ALDGATE CONNECTIONS
muf architecture/art / JMP / objectif on behalf of London Borough of Tower Hamlets
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Aldgate Connections has been conducted by muf architecture/art / JMP / objectif on behalf of London Borough of Tower Hamlets with advice from Design for London.

May 2011
The Aldgate Connections study identifies a series of strategic projects that collectively establish two main and a number of subsidiary coherent and legible north south pedestrian routes that increase permeability of the study area for pedestrian and cycling connectivity.

The centre of the Aldgate neighbourhood is less than five minutes walking distance from the key attractor of the Tower of London to the south, yet pedestrian movement between the Tower and its “hamlets” is constrained by strong barriers to movement due to inadequately placed road crossings, a lack of signage, substantial land holdings under development or land banked and impermeable street layouts that are counter to intuitive way finding.

Proposals for improved connectivity respond strategically to the development timescales of the study area and include temporary and permanent proposals to the street fabric as well as signage and intuitive way-finding interventions.

The increased permeability strategically links diverse destinations, such as the mainstream tourist attractions with residential areas and local shops, and in doing so establishes routes and creates public space that genuinely support a diverse constituency. This is not just a virtuous inclusive intent, but is a functional necessity: The layered approach will enhance existing amenities and fabric and bring benefits to the resident and to the visitor and the presence of a diverse public ensures overlaps of occupation by different groups throughout the day and week and hence increases safety and counters colonization by a single group.
The study identifies four priority areas for improvements to pedestrian and cycling connectivity within ten minutes walking distance of Aldgate East underground station, both along established routes, to enhance desire lines and to create additional connections within the study area.

The focus areas are as follows:

- **Focus Area 1**
  Encourage walking and cycling between key nodes, chiefly the Tower and the Aldgate Masterplan area and the attractors to the north.

- **Focus Area 2**
  Encourage surface level trips to surrounding destinations complementing High Street 2012

- **Focus Area 3**
  Improve routes for residents into surrounding areas

- **Focus Area 4**
  Develop key links between Aldgate and Tower Hill stations and the river
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<tr>
<th>PRIORITY</th>
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<th>DESCRIPTION</th>
<th>DELIVERY AGENTS</th>
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<td>Goