a neighbourhood, and its fragmentation into a series of piecemeal areas which need to be ‘woven’ together once more into a coherent place. The loss of industry and the tendency for housing development to turn its back on the public realm is further exacerbated by the ‘mega’ scale of transport infrastructure which has been superimposed on an area which was previously characterised by a tight urban grain. Pedestrian connectivity is restricted and Blackwall has no clear town centre. However, as in most urban environments, this is not a uniform story. Important clues to Blackwall’s rich history exist and the core study area contains two prominent and very handsome Conservation Areas and several buildings with heritage value. These have the potential to play an important part in retaining and enhancing a sense of place within Blackwall as it continues to change.
Socioeconomic overview

Introduction

Tower Hamlets is an ethnically diverse Borough in East London. It has high levels of deprivation and faces a number of socio-economic issues, including lower than average life expectancy. The recommendations of this report aim to improve the quality of life for existing residents. Opportunities to improve walking and cycling connections, access to open space and the quality of the public realm are identified and, if implemented, these improvements will promote healthier lifestyles.

Ethnicity

The chart below illustrates the resident population of Tower Hamlets by ethnic group for 2009 as estimated by the Office for National Statistics. It highlights the high level of ethnic diversity with 30.6% of the population having Asian heritage compared to only 6.0% nationally. 20.6% of the Borough has Bangladeshi heritage compared to only 0.7% nationally. The Borough also has a higher proportion of Black residents than the national average, although this is lower than the London average.

Age

The graph below illustrates the age profile of All Saints General Practice, within the core study area. It shows that the age profile of the population is similar to that of Tower Hamlets as a whole - relatively young, with a large proportion of working age people. However, 23% of the practice population is under 15, compared to 19% for Tower Hamlets and 17% for England. Only 6% of the practice population is over 65 compared to 16% for England. The practice experienced a high turnover of 33.2% of patients in 2010. This suggests a highly transient local population.

Health

Tower Hamlets PCT Health and Lifestyle Research published in 2009 showed that only 2% of residents fulfil all four of the assessed indicators of healthy behaviour (not smoking, fruit/vegetable consumption, alcohol intake and physical activity). A higher percentage of residents smoke than nationally and more than half are overweight (33%) or obese (30%). The obesity figure is higher than the 2008 national average of 24%.

Life expectancy, particularly for males, within the area is lower than the national average. In East India and Lansbury ward the life expectancy for males (from 2003-2007) is 73.8 compared to 77.3 nationally and for females is 79.7 compared to 81.5. Life expectancy within Blackwall and Cubitt Town ward is nearer to the national average at 76.8 for males and 81.2 for females (Source: www.lho.gov.uk).
IMD 2010

In the 2010 Indices of Multiple Deprivation, Tower Hamlets ranked the 3rd most deprived Local Authority in England when measuring the rank of average rank (it ranked the 7th most deprived Local Authority measuring the rank of average score). This highlights the scale of deprivation within the Borough and the need to improve the quality of life for residents. The map of Tower Hamlets below illustrates how deprivation is distributed within Super Output Areas (SOAs) across the Borough. There is a large concentration of deprived SOAs to the north of Blackwall DLR station. This includes the SOA containing Robin Hood Gardens, which is within the 2% most deprived in the country. This is in sharp contrast to Canary Wharf and the new riverside development south of the station.

CACI ACORN

CACI ACORN is a consumer classification index used by retailers and other organisations to categorise residents of an area. It gives population descriptions at a postcode level and the plan below summarises the results of postcodes searched within the study area. The research reinforces the message from the IMD data of more affluent, ‘urban prosperity’ residents south of Aspen Way and a more ‘hard pressed’ population facing ‘inner city adversity’ to the north. However, the composition to the north of Aspen Way is not uniform with ‘aspiring singles’ and other groups present.
Core Strategy

The London Borough of Tower Hamlet's Core Strategy was adopted in 2010 and sets a vision until 2025. It is the overarching planning document for the Borough.

The recognisable neighbourhoods that the Core Strategy identifies that constitute the Borough are shown in the diagram below. The Core Strategy aims to reinvent, strengthen and transform these to form 'One Tower Hamlets' - a connected network of vibrant and regenerated locally distinct places that have evolved over time.

Blackwall is represented by an elongated west-east area separating Poplar and Canary Wharf and bordering the River Thames.

The Core Strategy key diagram is presented on the facing page. It identifies a neighbourhood centre at Blackwall, including land within the Blackwall Reach regeneration site that is currently used for housing and light industrial uses. The whole of the study area is within a regeneration zone. It is also a priority area to improve local distinctiveness, character and townscape within a context of high growth.

The nearest identified major centre to the study area is at Canary Wharf. Chrisp Street Market, including the row of shops on East India Dock Road within the study area, is identified as a district centre.

The Core Strategy has a strong commitment to sustainability. This includes working pro-actively to protect and enhance the quality of the environment.
A vision for each identified place in Tower Hamlets is presented in the Core Strategy and above is the Blackwall vision diagram. The Core Strategy aims for Blackwall to be:

“A mixed use area with a new town centre and the Town Hall as its commercial and civic hearts”.

Priorities for Blackwall include:

- To establish a new public square in the town centre at Blackwall DLR station and support the development of town centre uses within the square;
- To redevelop Robin Hood Gardens as part of the Blackwall Reach Regeneration Framework, and provide new public green space;
- To ensure a continuous and animated riverside walkway is provided to allow enjoyment and use of the water edges; and
- To address the barriers of the A12 road and Aspen Way Masterplan.
The Core Strategy also supports significant housing growth within Blackwall and Poplar which are within the Local Area Partnerships (LAPs) 7 & 8. The plan below shows the places within LAPs 7 & 8 identified as expecting the highest intensity of housing growth.

The predicted number of new homes for LAPs 7 & 8 until 2025 are:

- 2010 – 2015 = 6,410
- 2015 – 2020 = 10,440
- 2020 – 2025 = 4,790
- **TOTAL** = 21,630

Green Grid Strategy

Tower Hamlet’s Green Grid Strategy illustrates the Council’s vision for connecting open spaces in the borough through green linkages and corridors. Promoting walking and cycling along these routes is an essential part of creating a healthy and inclusive borough and will help to increase active lifestyles to address health inequalities in the borough. The adjacent plans shows routes and green spaces that are identified as areas of search for strategic Green Grid projects. Within the study area strategic routes include:

- Aspen Way/Preston’s Road roundabout;
- Preston’s Road;
- Nutmeg Lane, including crossing of East India Dock Road;
- TfL Cycle Superhighway;
- Route west of Cotton Street linking to Chrisp Street Market via All Saints Church; and
- The Thames Path.

Millennium Green is also highlighted as a strategic Green Grid open space, although All Saints Churchyard is not identified.

Policy SO12 (of the Core Strategy) seeks to create a high-quality, well-connected and sustainable natural environment of green and blue spaces that are rich in biodiversity and promote active and healthy lifestyles.

Projects identified within chapter four of this report can be viewed as contributing to the Green Grid Strategy.
Quality and Value Audit of Open Spaces - Draft report 2011

Land Use Consultants has recently reviewed the quality and value of the major open spaces within the study area as part of a wider study.

The adjacent table summaries the classifications of the open spaces within the report. Only the small open space between Bazely Street and Cotton Street is not viewed as exceeding the Quality/Value standard when the measures are combined.

<table>
<thead>
<tr>
<th>Classification</th>
<th>Quality</th>
<th>Value</th>
<th>Access</th>
<th>Combined</th>
</tr>
</thead>
<tbody>
<tr>
<td>A All Saints Churchyard</td>
<td>++</td>
<td>++</td>
<td>+</td>
<td>++</td>
</tr>
<tr>
<td>B Bazely Street/Cotton Street</td>
<td>-</td>
<td>+</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>C Millennium Green</td>
<td>-</td>
<td>++</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>D East India Dock Basin</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>E Poplar Dock</td>
<td>-</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>F New Providence Wharf</td>
<td>+</td>
<td>-</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>
Chapter 2: **BASELINE CONDITION**

**Positive features**

The study area includes areas of robust and particularly handsome historic character. There are also existing neighbourhood centres that are a focus of activity and which could play a larger role in shaping the future identity of the area. Links to Blackwall’s maritime history are preserved through connections to the Thames and the Listed dock walls of East and West India Docks. Key features which contribute positively to the character of the area include:

1. The Conservation Areas which include All Saints Church and East India Dock’s south and west walls have a strong character in need of preserving and enhancing. All Saints Churchyard is a high quality and very beautiful open space which as a public space has greater potential for use. The Conservation Areas provide ‘breathing’ space for the local community from more traffic dominated parts of the study area and provide an oasis of calm by comparison.

2. The existing neighbourhood shopping centres on East India Dock Road and Poplar High Street cater for local need but have significant potential for environmental improvements.

3. Millennium Green is the area’s largest open public space. However, it is enclosed by Robin Hood Gardens and has the character of a private space. In general, the study area is lacking in green open space and maximising the use of Millennium Green is naturally a priority of the Blackwall Reach regeneration project.

4. Poplar Docks and the open space adjacent to East India Dock’s main waterfront feature have a strong character linked to the area’s maritime history. These spaces are well maintained and open to the public, however, they are also private in nature discouraging use by the general public. In addition they have a sterile character with few active ground floor uses and the canal areas are not animated. There are similar issues with the high quality green space on the Thames at New Providence Wharf, which feels private in nature despite full public access.
5. Whilst walking connections to the River Thames are limited, the new riverside developments have facilitated the Thames Path and there is a high quality environment along parts of the water’s edge.

6. The DLR connects the study area to the London wide economy and is a major asset. There are three DLR stations in the area, namely:
   a) All Saints;
   b) Blackwall; and
   c) East India

All Saints is well connected in relation to the Chrisp Street centre, however Blackwall and East India have underutilised potential as neighbourhood hubs.
Impact of transport infrastructure

The adjacent plan highlights the significant proportion of land within the core study area which is dedicated to strategic transport infrastructure. Aspen Way and the Blackwall Tunnel Northern Approach are by their nature major barriers which are obviously highly inhospitable to pedestrians and cyclists. In general, the wide carriageways, lack of crossing opportunity, high vehicular speeds and sheer volume of traffic means that these roads present complex design challenges given their role as part of London’s wider strategic transport network.

In addition to Aspen Way and the Blackwall Tunnel Northern Approach, East India Dock Road, Cotton Street and Preston’s Road are busy A roads which form an important part of East London’s strategic road network. These roads have high vehicular priority but with less separation of vehicles and pedestrians. There is considerable opportunity to improve the environment of these routes for pedestrians through reconfiguring existing crossings, removal of unnecessary pedestrian barriers and potentially introducing new crossings. For example, East India Dock Road east of the Blackwall Tunnel Northern Approach has a central barrier and lacks pedestrian crossings. This separates the Aberfeldy Estate from Blackwall, although a new crossing is planned near Nutmeg Lane.

The pedestrian environment is particularly poor at the junctions of the major road network. The Aspen Way/Preston’s Road roundabout lacks surface crossings for pedestrians. There is a wide, good quality subway but this is not aligned to satisfy all desire lines of pedestrian movement. People regularly cross at surface level despite the lack of safe pedestrian crossings.

The Docklands Light Railway is another major feature of the area. Travelling east-west the railway is elevated reducing its impact as a pedestrian barrier. The north-south link towards Bow via All Saints is sunken within the study area although there are east-west connections which reduce its impact as a barrier.
Negative impact of the strategic transport network on the local pedestrian environment

Unsuitable crossing conditions

Fear of crime

Physical barriers

Pedestrian unfriendly

Dangerous crossings
Road dominance

Pedestrian unfriendly

Illegible routes

Street clutter

Aggressive boundaries
The adjacent plan demonstrates that a significant proportion of the wider study area is subject to recent or current major planning applications. Shed 35 and Wood Wharf represent a major expansion of Canary Wharf which will deliver approximately 825,000sqm of additional office space. Wood Wharf will also contain approximately 1,650 new home.

Further to the expansion of Canary Wharf, another major change is the planned renewal of existing housing at Robin Hood Gardens and the Aberfeldy and Teviot Estates, with increasing housing density. The planned rise in residential population thus places extra importance on improving the public realm, pedestrian connectivity and open space in the area. This objective is particularly important as most new residential development will be apartments with limited outdoor amenity space.

If all of the proposed development shown on the adjacent is successfully completed, there will be a net increase of approximately 13,500 new residential units. This represents a high level of densification and, by way of comparison, is equivalent to the population of a medium sized market town.

There will also be a Crossrail station at Canary Wharf further improving public transport accessibility throughout the study area.
Potential development at Poplar Business Park, source submitted Design and Access Statement

The Blackwall Reach Regeneration Project is highly significant to this study. The regeneration project aims to replace the existing Robin Hood Gardens housing estate and develop underutilised sites around the station entrance. It will create approximately 1,600 new homes, which constitutes a net increase of approximately 1,350. The scheme also aims to create a new neighbourhood centre and town square linked to the DLR station, whilst improving the existing open space at Millennium Green. The London Borough of Tower Hamlets and the Homes and Community Agency are the principal landowners for the regeneration area. A draft development framework was produced in 2007 and a scheme is currently being prepared to be submitted for outline planning permission.

Aberfeldy Estate

Significant change is being proposed by Poplar HARCA within the Aberfeldy Estate at the northern fringe of the core study area. A masterplan has been submitted for planning approval which includes 1,153 new residential units, a net increase of 855 dwellings. The masterplan aims to improve walking links through the estate and create more usable green spaces.

Aberfeldy Street will remain a main route through the estate, potentially linking to East India Dock if a new crossing on East India Dock Road can be introduced.

Poplar Business Park

This site is also within the core study area. It is smaller than the Blackwall Reach regeneration area but still represents a significant development with the potential to deliver new public space and connectivity. The site currently accommodates light industrial uses and the planning application proposes to keep these uses whilst providing more office space, approximately 300 apartments and possibly a 90 bed hotel. The scheme also proposes a central public space and a new north-south pedestrian link from Poplar High Street to the Aspen Way/Preston’s Road roundabout. If this space and route is to be successful, the redevelopment must address the site’s relatively limited visibility from Poplar High Street and the Aspen Way/Preston’s Road roundabout.

Chrisp Street Market

The proposal is for the retail led regeneration of Chrisp Street including a new supermarket and comparison retail and 600-700 homes (replacement and new). A key urban design principle is the establishment of an improved route and views to the market from All Saints DLR. Servicing access from Chrisp Street seriously compromises this route and therefore has been disregarded as an option. The location of servicing in the south western corner is necessary if urban design / masterplan aspirations are to be achieved. Revised servicing access has been proposed off East India Dock Road (A13) for the proposed new supermarket of approx 40,000sqft fronting the market square. This represents a 20,000sqft increase on existing supermarket provision.
Walking and cycling survey analysis

A series of pedestrian counts were undertaken by Colin Buchanan to provide baseline data on pedestrian (and cycle) desire lines at key locations within the study area.

All counts were conducted on Tuesday 22nd March 2011. Pedestrian and cycle movements were counted manually and recorded in 5-minute intervals between 0700 and 1900. Counts at Preston’s Road roundabout and Blackwall station were conducted until 2200. All surveys are based on spot counts of at least 10 minutes within each hour.

The counts show Blackwall DLR station, Poplar High Street and East India Dock Basin to be significant hubs of activity. The counts also show Poplar High Street/Naval Row to be the most important east-west corridor and that a significant number of people cross Aspen Way at the Aspen Way/Preston’s Road roundabout.

The planned growth in population and employment, along with the impact of planned developments such as Crossrail at Canary Wharf, can be used to predict changes in pedestrian movement in the study area.

The plans above show the current and forecast pedestrian flows for the locations surveyed (the locations shown in green were surveyed as part of a different study). As can be seen from the diagrams, there is a large increase predicted in the number of people:

- using Blackwall DLR station;
- walking north-south across Preston’s Road Roundabout; and
- walking east-west along Poplar High Street.

The expected increase in pedestrian movements adds significance to the need to improve the street environment and connectivity at these locations.

Further details of the survey analysis is included within a separate appendix to this report.
Aspen Way / Preston’s Road roundabout

The roundabout is a major barrier to pedestrian movements. There are currently no pedestrian crossings north-south on the roundabout.

Northbound pedestrian movements are highest during the AM peak and southbound movements are highest during the PM peak. This reflects recorded entry and exit movements at Blackwall DLR station, suggesting the use of the station for commuting by residents living south of Aspen Way.

Overall 29% of pedestrians choose to cross the roundabout at-grade instead of using the subway, with considerable difference between peak and off-peak flows.

During peak hours the proportion of people using the subway is high (e.g. northbound towards Blackwall DLR station in the morning). This reflects the subway being well-positioned for access to the DLR station. Conversely, preference for at-grade crossing is highest for non-peak movements, which are likely to include the desire lines that are poorly served by the subway (including Poplar High Street and Trafalgar Way). During off-peak hours, at times over 70% of people prefer to cross at grade, where there are no pedestrian crossing facilities, instead of using the subway.
STRENGTHS

Strengths of the area include:

- **High public transport connectivity:** The DLR, as well as frequent bus services, means that the study area is well connected to Central and East London.

- **TfL Cycle Superhighway:** The Cycle Superhighway passes east-west through the study area and is an important cycling connection.

- **Waterside environment:** The waterside environment adds significant character to the area and is a major feature of recent redevelopment sites south of Aspen Way.

- **Canary Wharf:** This major employment centre is driving change throughout East London. Close proximity to Canary Wharf increases the viability of residential redevelopment throughout the study area.

- **East India Docks:** This is a further major employment centre within the study area. This is also LBTH’s main administration centre which constitutes a civic focus for the area.

- **Existing neighbourhood centres:** The existing neighbourhood centres at Poplar High Street and East India Dock Road provide an established destination for local shopping needs.

- **Heritage value:** There are three main places within the study area which contribute strongly to the character of the area. These are the Conservation Areas of All Saints Church and surroundings and Naval Row in proximity to East India Docks and Poplar Docks (which is not a Conservation Area). The spire of All Saints Church is a highly positive landmark which adds to the legibility of the area.

- **Large open spaces:** Millennium Green and All Saints Churchyard provide open space for local residents.
### Strengths and assets

<table>
<thead>
<tr>
<th>Feature</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>DLR station</td>
<td></td>
</tr>
<tr>
<td>Area with heritage value</td>
<td></td>
</tr>
<tr>
<td>Employment centre</td>
<td></td>
</tr>
<tr>
<td>Neighbourhood centre</td>
<td></td>
</tr>
<tr>
<td>Waterside environment</td>
<td></td>
</tr>
<tr>
<td>All Saints Church</td>
<td></td>
</tr>
<tr>
<td>TFL Cycle Superhighway</td>
<td></td>
</tr>
<tr>
<td>Large open space</td>
<td></td>
</tr>
</tbody>
</table>
WEAKNESSES

Weaknesses of the area include:

- **Poor arrival experience at Blackwall DLR**: The area around the entrance to the station is underutilised and light industrial in character.

- **Major barriers to movement**: Aspen Way and the Blackwall Tunnel Northern Approach are significant barriers which will be difficult to overcome.

- **High vehicular priority to roads**: The highlighted roads on the plan prioritise vehicular movement to the detriment of the pedestrian environment.

- **Inward looking developments**: Significant areas face inwards and hence do not contribute positively to the streetscape of neighbouring roads.

- **Low quality environment at existing centres**: The streetscape in these locations is poor. Traffic is also a dominant feature of both neighbourhood centres within the study area.

- **Lack of crossings at major junctions**: This is a major issue for the Aspen Way / Preston’s Road roundabout which is on key pedestrian desire lines due to Aspen Way blocking north-south movement elsewhere. Many people currently cross at surface level without the benefit of safe crossings. Whilst there are pedestrian crossings at other road junctions, the timing and design of these favours drivers.

- **Aberfeldy Estate disconnected**: As described previously, a lack of crossings on East India Dock Road disconnects the Aberfeldy Estate from the study area.

- **Lack of active frontage**: Significant areas within the study area lack active frontage to the detriment of the streetscape and local community.

- **Private land ownership restricts/prevents public access**: This creates further barriers to pedestrian movement reducing the permeability of the study area.
Weaknesses

- Major through road and barrier to pedestrian movement
- Roads with high vehicular priority
- Low quality / light industrial environment
- Inward looking built areas
- Lack of built frontage
- Lack of pedestrian crossings
- Public spaces not fully utilised/accessible
- Subway entrances
- Poor street environment at existing neighbourhood centres
- Private land ownership restricts/prevents public access
OPPORTUNITIES

 Opportunities within the study area, excluding the Blackwall Reach regeneration site, include:

- **Greater pedestrian priority:** There are opportunities to enhance existing crossings for pedestrians, remove pedestrian railings and increase pavement widths for many parts of the pedestrian accessible A road network within the study area. This would require giving pedestrians a higher priority when making strategic transport decisions.

- **Higher quality and greener pedestrian environment:** In addition to increasing pedestrian priority within the study area, there is significant potential to improve the public realm for local people. This could include street tree planting, new paving and street furniture.

- **Increased number of crossings:** New crossings could be introduced to ease pedestrian movement. It is suggested that East India Dock Road and the Aspen Way / Preston’s Road roundabout should be priority locations for new surface crossings.

- **Increased public access to open spaces:** There is potential to reconfigure the existing spaces shown in green on the opportunities plan to increase public access.

- **Increased access to and quality of the waterside:** There is potential to improve walking routes to the Thames and the Thames Path itself.

- **Enhanced cycling connections:** The TfL Cycle Superhighway provides good east-west cycling connections and there is potential to extend its catchment by introducing new north-south routes.

- **Cycle hire scheme:** Central London’s cycle hire scheme is due to be extended to the study area which will make improving other cycling facilities a higher priority.

- **Improved environment at existing centres:** There is significant opportunity to enhance the public realm at these locations.

- **Pedestrian footbridge across Blackwall Tunnel Northern Approach:** A new bridge could link the Blackwall Reach regeneration site to East India Docks.

The Blackwall Reach regeneration site has the potential to offer further significant benefits, including:

- **Improved arrival from Blackwall DLR station:** There is significant potential to improve the first impression of Blackwall to visitors arriving by the DLR through redevelopment of sites within the Blackwall Reach regeneration area.

- **A new town centre:** New ground floor commercial uses should be included within the Blackwall Reach redevelopment providing facilities for the expanding local population.

- **A new town square:** There is potential for a new town square which could be linked to Blackwall DLR.

- **Increased permeability:** New routes could make Blackwall an easier place to walk around by offering further walking options linked to desire lines.

- **High quality central public open space:** Millennium Green is included within the regeneration site and maintaining a central open space is a priority for the regeneration.
project. There is potential for the new Millennium Green to be a higher quality open space with improved public access.
THREATS

Threats include:

- **High dependence on Blackwall Reach**: The Blackwall Reach regeneration site obviously has exceptional transformative potential for the study area. However, this is a large project which will be complex to deliver.

- **Sign-up to increasing access to open spaces**: Private landowners may resist attempts to increase public access to open spaces.

- **Cannot overcome the barriers**: Aspen Way and the Blackwall Tunnel Northern Approach are likely to always be significant barriers to pedestrian movement. If the street environment is not sufficiently improved where crossing is possible, the roads will continue to negatively impact the quality of the environment for the local population.

- **Lack of investment in existing centres**: Improving the existing centres will require public funding, potentially through Section 106 contributions. Investing in the centres should be a high priority to improve the perceived urban quality of the study area.

- **High density of development**: Proposed and recently constructed developments within the area are typically to a very high density, with little associated outdoor space. This creates additional pressure to improve the existing public realm.

- **Inward looking new developments**: New developments may not benefit the wider area by being designed to face inwards in response to the sometimes harsh existing urban condition within the study area.

- **Cooperation of landowners**: Landowners of joining sites may need to cooperate to maximise the regeneration potential of the wider study area.

- **TfL sign-up to improved pedestrian environment**: The main road network in the area provides important strategic connections for East London. TfL may resist any interventions which could result in slower traffic movements.
Threats

- Major barrier to movement
- TfL sign-up to change?
- Lack of investment in centres?
- Sign-up to increased access?
- Blackwall Reach
Vision and objectives

Tower Hamlet’s Core Strategy (2010) sets out the following vision for Blackwall:

“A mixed use area with a new town centre and the Town Hall as its commercial and civic hearts.

Blackwall will undergo transformation through housing growth and investment, and will emerge as an attractive and desirable place to live and work. An extended neighbourhood centre will be created to include the shops along the east of Poplar High Street and a new public square in front of Blackwall DLR station.

A new green space will be provided through the redevelopment of Robin Hood Gardens, and East India Dock Basin will see accessibility and biodiversity improvements. Poplar High Street will continue to be the main east-west connection within a clear and coherent network of streets and spaces with excellent walking and cycling connections.”

The connections and public realm strategy aims to fulfill this vision by setting the following objectives:

- Improve the environmental quality of existing public spaces;
- Provide attractive walking routes between public spaces and centres of activity;
- Promote a hierarchical shift in area that prioritises pedestrians and cyclists;
- Introduce new cycling facilities;
- Address the issue of major barriers to movement by providing extra pedestrian crossings and improving existing crossings;
- Deliver a new town centre and town square as an eastern extension to Poplar High Street through the Blackwall Reach redevelopment;
- Ensure that Millennium Green is a central green space accessible to all;
- Support existing shopping areas through public realm improvements; and
- Reduce the impact of barriers and poor quality frontages through artwork and vegetation.
The nine components of the spatial strategy

These concept diagrams outline the spatial objectives that are promoted in the Connections and Public Realm Strategy.

1. **Maximise potential of Blackwall Reach regeneration site**
   This large regeneration area is at the centre of the study area and significant change is planned. Maximising the potential of the site will be key to transforming the perception and offer of Blackwall.

2. **Create Blackwall Town Centre**
   Key elements of the Blackwall Reach redevelopment should be linked to create a new town centre. Poplar High Street should be extended eastwards to form a new commercial spine linking towards East India Docks. It is important that new commercial activity is well connected to the local centre on Poplar High Street to support existing shops and services. A new town square should connect the extended high street to Blackwall DLR and be a focus for activity. A new Millennium Green should also connect to the extended high street providing high quality open space with a strong sense of public access.

3. **Realise the potential of each public space**
   Each existing open space should be publicly accessible providing high quality amenity space which offers respite for the local population away from the strategic transport network.
4. **Enhance and support existing centres**
   Public realm enhancements should improve the image of existing local centres whilst making them more pleasant to visit for pedestrians and cyclists.

5. **Create attractive walking routes**
   Attractive walking routes should link all public spaces, local centres and employment locations. Strategies to improve the attractiveness of routes may include improved paving, wider pavements, tree planting, public art, the removal of unnecessary railings/street clutter and ensuring clear sightlines for pedestrians where possible.

6. **Connect to the Thames**
   The Thames and associated docks offer a high quality waterside environment that is open to the public. There is an opportunity to improve linkages to this important local resource which includes the Thames Path.

7. **Promote cycling links**
   The TfL Cycle Superhighway is a high quality east-west cycle route. There is an opportunity to improve other cycling connections throughout the study area and extend the catchment area of the Cycle Superhighway.
8. **Overcome the barriers**

There is significant potential to improve the quality of the street environment and ease of pedestrian crossing at key locations where the strategic road network acts as a major barrier to movement. This includes the Aspen Way / Preston’s Road roundabout which is an important connection for north-south pedestrian movement due to the impact of Aspen Way elsewhere. There is also potential to improve connections to the Aberfeldy Estate north of East India Dock Road.

9. **Improved pedestrian boulevards**

Cotton Street and East India Dock Road, particularly where it is a focus for commercial activity, have significant potential for improved pedestrian environments. For Cotton Street, this could mean diverting through traffic and significant greening of the environment including ‘green-screens’ to blank frontages. The redevelopment of Blackwall Reach should provide stronger frontage to Cotton Street. Pedestrian improvements to East India Dock Road should form part of enhancements to the existing local shopping area.

---

**Strategy plan**

The nine components of the spatial strategy combine to form the connections and public realm strategy plan on the facing page. Individual projects are located on the plan on the following page.

The indicative proposed developments are based on planning discussions with the architects for Blackwall Reach and Poplar Business Park. They are included as a notion of what might be delivered and are likely to be subject to significant change as more detailed design work is undertaken. The indicative new block layouts are not intended to provide planning guidance on how the sites should be developed.

A number of projects are included in this report that are within the Blackwall Reach regeneration area. These represent recognised strategic aims of the regeneration site. It is expected that these projects will be delivered through the Blackwall Reach regeneration project.

All the projects proposed will need to be balanced against the Mayor of London’s strategic objective of smoothing traffic flows.
Connections and public realm strategy plan

- Existing commercial frontage
- Proposed commercial frontage
- Art/heritage based frontage improvements
- Replacement of central barrier with vegetation
- Thames Path
- Improved connections to Thames Path
- New route delivered through development sites
- TfL Cycle Superhighway
- Existing or new pedestrian connection
- Green screen to poor quality frontage
- Improved pedestrian environment to Cotton Street
- Enhanced sense of public right of way
- Conservation Area streetscape enhancements
- Existing pedestrian crossing
- Proposed pedestrian crossing
- New footbridge
- Removal of tall road security barrier
- Wall mounted artwork
- Arena steps to subway entrances
- Development area
- Improved connections to Crossrail
Project matrix

The adjacent plan locates the potential projects that are outlined in Table 2.1. The projects within blue circles are dependent on the delivery of the major regeneration projects. Subject to negotiation, other projects that border the regeneration site may also be achieved through the Blackwall Reach redevelopment.

Where applicable, Indicative costs are included within the matrix. These costs are intended for early planning purposes only. The actual cost of a project will be dependent on detailed surveys and design work. Significant change should be expected between these and any final costs.
<table>
<thead>
<tr>
<th>Plan ref.</th>
<th>Project description</th>
<th>Project justification</th>
<th>Threats</th>
<th>LBTH partners</th>
<th>Potential funding</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Chrisp Street Market Square</strong> – Public realm improvements to existing square including new paving, street furniture and lighting and a new central water feature. Improvements could extend along Vesey Path to link to the market.</td>
<td>This square is an important public space with strong potential to benefit from public realm improvements. The square also accommodates an IDEA store increasing its community/civic function and is adjacent to a significant volume of retail uses.</td>
<td>This project is outside this report’s core study area, with most recommended interventions closer to Blackwall DLR station.</td>
<td>• Leaside Regeneration • Poplar HARCA • Private developers</td>
<td>• Included within wider redevelopment plans of Chrisp Street Market • Section 106</td>
<td>High</td>
<td>£2 - 2.5 million</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>2</td>
<td><strong>Chrisp Street</strong> – Public realm enhancements to improve walking links to Chrisp Street Market. This could include removing pedestrian railings, installing artwork and/or vertical planting on blank frontages.</td>
<td>Chrisp Street forms the most direct connection from East India Dock Road to the market and is an important local distribution road served well by London buses.</td>
<td>Potentially a lower priority due to commercial activity being focused on East India Dock Road and within Chrisp Street Market.</td>
<td>• Leaside Regeneration • Poplar HARCA</td>
<td>• Included within wider redevelopment plans of Chrisp Street Market • Section 106</td>
<td>Medium</td>
<td>£500K</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>3</td>
<td><strong>Chrisp Street / East India Dock Road junction</strong> – Crossing simplified using TfL Street Design Guide non-guardrail crossing. Guardrail also removed to sides of junction.</td>
<td>This junction is an important node moving from Chrisp Street Market to the shops on East India Dock Road east of Chrisp Street by foot. The current design favours vehicles over pedestrians despite its close location to All Saints DLR station and creates a dangerous and unpleasant pedestrian experience.</td>
<td>TfL sign-up to change on strategic road which may affect network movement.</td>
<td>• TfL • Private developers</td>
<td>• TfL / LIP • Section 106</td>
<td>High</td>
<td>£250K</td>
<td>2011 - 2013</td>
</tr>
</tbody>
</table>
**Plan ref.** | **Project description** | **Project justification** | **Threats** | **Potential LBTH partners** | **Potential funding** | **Priority** | **Indicative cost** | **Timescale**
--- | --- | --- | --- | --- | --- | --- | --- | ---
4 | **Public realm improvements to local shopping area on East India Dock Road** - This project is described in more detail in Chapter four. However, potential improvements include:
• Design/branding strategy;
• Shop front improvements;
• Simplified crossings;
• New pedestrian crossing opposite All Saints Church;
• Removal of pedestrian barriers
• New paving/street furniture;
• Widening of paving where possible;
• Shared road surfaces to Newby Place and Bazely Street;
• Continuous central pedestrian refuge;
• Improved public open space on western corner of Cotton Street and East India Dock Road, and
• Further pedestrianisation of Ida Street to create small public space. | This important local shopping centre is severely impacted by East India Dock Road and its poor public realm. There is potential to improve the street environment and enhance the image of this area. Given its highly visible location, change here would have a positive impact on the wider study area and help rejuvenation of the area whilst enhancing the setting of All Saints church and churchyard. | Potentially a larger scale project than others identified resulting in added complexity and costs. TfL may also be resistant to changes which impact vehicular movements within London’s strategic road network. Lack of public funding available. Resistance from local businesses. | • TfL
• Business grants
• Private sector
• English Heritage | • TfL / LIP
• Section 106 | High | £2.5 - 3.5 million (does not include shop fronts) | 2011 - 2013
### Project matrix (continued)

<table>
<thead>
<tr>
<th>Plan ref.</th>
<th>Project description</th>
<th>Project justification</th>
<th>Threats</th>
<th>Potential LBTH partners</th>
<th>Potential funding</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
</table>
| 5         | **Increased public access to All Saints Churchyard** – Measures to increase access could include new gates and realignment of paths to match pedestrian desire lines. New street furniture and lighting could also be introduced to increase the perception of the churchyard as a public space. Any change would need to respect the important heritage value of the churchyard, the setting of the church and Conservation Area status. | This is a high quality green space located next to a local centre which is an existing focus for pedestrian activity. There is potential to better utilise the churchyard for the benefit of the local community. Improving accessibility to the churchyard should be a priority given the relatively limited high quality green space in the study area. | Strong partnership with All Saints Church will be needed. If interventions are not sensitive to the churchyard’s heritage value they may be refused. Public access and management of gate opening times need clear legal management. | • All Saints Church Diocese  
• English Heritage  
• Community groups  
• GLA | • Heritage Lottery Fund  
• Section 106  
• Parks Fund (GLA) | High | £100 - 300K | 2013 - 2018 |
| 6         | **New pedestrian crossing at East India Dock Road / Blackwall Tunnel Northern Approach** – A new crossing should be introduced on the eastern arm. | This is the only arm of the junction which does not have a pedestrian crossing. This severely impacts connections between the Aberfeldy Estate and the core study area. | TfL sign-up to new pedestrian crossings on a strategic traffic route. | • TfL  
• TFL / LIP  
• Section 106 | • TFL  
• TFL / LIP  
• Section 106 | Low | £500 - 800K | 2013 - 2018 |
| 7         | **Improved pedestrian rampway between Aberfeldy Street and East India Dock Road** – The existing ramp should be widened and barriers to pedestrian visibility removed. | This is an important connection to the local shopping centre on Aberfeldy Street within the Aberfeldy Estate. The ramp is currently narrow which creates a ‘pinch-point’ for pedestrians. | Should be delivered through the Aberfeldy Estate Masterplan, hence change is dependent on viability of the regeneration proposals. | • Poplar HARCA  
• Private developer | • Included within Aberfeldy Estate regeneration plans | Medium | £250K | 2013 - 2018 |
### Project matrix (continued)

<table>
<thead>
<tr>
<th>Plan ref.</th>
<th>Project description</th>
<th>Project justification</th>
<th>Threats</th>
<th>Potential LBTH partners</th>
<th>Potential funding</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
</table>
| 8         | **New pedestrian crossing on East India Dock Road at Nutmeg Lane.** | This section of East India Dock Road currently has no pedestrian crossings. This makes it a major barrier to pedestrian movement between the Aberfeldy Estate and the core study area. A crossing in this location has been recommended in previous studies and has support from TfL. It is also required as this is a Green Grid Strategy route. | Avoidance of change to a strategic traffic route. | • TfL  
• LTGDC  
• GLA | • TfL / LIP  
• Section 106 | High | £250K | 2011 - 2013 |
| 9         | **Measures to increase perception of Nutmeg Lane as a public right of way** – This should include the removal of the large vehicular barrier which blocks the road (or replacement with less intrusively designed feature), tree planting and secondary road treatment. Vertical planting or a large scale artwork could also be introduced to screen blank frontages. Street furniture, further vegetation and improved paving could be introduced to the corner space on the junction of East India Dock Road. | This is a Green Grid Strategy route and will form a key connection to the Aberfeldy Estate if the new crossing is introduced. | Sign-up by operators of East India Docks and TfL. | • East India Dock Estate  
• TfL | • East India Dock Estate general improvements  
• TfL / LIP  
• Section 106 | Medium | £75 - 500K | 2013 - 2018 |
<table>
<thead>
<tr>
<th>Plan ref.</th>
<th>Project description</th>
<th>Project justification</th>
<th>Threats</th>
<th>Potential LBTH partners</th>
<th>Potential funding</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
</table>
| 10       | **East India Dock Road urban boulevard**  | Replacement of the central barrier with landscaping and new pedestrian crossings as well as the removal of barriers, to improve the pedestrian environment whilst maintaining traffic flow. New buildings should also provide active frontage to the road. | Speed limits are relatively low on this road and there is scope to allow pedestrians to cross the road. Removal of the central barrier would improve the streetscape. | • TfL  
• Poplar HARCA  
• East India Dock Estate | • TFL  
• Aberfeldy Estate regeneration                                                                                              | Medium    | £3 million        | 2013 - 2018     |
| 11       | **Greenwich Meantime feature and road crossing** | Greenwich Meantime passes through the study area and is currently recognised within the paving of this section of East India Dock Road. Public art could enhance this connection, potentially including reference to the Line on the adjacent building. A new crossing could be angled adjacent to GMT with the line marked on the road. | GMT is aligned to a pedestrian desire line between the Aberfeldy Estate and bus stops on East India Dock Road. This gives potential to celebrate GMT in a practical way and could form a community arts and education project. | • TfL  
• Poplar HARCA  
• East India Dock Estate  
• Arts Trusts  
• Local schools | • TFL  
• Section 106  
• Arts Lottery Funding                                                                                                               | Low      | £250 - 500K       | 2013 - 2018     |
| 12       | **Montague Place heritage quarter**        | Measures to improve the heritage value of the Conservation Area including new appropriate streetlights, building and boundary wall maintenance, paving and road surface. | The Conservation Area forms an important link to the study area’s built heritage. It also has a high quality environment that has the potential to be improved for the benefit of the wider area. | • Residents within the Conservation Area  
• All Saints Church | • Heritage Lottery Fund                                                                                                                 | Medium    | £200 - 750K       | 2013 - 2018     |
13 **Cotton Street boulevard**  
- Streetscape improvements, potentially linked to diverting through traffic away from the road, could be introduced to create an appealing ‘boulevard’ status. This would require regular tree planting, the removal of pedestrian barriers and improved active frontage as part of the Blackwall Reach redevelopment. A continuous central pedestrian refuge could also be introduced.

Cotton Street forms an important pedestrian connection as the most direct route from Blackwall DLR station to Chrisp Street Market. However, the road has a low quality pedestrian environment with potential for improvement.

TfL sign-up to changes which could impact traffic flow.

- TfL
- Blackwall Reach regeneration team

<table>
<thead>
<tr>
<th>Potential LBTH partners</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>• TfL / LIP</td>
<td>High</td>
<td>£2.5 - 4 million</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>• Section 106</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Included within Blackwall Reach</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

14 **Cotton Street green edge**  
- Linked to the ‘boulevard’ treatment of Cotton Street, vertical planting could be introduced to screen and soften exposed boundary walls on the western side of the road.

These exposed rear boundary walls are a negative feature of the streetscape.

TfL sign-up to other changes on Cotton Street may impact this project.

<table>
<thead>
<tr>
<th>Potential LBTH partners</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Section 106</td>
<td>High</td>
<td>£250K</td>
<td>2013 - 2018</td>
</tr>
</tbody>
</table>

15 **Direct pedestrian link from Blackwall DLR station to East India Dock Road shops**  
- This proposal is included as part of the Blackwall Reach regeneration.

This link would ensure a high degree of public access to the new central green space whilst increasing pedestrian permeability.

Dependent upon Blackwall Reach regeneration.

- Blackwall Reach regeneration team

<table>
<thead>
<tr>
<th>Potential LBTH partners</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Included within Blackwall Reach</td>
<td>Medium</td>
<td>N/A</td>
<td>2013 - 2018</td>
</tr>
</tbody>
</table>

16 **New Millennium Green**  
- New high quality, publicly accessible green space as part of Blackwall Reach regeneration.

The existing green space will need to be reprovided and the Blackwall Reach regeneration provides the opportunity for improvements.

Dependent upon Blackwall Reach regeneration.

- Blackwall Reach regeneration team

<table>
<thead>
<tr>
<th>Potential LBTH partners</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Included within Blackwall Reach</td>
<td>High</td>
<td>N/A</td>
<td>2013 - 2018</td>
</tr>
</tbody>
</table>
## Project matrix (continued)

<table>
<thead>
<tr>
<th>Plan ref.</th>
<th>Project description</th>
<th>Project justification</th>
<th>Threats</th>
<th>Potential LBTH partners</th>
<th>Potential funding</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
</table>
| 17        | **Bridging Blackwall Tunnel Northern Approach** – A new footbridge here would connect to an existing entrance to East India Docks. | Blackwall Tunnel Northern Approach is a major barrier to pedestrian movement. It is also a sunken road which would allow for an at grade pedestrian bridge to be constructed. | Potentially complex project due to bridging of major strategic route. Cost of project may also be unfeasible. If a new commercial spine is created along an extended Poplar High Street (see below) a bridge here could reduce pedestrian footfall. | • TFL  
• Blackwall Reach regeneration team | • TFL / LIP  
• Section 106 | Medium | N/A | 2018 - 2025 |
| 18        | **A new commercial spine** – Poplar High Street should be extended within the Blackwall Reach regeneration site to form an expanded neighbourhood centre. The public realm of the commercial spine should contribute to an enhanced identity for the neighbourhood centre. | There is a need for new facilities due to the expanding population. Commercial activity here could be linked to the existing shops on Poplar High Street and East India Dock. | Dependent upon Blackwall Reach regeneration. | • Blackwall Reach regeneration team | • Included within Blackwall Reach | High | N/A | 2013 - 2018 |
| 19        | **Blackwall Station Square** – This square should form a central part of the new Blackwall neighbourhood centre and be a focus for commercial activity. | The location of Blackwall DLR station provides an exciting opportunity for an active public space. Furthermore, a new public square has the potential to dramatically improve the arrival experience to Blackwall. | Dependent upon Blackwall Reach regeneration. | • Blackwall Reach regeneration team | • Included within Blackwall Reach | High | N/A | 2013 - 2018 |
| 20        | **TfL Cycle Superhighway** – The route should be a priority focus for public realm improvements including further tree planting and secondary road treatments. | This is an important east-west connection for cyclists and improvements along this route would enhance perceptions of the study area. | Some enhancements have been made along the route which may divert priority to other projects. | • TFL  
• TFL / LIP  
• Section 106 | Medium | £250 - 500K | 2011 - 2013 |
### Project matrix (continued)

<table>
<thead>
<tr>
<th>Plan ref.</th>
<th>Project description</th>
<th>Project justification</th>
<th>Threats</th>
<th>Potential LBTH partners</th>
<th>Potential funding</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td><strong>Poplar High Street</strong> – Public realm improvements to the existing local shopping centre. This could include new paving, tree planting, shared surfaces, street lighting, street furniture and shop front enhancements. This potential scheme for this project is outlined in Chapter four.</td>
<td>The existing shops fulfil an important local function and there is significant scope to improve the street environment.</td>
<td>Consideration of bus movements and traffic levels will be needed.</td>
<td>• TFL</td>
<td>• TFL / LIP</td>
<td>High</td>
<td>£700K</td>
<td>2011 - 2013</td>
</tr>
<tr>
<td>22</td>
<td><strong>Improved Cotton Street pedestrian crossing</strong> – Direct pedestrian crossing could be introduced and crossing simplified using TFL Street Design Guide non-guardrail crossing. Guardrail also removed to sides of junction.</td>
<td>These improvements are essential to achieve a coherent link to the existing shops on Poplar High Street from the proposed new retail within the Blackwall Reach regeneration site.</td>
<td>If guardrail is removed, other measures may need to be introduced to ensure shops are serviced from designated places. TFL sign-up to change.</td>
<td>• TFL</td>
<td>• TFL / LIP</td>
<td>High</td>
<td>£250 - 400K</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>23</td>
<td><strong>Light installation along low quality boundary wall</strong> – The frontage of the existing tunnel depot building and neighbouring walls could be enhanced through a light installation to form a positive night-time backdrop to an improved public space. The frontage facing the adjacent Conservation Area could also be used to display information on the history of East India Dock.</td>
<td>These blank walls are currently a negative feature of the streetscape but have a relatively high pedestrian footfall along an important link between East India Dock and Blackwall DLR station.</td>
<td>Would need agreement of owners of the blank frontages.</td>
<td>• Frontage owners</td>
<td>• Section 106</td>
<td>Medium</td>
<td>£250 - 400K</td>
<td>2011 - 2013</td>
</tr>
<tr>
<td>Plan ref.</td>
<td>Project description</td>
<td>Project justification</td>
<td>Threats</td>
<td>Potential LBTH partners</td>
<td>Potential funding</td>
<td>Priority</td>
<td>Indicative cost</td>
<td>Timescale</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------</td>
<td>-----------------------</td>
<td>---------</td>
<td>--------------------------</td>
<td>-------------------</td>
<td>----------</td>
<td>----------------</td>
<td>----------</td>
</tr>
</tbody>
</table>
| 24       | **East India Docks entrance and public space** – The existing public spaces could be better integrated to form a single, larger, terraced space. An archway could be introduced to the East India Dock wall to improve sightlines and link the internal and external spaces. The introduction of arena style steps could provide a seating opportunity and further integrate the separate spaces. | The way that the existing spaces are separated through a change in level and the dock wall limits their use. There is potential for a much improved public space. The configuration of the dock wall blocks sight lines impacting safety. A sensitive intervention to the dock wall could also reinforce the attractive historic character of the wall. An improved space would also form a key connection between East India Dock and the Blackwall Reach regeneration site. | Would require support from the operators of East India Dock. Proposals would need to be sensitive to the Conservation Area and provide appropriate levels of security at weekends. | • East India Dock Estate | • Heritage Lottery Fund  
• Section 106  
• Potentially included within Blackwall Reach | High | £600 - 900K | 2011 - 2013 |
| 25       | **Conservation Area enhancement** - The use of appropriate street lighting and surface treatment could enhance the character of this area. Sensitive enhancements could also be made to selected weak building frontages. | This forms part of the TfL Cycle Superhighway increasing the area’s profile. The strong character of the area also forms a good basis for improvements. The western end of the Conservation Area is included within the Blackwall Reach regeneration site. | Scale of Blackwall Reach proposals may impact setting of the Conservation Area. | • Blackwall Reach regeneration team | • Potential to be partly included within Blackwall Reach  
• Section 106 | Medium | £250 - 400K | 2013 - 2018 |
| 26       | **East India Dock public space and DLR entrance** – A more permanent café and local shop could enliven the space and facilitate its active use. Further street furniture and tree planting could also be introduced. The Cycle Superhighway should be more clearly signposted through the space. | This is an important space due to its proximity to East India DLR station. It also has a strong identity linked to the retained water within the dock. However, it is a relatively inhospitable environment due to multiple hard surfaces and the building style within East India Dock and the lack of ‘animation’. | Dependent on the owners of the East India Dock Estate. | • East India Dock Estate  
• East India Dock Estate | Medium | £150 - 300K | 2013 - 2018 |
<table>
<thead>
<tr>
<th>Plan ref.</th>
<th>Project description</th>
<th>Project justification</th>
<th>Threats</th>
<th>Potential LBTH partners</th>
<th>Potential funding</th>
<th>Priority</th>
<th>Indicative cost</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td><strong>New public space within Poplar Business Park redevelopment</strong> – A public space is included within the draft proposals to redevelop the business park. There is also potential for a new route to provide a link from Poplar High Street to the Aspen Way roundabout through the new square.</td>
<td>This is a significant development which has the potential to deliver new public space.</td>
<td>Dependent on the redevelopment of the business park. Difficult context to form connection to the existing shops on Poplar High Street increases importance of detailed design for the public realm.</td>
<td>• Workspace Group (site owners) • Barton Willmore (project architects)</td>
<td>• Workspace Group (site owners)</td>
<td>Medium</td>
<td>N/A</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>28</td>
<td><strong>Aspen Way / Preston's Road pedestrian crossing</strong> – Two options to improve pedestrian crossing of the roundabout are outlined in chapter four. These include the potential for: • New surface crossings; • Reduced number of lanes to roundabout exits; • A pedestrian footbridge; and • Improved entrances to the subway incorporating arena style steps.</td>
<td>Due to the impact of Aspen Way, the roundabout is a key node for north-south pedestrian and cycling connectivity. There is considerable scope to improve crossing opportunities on the roundabout. The increasing population of the area will result in further priority for improving pedestrian and cycling connections.</td>
<td>TFL sign-up to change that will impact vehicular movements. Potential high cost of certain improvements.</td>
<td>• TFL • TFL / LIP • Section 106</td>
<td>• TFL / LIP • Section 106</td>
<td>High</td>
<td>£2.5 million without bridge £4.15 million with bridge</td>
<td>2011 - 2013</td>
</tr>
<tr>
<td>29</td>
<td><strong>Aspen Way Skatepark</strong> – A skatepark could be introduced in the terraced areas to both sides of the Aspen Way roundabout subway. The design of the skatepark could utilise the change of levels that exists whilst taking advantage of the partial covering of Aspen Way.</td>
<td>This space has no current use and skateparks have been successfully introduced to similar spaces.</td>
<td>Concern about conflict between other users of the subway and skaters. Concern that lack of surveillance of skatepark could be linked to antisocial behaviour.</td>
<td>• Section 106</td>
<td>• Section 106</td>
<td>Medium</td>
<td>£400 - 600K</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>Plan ref.</td>
<td>Project description</td>
<td>Project justification</td>
<td>Threats</td>
<td>Potential LBTH partners</td>
<td>Potential funding</td>
<td>Priority</td>
<td>Indicative cost</td>
<td>Timescale</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------</td>
<td>-----------------------</td>
<td>---------</td>
<td>--------------------------</td>
<td>------------------</td>
<td>----------</td>
<td>-----------------</td>
<td>----------</td>
</tr>
<tr>
<td>30</td>
<td><strong>Public art and improved lighting under Aspen Way</strong> – Linked to introducing surface level crossings at the Aspen Way roundabout, interventions could improve the environment under Aspen Way itself.</td>
<td>The area under Aspen Way is relatively large and has the potential to be better utilised. Art and improved lighting has been successfully introduced to similar spaces.</td>
<td>Costs could be relatively high depending on the scale of intervention introduced.</td>
<td>• TfL</td>
<td>• TfL / LIP</td>
<td>• Section 106</td>
<td>Medium</td>
<td>£350 - 500K</td>
</tr>
<tr>
<td>31</td>
<td><strong>New cycle route and improved walking connection along Aspen Way</strong> – Cycle lanes and designated walkways could be introduced on the existing north and south paved roadside area between Poplar DLR Station and the Aspen Way/Preston's Road roundabout.</td>
<td>The existing paved areas are wide and could be more fully utilised. Aspen Way is the most direct east-west link to Poplar DLR and the planned Crossrail station at Canary Wharf.</td>
<td>The poor pedestrian environment along Aspen Way due to its nature as a major vehicular thoroughfare.</td>
<td>• TfL</td>
<td>• TfL / LIP</td>
<td>• Section 106</td>
<td>Medium</td>
<td>£200 - 400K</td>
</tr>
<tr>
<td>32</td>
<td><strong>Removal of central barrier to Trafalgar Way</strong> – Vegetation/trees could potentially replace the barrier whilst facilitating the maintenance of crossing by pedestrians.</td>
<td>The removal of the barrier will create a more attractive environment on Trafalgar Way. It will also aid pedestrian crossing by allowing the central section of the dual carriageway to act as a continuous central refuge.</td>
<td>Potentially viewed as a small scale improvement in the context of other schemes. However, the scale of proposed developments at Poplar Business Park and 2 Trafalgar Way is likely to add weight to this project.</td>
<td>• Developers of 2 Trafalgar Way (McDonalds)</td>
<td>• TfL / LIP</td>
<td>• Section 106</td>
<td>Medium</td>
<td>£75 - 300K</td>
</tr>
<tr>
<td>33</td>
<td><strong>Increase sense of public access to Poplar Docks</strong> – This could be linked to the remodelling of the Aspen Way subway entrance outlined in Chapter four. Other measures could include improved signage and visibility from Trafalgar Way.</td>
<td>Poplar Docks already has a high quality public space with an attractive public realm. However, it is also a private inward looking space with potential to be further utilised by the local population.</td>
<td>Sign-up from the operators of the Docks and boat owners to increased public access.</td>
<td>• Poplar Docks</td>
<td>• Section 106</td>
<td></td>
<td>Medium</td>
<td>£50 - 300K</td>
</tr>
<tr>
<td>Plan ref.</td>
<td>Project description</td>
<td>Project justification</td>
<td>Threats</td>
<td>Potential LBTH partners</td>
<td>Potential funding</td>
<td>Priority</td>
<td>Indicative cost</td>
<td>Timescale</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------</td>
<td>-----------------------</td>
<td>---------</td>
<td>--------------------------</td>
<td>-------------------</td>
<td>----------</td>
<td>-----------------</td>
<td>----------</td>
</tr>
<tr>
<td>34</td>
<td><strong>Green edge to Billingsgate Market</strong> – Trees could be planted within Billingsgate Market adjacent to Trafalgar Road.</td>
<td>This would help enclose Trafalgar Road and screen part of the Billingsgate car park whilst adding greenery to the streetscape. The trees would offer added interest to pedestrians benefitting from higher level views into the canopy from the elevated Trafalgar Way.</td>
<td>Would need consent of the landowner.</td>
<td>• City of London</td>
<td>• Collaboration with Billingsgate Market  • Section 106</td>
<td>Medium</td>
<td>£100K</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>35</td>
<td><strong>Improved pedestrian environment to section of Preston's Road</strong> – This could include tree planting, removal of pedestrian barriers and artwork on boundary walls.</td>
<td>This section of Preston's Road is highly cluttered with pedestrian railings and bordered by blank walls on both sides. This results in a harsh urban environment with scope for improvement. The approach to Aspen Way is also an important southern gateway to the planned regeneration at Blackwall Reach.</td>
<td>Width of pavements and setting of Listed dock wall may impact potential for tree planting on western side.</td>
<td>• TFL</td>
<td>• TFL / LIP  • Section 106</td>
<td>Medium</td>
<td>£150 - 350K</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>36</td>
<td><strong>Improved steps linking Poplar Docks to Canary Wharf</strong> – The existing steps could be widened with a terrace potentially incorporated to encourage links to and from Canary Wharf. New signage should also signal the presence of the attractive Poplar Docks.</td>
<td>This project would improve the links between Canary Wharf and Poplar Docks to the benefit of wider connections. This could be linked to improving access to the Thames Path.</td>
<td>The existing stairs may be viewed as adequate in relation to the cost of a replacement.</td>
<td>• Poplar Docks  • Canary Wharf Group</td>
<td>• Poplar Docks  • Canary Wharf Group</td>
<td>Low</td>
<td>£400 - 750K</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>37</td>
<td><strong>New footbridge and public access to the side of Poplar Dock</strong> – A more direct connection between Canary Wharf and the Thames could be created if a new swing bridge was introduced.</td>
<td>This project would fit well with the objective of improving access to the Thames and waterside environments in general.</td>
<td>Sign-up to path by owners of local property or Poplar Docks operators. Redevelopment plans at Wood Wharf are likely to offer an alternative route to the Thames slightly further south.</td>
<td>• Poplar Docks  • Canary Wharf Group</td>
<td>• Poplar Docks  • Canary Wharf Group</td>
<td>Medium</td>
<td>N/A</td>
<td>2018 - 2025</td>
</tr>
<tr>
<td>Plan ref.</td>
<td>Project description</td>
<td>Project justification</td>
<td>Threats</td>
<td>Potential LBTH partners</td>
<td>Potential funding</td>
<td>Priority</td>
<td>Indicative cost</td>
<td>Timescale</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------</td>
<td>-----------------------</td>
<td>---------</td>
<td>--------------------------</td>
<td>------------------</td>
<td>---------</td>
<td>----------------</td>
<td>-----------</td>
</tr>
<tr>
<td>38</td>
<td><strong>New pedestrian entrance to Poplar Docks</strong> – Introduction of archways to the dock wall to improve public access to Poplar Docks and perception of Poplar Docks as a public space.</td>
<td>New archways in the wall would draw emphasis to the remaining wall and improve the environmental quality of Preston’s Road. The archways would also be able to match pedestrian desire lines connecting Poplar Docks to the Thames.</td>
<td>New entrances would need to be sensitive to the heritage value of the dock walls. Change in level between Preston’s Road and the Docks would add to cost.</td>
<td>Poplar Docks</td>
<td>Section 106</td>
<td>Low</td>
<td>£100 - 250K</td>
<td>2018 - 2025</td>
</tr>
<tr>
<td>39</td>
<td><strong>Thames Path link to Blackwall DLR station</strong> – Improved signage and new pedestrian crossings along this route.</td>
<td>The Thames is an important local resource that should benefit from high quality connections to local transport hubs. Fits well with wider ambitions for the Thames Path.</td>
<td>Could be overlooked in relation to more transformative change proposed in other projects and through wider planned redevelopment.</td>
<td>TFL</td>
<td>Tfl / LIP</td>
<td>Medium</td>
<td>£100 - 400K</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>40</td>
<td><strong>Improved cycling connections</strong> – New cycle paths where possible, increased cycle parking and improved priority for cyclists at junctions along Chrisp Street, Cotton Street, East India Dock Road, Nutmeg Lane and Preston Road.</td>
<td>This project would widen the catchment of the TfL Cycle Superhighway and encourage further cycling within the area. This project will also accommodate the planned expansion of the Central London Cycle Hire scheme.</td>
<td>Vehicular priority design of road network is hostile to cyclists.</td>
<td>TFL</td>
<td>Tfl / LIP</td>
<td>High</td>
<td>N/A</td>
<td>2013 - 2018</td>
</tr>
<tr>
<td>41</td>
<td><strong>Shop front improvement scheme</strong> – Improved appearance of shop fronts at Poplar High Street and along East India Dock Road.</td>
<td>Shop fronts currently lack coordination with building facades cluttered. This has a negative impact on the streetscape.</td>
<td>Resistance from shop owners.</td>
<td>Shop traders / local businesses</td>
<td></td>
<td>High</td>
<td>£20K per shop front</td>
<td>2011 - 2013</td>
</tr>
</tbody>
</table>
Introduction

The selected projects have been developed in more detail to illustrate the potential for change. These indicative projects are shown on the adjacent plan and include:

– The shopping area on East India Dock Road;
– The shopping area on Poplar High Street; and
– The Aspen Way / Preston’s Road roundabout.

The numbers on the plan relate to the project matrix in the previous chapter.

The projects provide an exciting vision for the future transformation of Blackwall.
Site A - East India Dock Road shops

Project description/vision

The project seeks to increase the attractiveness and sense of place of the main high street for the local community of Poplar, making it a place to go to rather than just to pass through. The scheme upgrades the quality of the public realm (in accordance with TfL’s Streetscape Design Guidance) using modest but good quality paving, reducing clutter by the removal of a large amount of guardrail, and provides a central reserve that will accommodate a sequence of timber double lamp standards, adding a touch of formality and a nautical theme, a reminder of the connection of this area with the East India docks.

Additionally, the scheme would result in a reduction of the impact of the dominance of the road on pedestrian movements, redressing the balance in movement by adding a wide and straight, signal controlled crossing at the centre of the shopping area. This would directly connect the shops to All Saints Churchyard and thus would better link the green space into the community. The crossings would feature the guardrail-less type of staggered pedestrian crossing at Chrisp Street and Cotton Street. The Cotton Street junction is also made less complex for pedestrians to negotiate by the removal of traffic filtering islands and reducing the radii of corners. Tree planting is added to the east towards the tunnel approach junction by reducing the eastbound carriageway width by a single lane and widening the footways.

The Teapot, a new garden café concession that is another reminder of East India Dock as the former main entrepôt for tea to the UK, animates the rather forgotten green space on the Cotton Street corner making it more accessible and useable. The layout also links this use to a new gate into All Saints churchyard creating a walking circuit between the north and south, and to Cotton Street. On the north side of East India Dock Road a short paved breathing space at the Ida Street end adds another social space to enhance street activity.

Design principles

- Enhance the role as a neighbourhood shopping street anchor by improving pedestrian movements and softening the road’s engineered primary route appearance;
- Allow through traffic to flow freely;
- Simplify junctions;
- Enhance cycle facilities;
- Enhance the social function of the street by providing more community spaces; and
- Add street furniture and art that interprets/recalls the historical associations of the place.

Risks and issues

- Cotton Street / East India Dock Road junction simplification and narrowing based on Cotton Street being re-signed to take through traffic off Blackwall Tunnel east around to Leamouth Road;
- Tree planting subject to services; and
- Churchyard access by agreement with the Parish and Diocese of London. The new gate in railings at Bazely Street may also require listed building consent.

Transport issues

The straight across pedestrian crossing on East India Dock Road as the signals on each arm could be timed to fit with the other nearby traffic signals. A straight across crossing may cause some queuing along East India Dock Road. This option would need to be tested with different signal timings to ensure that any queuing does not tail back to the nearby junctions. Similarly, modelling of the junction with Cotton Street should be carried out to test the impact of the new crossing layout on traffic to optimise signal timings.

A case may need to be made to TfL to locate the bus stops very close to the crossing.
1. New ‘Teapot’ café on corner of Cotton Street and potential site for Richard Green statue (currently at Poplar Baths).
2. Cotton Street open space opened out to Bazely Street (shared space) and new gate to churchyard.
3. Newby Place shared space surfacing to north end.
4. Chrisp Street crossing simplified (using TfL Street Design guide non-guardrail crossing).
5. New wide straight across puffin pedestrian crossing.
6. Ida Street end pedestrianised further and tree planting to create community space.
7. Cotton Street junction simplified to provide straight pedestrian crossings.
8. Potential spinal link to Blackwall Reach development and Blackwall DLR.
9. Widened footway to east reducing width of carriageway to 3 lanes (may be done in combination with downgrading Cotton Street).
10. Reduce height of crash barrier wall at railway bridge to improve intervisibility of footway and rest of the street.
### East India Dock Road indicative costs table

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Qty</th>
<th>Rate</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>preliminaries</td>
<td>item</td>
<td>50000</td>
<td></td>
<td>500000</td>
</tr>
<tr>
<td>site clear</td>
<td>item</td>
<td>75000</td>
<td></td>
<td>750000</td>
</tr>
<tr>
<td>earthworks</td>
<td>item</td>
<td>40000</td>
<td></td>
<td>400000</td>
</tr>
<tr>
<td>drainage</td>
<td>item</td>
<td>125000</td>
<td></td>
<td>1250000</td>
</tr>
<tr>
<td>ducts and covers</td>
<td>item</td>
<td>100000</td>
<td></td>
<td>1000000</td>
</tr>
<tr>
<td>fencing &amp; barriers</td>
<td>item</td>
<td>20000</td>
<td></td>
<td>200000</td>
</tr>
<tr>
<td>struct_conc</td>
<td>item</td>
<td>50000</td>
<td></td>
<td>500000</td>
</tr>
<tr>
<td>brick_block</td>
<td>item</td>
<td>5000</td>
<td></td>
<td>50000</td>
</tr>
<tr>
<td>traffic signals</td>
<td>item</td>
<td>150000</td>
<td></td>
<td>1500000</td>
</tr>
<tr>
<td>signs and lines</td>
<td>item</td>
<td>20000</td>
<td></td>
<td>200000</td>
</tr>
<tr>
<td>street lighting and electrical works</td>
<td>item</td>
<td>150000</td>
<td></td>
<td>1500000</td>
</tr>
<tr>
<td>pavements</td>
<td>m²</td>
<td>6650</td>
<td>100</td>
<td>665000</td>
</tr>
<tr>
<td>kerbs, footways &amp; paved areas</td>
<td>m²</td>
<td>6905</td>
<td>130</td>
<td>250000</td>
</tr>
<tr>
<td>street furniture</td>
<td>item</td>
<td></td>
<td>100000</td>
<td></td>
</tr>
<tr>
<td>planting</td>
<td>item</td>
<td>5000</td>
<td></td>
<td>50000</td>
</tr>
<tr>
<td>works for statutory undertakers</td>
<td>estimate allowance</td>
<td>150000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>traffic management</td>
<td>item</td>
<td>20000</td>
<td></td>
<td>200000</td>
</tr>
<tr>
<td><strong>contingency</strong></td>
<td></td>
<td></td>
<td></td>
<td>404000</td>
</tr>
</tbody>
</table>

**Total works costs exc surveys, fees and VAT**: £2,424,000.00

**Teapot café building**

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Qty</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>item</td>
<td>90000</td>
<td></td>
</tr>
</tbody>
</table>

**Total works costs exc surveys, fees and VAT**: £2,514,000.00

### Indicative cost

The approximate works costs is set out in table 3.1. Including off site accommodation work, the Teapot Café building and services, the outline project cost for planning purposes is approximately £2.5 million. The indicative costs exclude costs of surveys, professional or regulatory fees and VAT.

### Next steps

The following tasks are recommended to bring the scheme forward:

1. In principle consultation with TfL on potential, cycle, bus and general traffic impacts.
2. Site, traffic and infrastructure surveys and appraisals.
3. Feasibility design and accurate cost estimate.
4. Public consultation with residents, businesses, the church and local members on Feasibility Design.
5. Agreement on Feasibility Design.
6. Detail design and consultation including further detailed consultation with TfL.
7. Construction programme.
1. New ‘Teapot’ café on the corner of Cotton Street and potential site for Richard Green statue (currently at Poplar Baths).

2. Cotton Street open space opened out to Bazely Street (shared space) and new gate to churchyard.

3. Tightened radii to junction and simplified pedestrian crossings - guardrail removed.

4. East India Dock Road with new pedestrian crossing linking to churchyard walk.

5. Road with new central reserve, guardrail removed, new timber central double lamp columns to central reserve and singles under trees. New quality paving. Localised footway widening at bus stop.

6. Churchyard footpaths adjusted to link new gates on Bazely Street to existing one at East India Dock Road.
Phasing potential

There is potential to phase the project to aid its delivery. This could be achieved by separating the project elements as following:

1. East India Dock Road, Chrisp Streets and Bazeley Street including central reserve, new timber street lights and new puffin pedestrian crossing. Raised table to Newby Place entrance. New paving and furniture. Shopfront enhancement design assistance. Removal of guardrail. Rationalised signage and posts. Carriageway surfaced in contrast colour tarmac (golden amber surface dressing) with no bus lane distinction.

2. Teapot cafe pocket park with raised table surface to Bazely Street. Cafe concession building.

3. Cotton St. junction in conjunction with potential traffic route downgrading from Aspen way / Blackwall Tunnel.

All phasing is indicative only and is subject to contractor advice and to assessment of underground services positions/planned works. All signals work to be agreed with Transport for London.
Artists’ impression of how the project could look
Project description/vision

The project would enhance the shopping parade as a neighbourhood centre. This is one of the objectives for revitalising the southern communities of Poplar as a community hub. The proposed scheme would include a new flush level ‘wall to wall’ aggregate street surface. This would result in a more unified street which is distinctive and more user friendly for pedestrians and cyclists. The link to the potentially redeveloped Poplar Business Park to the south would be accommodated in the proposed layout.

The carriageway area would be laid out to a consistent 6m width allowing 2 way buses and cyclists. Bus access would be improved with a dedicated bay on the west (northbound) bus route outside Tesco reducing congestion at the junction with Cotton Street, whilst an eastbound request stop is retained. Access for local traffic would be maintained and demarcated short term parking bays set out for convenience shoppers.

Safe pedestrian areas and places to sit and meet would be provided, thus enhancing activity and vitality. These areas would include chunky granite bollards and benches. There would also be cycle racks which would encourage cyclists to stop on their way along the strategic cycle route through the street. New timber lighting would provide a nautical touch, whilst tree planting would soften the townscape.

The Cotton Street junction would be simplified with straight-over pedestrian crossings, resulting in the loss of the cumbersome and cluttered traffic filter island.

Design principles

- Robust, clean and simple materials palette with flush surfacing to encourage a reduction in traffic speed and add a distinctive community space ambience;
- Maintain traffic and buses but emphasise the 20mph zone; and
- Create a phased approach to design that can be extended from Cotton Street to Naval Row.

Risks and issues

- Consultation and agreement with access officers and disability groups on flush surfacing details;
- Loading requirements need clarification and confirmation, though most commercial properties appear have rear access; and
- Tree planting subject to services.

Transport issues

The proposed location of the bus stop on the south side of Poplar High Street as shown in the current design could be an issue. Bus bays are not recommended by TfL guidance as they cause delays to buses and the Mayor’s Transport Strategy views that priority should be given, wherever possible, to efficient ‘peoplemovers’ such as buses. With the Cycle Superhighway passing through Poplar High Street, it is not ideal for buses to be pulling out in front of cyclists, even if a bay allows for a continuous cycle lane not being broken up by a bus stop.

Conversely, the proposed location of the bus stop without a bus bay could lead to vehicular congestion which may affect the junction with Cotton Street. However, sufficient road width for buses to stop on both sides simultaneously whilst allowing cyclists to overtake between two buses would be required. The width of a double deck bus is 2.55m (excluding side mirrors), so the current 6.0m road width would only leave a maximum of 0.9m between the buses for cyclists. Given the status of Poplar High Street on the Cycle Superhighway network, a width of least 1.5m but less than the width of a car would be preferable.

Testing of both options on traffic flow will be essential.
1. Shared surface gateways with traffic calmed build outs and tree planting.
2. Pedestrian environment enhanced with bench seating on sunny side of street, granite bollards, cycle parking and quality timber street lamps. Double stepped kerb removed - carriageway made flush with footway.
3. Parking bays marked out in contrast material and partially segregated using granite bollards.
4. Cotton Street junction simplified to improve pedestrian crossings.
5. Potential pedestrian link to possible future redevelopment of Poplar Business Park.
6. Alternative potential northbound bus stop position. Locating here would allow for wider pavements in the centre but would remove direct link between bus stop and shops.
7. No right turn into Bazeley Street except for buses to prevent ‘rat-running’.
8. Cycle Superhighway extended into shared surface.
9. Shared surface extended across Cotton Street to link to extended high street as part of Blackwall Reach redevelopment (not included within outline costs).
Indicative cost

The approximate works costs is set out in table 3.2. Including off site accommodation works, the outline project cost for planning purposes is approximately £685,000. The indicative costs exclude costs of surveys, professional or regulatory fees and VAT.

Next steps

1. Site, traffic and infrastructure surveys and appraisals;
2. Feasibility design and accurate cost estimate, and TfL initial consultation;
3. Public consultation with residents, businesses, church and local members on Feasibility Design;
4. Agreement on Feasibility Design;
5. Detailed design and consultation including further detailed consultation with TfL; and

<table>
<thead>
<tr>
<th>unit</th>
<th>qty</th>
<th>rate</th>
<th>cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>preliminaries</td>
<td>item</td>
<td></td>
<td>10000</td>
</tr>
<tr>
<td>site clear</td>
<td>item</td>
<td></td>
<td>15000</td>
</tr>
<tr>
<td>earthworks</td>
<td>item</td>
<td></td>
<td>10000</td>
</tr>
<tr>
<td>drainage</td>
<td>item</td>
<td></td>
<td>25000</td>
</tr>
<tr>
<td>ducts and covers</td>
<td>item</td>
<td></td>
<td>20000</td>
</tr>
<tr>
<td>fencing &amp; barriers</td>
<td>item</td>
<td></td>
<td>5000</td>
</tr>
<tr>
<td>struct_conc</td>
<td>item</td>
<td></td>
<td>5000</td>
</tr>
<tr>
<td>brick_block</td>
<td>item</td>
<td></td>
<td>2000</td>
</tr>
<tr>
<td>traffic signals</td>
<td>item</td>
<td></td>
<td>50000</td>
</tr>
<tr>
<td>signs and lines</td>
<td>item</td>
<td></td>
<td>20000</td>
</tr>
<tr>
<td>street lighting and electrical works</td>
<td>item</td>
<td></td>
<td>60000</td>
</tr>
<tr>
<td>pavements</td>
<td>m2</td>
<td>920</td>
<td>80</td>
</tr>
<tr>
<td>kerbs, footways &amp; paved areas</td>
<td>m2</td>
<td>1250</td>
<td>100</td>
</tr>
<tr>
<td>street furniture</td>
<td>item</td>
<td></td>
<td>75000</td>
</tr>
<tr>
<td>planting</td>
<td>item</td>
<td></td>
<td>16000</td>
</tr>
<tr>
<td>works for statutory undertakers</td>
<td>estimate allowance</td>
<td></td>
<td>50000</td>
</tr>
<tr>
<td>traffic management</td>
<td>item</td>
<td></td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>£571,600.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>£114,320.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>£685,920.00</td>
</tr>
</tbody>
</table>

Table 3.2: Poplar High Street indicative costs table
1. Concrete block grey contrast paved gentle slope up to shared surface.
2. Coated macadam with golden aggregate shared surface.
3. Granite finish concrete bollards (spheres, bench seats and cubes) to segregate parked vehicles.
4. Parking bays in tumbled grey concrete setts
5. Aubrilam Catelam 6m lamp columns with Geo Disc lamp.
6. Tree planting (Pyrus ‘Chanticleer’) with stainless steel integrated tree surround - subject to services.
7. Cycle Superhighway part extended into shared surface area.
**Phasing potential**

There is potential to phase the project to aid its delivery. This could be achieved by separating the project elements as following:

1A. North side street including paving, levelling and ducting. New, lighting, tree planting and street furniture.

1B. South side paving, lighting, furniture and planting.

2. Signal adjustments to Poplar High Street arm of Cotton St junction and amendments to junction radii. Removal of existing traffic island. Installation of ducting on west sides of junction to accommodate future signal junction redesign.

All phasing is indicative only and is subject to contractor advice and to assessment of underground services positions/planned works. All signals work to be agreed with Transport for London.
Artist’s impression of how public realm improvements could be introduced

Alterations to the public realm in this montage differ to the costed option in the proposal plan.
Introduction

We have set out two potential options for the roundabout. These have been developed following the recommendations of a 2010 report by Steer Davies Gleave entitled “Preston’s Road Roundabout” on which TfL was consulted.

Both options include new surface level crossings and improved entrances to the existing subway. The second option also includes a new surface level bridge linking north-south across the subway.

Project description/vision for both options

The project would provide improved surface road crossing opportunities and would enhance the ambience of the entrances to the existing underpass. The surface crossings would be signal controlled to all arms of the roundabout except Trafalgar Way which would be uncontrolled. The Preston’s Road crossing would be changed to provide direct crossing for pedestrians to and from the underpass from Blackwall Way.

The access points to the underpass would include broad terraces of steps, thus reducing the enclosed claustrophobic and convoluted routes and spaces which currently make up the entrances. The steps would be augmented by sweeping broad ramps for cycle, pushchair and wheelchair access. These ramps would become sunken piazzas, which would make the experience of using the underpass more welcoming. The northern entrance would form part of a new station square for Blackwall DLR and integrate this space into the proposed Blackwall Reach development on what is now Robin Hood Gardens. The southern entrance would provide a simpler form of access between the multiple levels of Poplar Dock, Preston’s Road, Trafalgar Way and the underpass.

The roundabout would be redesigned to include a set of elegant leaning timber lamp columns, reminiscent of the tall ship masts that once punctuated the skyline in the docks. The underpass lighting would be upgraded and coloured dynamic light added to provide a sense of drama at night.

Bridge option

The prospect of a direct north south surface level crossing would be provided by a pedestrian bridge linking Preston’s Road and Cotton Street. The bridge would be elegant and lightweight, using glass as the main construction material to avoid casting shadow into the underpass. A spur could also provide a link to the new station square protruding over the underpass entrance to provide full level access to the future Blackwall Reach development.

Bridge sub options

A possible option to improve the functionality of the bridge, and further justify its cost, would be a design solution where the bridge connects to extended footways rather than the central islands of Cotton Street and Preston’s Road. This would be enabled by narrowing the vehicular entrance to Cotton Street and altering the entrance to Preston’s Road, removing the central islands in both cases. This would have the added benefit of releasing land for a potential development in front of the new Wharfsie Point South in Poplar business park.

This option is not costed and requires more detailed analysis but has substantial potential benefits.

Site C - Aspen Way / Preston’s Road Roundabout
Option 1 - Arena steps to subway and surface level crossings

1. New steps and ramps linking the underpass to Poplar Dock.
2. Crossings amended to Preston’s Road with guardrail removed and low walls/kerbs used instead. Road surface coloured/textured to suggest greater pedestrian priority.
3. Controlled pedestrian crossings to roundabout including Aspen Way east and west arms.
4. Steps and ramps from north underpass entrance to new station square within Blackwall Reach development site.
5. New uncontrolled pedestrian crossing at Trafalgar Way and exit narrowed to 2 lanes.
6. Aspen Way access narrowed to one lane and uncontrolled pedestrian crossing provided.
7. Feature lighting and artwork under Aspen Way.
**Design principles**

- Simple, unobstructed, safe, pedestrian movements and public spaces which improve access;
- Improved station access and station space; and
- Infusion of a better local identity.

**Risks and issues**

- All options work better if Cotton Street is downgraded as the main access to the Blackwall Tunnel;
- The current bridge option proposals terminate on traffic islands which are not convenient;
- Excavations checks. Sunken accesses may need services alterations. Blackwall Tunnel passes nearby. Poplar Docks retaining earthworks will need an engineering assessment for southern entrance excavations;
- Side arm crossings require careful signalling;
- The northeast roundabout pedestrian crossing may be difficult to achieve in relation to the Cotton Street crossing, and full modelling would be required at an early stage to test this; and
- Land ownership of the potential new underpass entrance steps at Poplar Docks.

**Transport issues**

From SDG’s surveys, only 678 PCUs enter Aspen Way west in the AM peak hour and 1,032 PCUs leave Trafalgar Way in the PM peak hour. The latter crossing arm functions without any formal control. Therefore, it should be feasible that pedestrian crossings on all arms of Aspen Way west and Trafalgar Way could be improved without requiring signalised pedestrian crossings. Zebra crossings are an option, although under UK guidance it is likely to be necessary to move the crossing back from the desire line and out of the sightline of drivers. For this reason, uncontrolled crossings with speed reduction measures may be preferable (carriageway narrowing, more prominent crossing demarcation etc.). These measures would need to be subject to a road safety audit.

The glass bridge crossings from the central reservations of Cotton Street (up to 1,500 PCUs/hour passing through) and Preston’s Road (up to 1,700 PCUs/hour passing through) could both be incorporated into the current signal timing sequence with relatively little impact. The other crossing into Blackwall Reach is more difficult to make work, as around 2,400 PCUs pass through this point in both the AM and PM peak hours and would require completely new signal timings. Any signalisation of this crossing would need to be tested to ensure any queuing vehicles from this crossing do not block traffic moving through the rest of the roundabout. The northern crossing of Aspen Way east may need signalisation to ensure safe crossing for pedestrians. However, with around 1,600 vehicles entering Aspen Way in the PM peak hour, any signalisation could cause queuing into the roundabout depending on how far away the crossing is from the roundabout. Testing of this option is required to minimise disruption to other traffic moving around the roundabout and optimise signal timings. If the glass bridge crossing is introduced, any signals/re-phasing will naturally provide an opportunity for people crossing on Aspen Way east.
1. New ‘Spanish’ steps to Poplar Dock from the underpass with ramp access to Trafalgar Way.
2. Ramp access to Preston’s Road with glazed handrails.
3. Amended pedestrian crossing position to Preston’s Road and guardrail removed.
5. New uncontrolled pedestrian crossing at Trafalgar Way and exit narrowed to 2 lanes.
6. Aspen Way access narrowed to one lane and uncontrolled pedestrian crossing provided.
<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Qty</th>
<th>Rate</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminaries</td>
<td>Item</td>
<td>50000</td>
<td></td>
<td>£50000</td>
</tr>
<tr>
<td>Site clear</td>
<td>Item</td>
<td>60000</td>
<td></td>
<td>£60000</td>
</tr>
<tr>
<td>Earthworks</td>
<td>Item</td>
<td>150000</td>
<td></td>
<td>£150000</td>
</tr>
<tr>
<td>Drainage</td>
<td>Item</td>
<td>100000</td>
<td></td>
<td>£100000</td>
</tr>
<tr>
<td>Ducts and covers</td>
<td>Item</td>
<td>75000</td>
<td></td>
<td>£75000</td>
</tr>
<tr>
<td>Fencing &amp; barriers</td>
<td>Item</td>
<td>50000</td>
<td></td>
<td>£50000</td>
</tr>
<tr>
<td>Struct_conc</td>
<td>Item</td>
<td>100000</td>
<td></td>
<td>£100000</td>
</tr>
<tr>
<td>Brick_block</td>
<td>Item</td>
<td>200000</td>
<td></td>
<td>£200000</td>
</tr>
<tr>
<td>Traffic signals</td>
<td>Item</td>
<td>200000</td>
<td></td>
<td>£200000</td>
</tr>
<tr>
<td>Signs and lines</td>
<td>Item</td>
<td>200000</td>
<td></td>
<td>£200000</td>
</tr>
<tr>
<td>Street lighting and electrical works</td>
<td>Item</td>
<td>100000</td>
<td></td>
<td>£100000</td>
</tr>
<tr>
<td>Pavements</td>
<td>m²</td>
<td>1500</td>
<td>50</td>
<td>£75000</td>
</tr>
<tr>
<td>Kerbs, footways &amp; paved areas</td>
<td>m²</td>
<td>5855</td>
<td>100</td>
<td>£585500</td>
</tr>
<tr>
<td>Street furniture</td>
<td>Item</td>
<td>100000</td>
<td></td>
<td>£100000</td>
</tr>
<tr>
<td>Planting</td>
<td>Item</td>
<td>100000</td>
<td></td>
<td>£100000</td>
</tr>
<tr>
<td>Works for statutory undertakers</td>
<td>estimate allowance</td>
<td></td>
<td>100000</td>
<td>£100000</td>
</tr>
<tr>
<td>Traffic management</td>
<td>Item</td>
<td>50000</td>
<td></td>
<td>£50000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>£2,115,500.00</td>
</tr>
<tr>
<td>Contingency</td>
<td></td>
<td></td>
<td></td>
<td>£423100</td>
</tr>
<tr>
<td>Total works costs exc surveys, fees and VAT</td>
<td></td>
<td></td>
<td></td>
<td>£2,538,600.00</td>
</tr>
</tbody>
</table>

Indicative cost

The approximate works costs is set out in table 3.3. For the first option, including off site accommodation works, the outline indicative project cost for planning purposes is approximately £2.5 million.

Including the bridge the outline cost for planning purposes is £4.1 million.

Costs exclude costs of surveys, professional or regulatory fees and VAT.

Next steps

1. In principle consultation with TfL on potential pedestrian, cycle, bus and general traffic impacts;
2. Site, traffic and infrastructure surveys and appraisals;
3. Feasibility design public realm and bridge and accurate cost estimate;
4. Public consultation with residents, businesses, church and local members on Feasibility Design;
5. Agreement on Feasibility Design;
6. Bridge and lighting architectural competition;
7. Detail design and consultation including further detailed consultation with TfL; and
8. Construction programme.

Aspen Way / Preston's Road costs table
1. New ‘Spanish’ steps to Poplar Dock from the underpass with ramp access to Trafalgar Way.
2. Ramp access to Preston’s Road with glazed handrails.
3. New Cotton Street crossing.
4. North end of Preston’s Road in coloured/ textured surface and tree planted.
5. New Aspen Way east (controlled) and west (uncontrolled) arm crossings.
Phasing potential

Phasing will depend if the option for a footbridge is included. Without the footbridge, the scheme can be phased as following:

1. South subway steps and Poplar Marina pocket park and Prestons Road pedestrian crossing re-alignment.
2. Aspen Way West signals to north side slip exit and paving to footways (note existing signals on roundabout are peak-time only).
4. Feature street lighting and paving to roundabout periphery.
5. North subway steps (to be done together with Blackwall Reach Development).

Note: new pedestrian access to Poplar Business Park by others as part of redevelopment.

The bridge could be included as a later phase to the above improvements. Installation of the bridge can also be broken down into the following phases:

6. Island access pedestrian signals Colton Street/Prestons Road, and paving to Cotton Street splitter island. Pedestrian signals across Cotton Street roundabout arm.
   Note: best installed with number 3 above if doing this bridge scheme in order to coordinate signal timings.
7. Glass bridge over roundabout and over north steps to subway. Lighting to bridge and sunken roundabout footway.

All phasing is indicative only and is subject to contractor advice and to assessment of underground services positions/planned works. All signals work to be agreed with Transport for London.
Option 2 - Arena steps to subway and surface level crossings and new footbridge

Option for new glass bottom pedestrian bridge connecting north and south at ground level.
1. Option for new glass bottom pedestrian bridge connecting north and south at ground level.
1. Option for new glass bottom pedestrian bridge connecting north and south at ground level.

2. New crossing linking the roundabout to Blackwall Station Square.
Option for new glass bottom pedestrian bridge connecting north and south at ground level.
Artist’s impression of potential to enliven underneath Aspen Way through artwork and lighting
Appendices: EVIDENCE BASE

This report was informed by the following data sources:

- Tower Hamlets Core Strategy 2010-2025, LBTH 2010;
- London Plan, GLA 2008;
- Open Space Strategy, LBTH 2006;
- Open Space Audit, LBTH 2011;
- Green Grid Strategy, LBTH 2010;
- Air Quality Data, LBTH 2011;
- Clear Zone Plan, LBTH 2010;
- Cycling Connections – The Cycling Plan for Tower Hamlets, LBTH 2009;
- Blackwall Reach Regeneration Masterplan Framework, LBTH 2008;
- Blackwall Reach Socio-Economic Strategy, JVM Consultants 2009;
- Health Statistics for All Saints Surgery, Poplar - NHS PCT 2011;
- Tower Hamlets Healthy Borough Programme, LBTH NHS;
- Indices of Multiple Deprivation Statistics 2010 - ONS 2011;
- CACI Acorn Consumer data 2011;
- A12 Study, LTGDC 2009;
- VISSIM Model:A12/A13, Tfl 2010;
- Walking and Cycling Survey Data, Colin Buchannan 2011;
- Cycle Superhighway data - Tfl/LBTH 2011;
- Marsh Wall East Masterplan Transport Assessment and Connectivity/Urban Design Study, LBTH 2011;
- Infrastructure Delivery Plan, LBTH 2009;
- Health and Lifestyle Research, Tower Hamlets PCT 2009; and
- Design and Access Statements and/or Planning Statements for developments at the following locations:
  - Aberfeldy Estate;
  - Alberta House;
  - Blackwall Yard;
  - Chrisp Street;
  - East India Dock Road;
  - Elektron;
  - Galleon Quay;
  - Leamouth Peninsula;
  - Leamouth Peninsula South;
  - New Providence Wharf;
  - Poplar Business Park;
  - Shed 35;
  - Skylines Village;
  - Teviot Estate;
  - Trafalgar Way;
  - Virginia Quay;
  - White Swan; and
  - Wood Wharf.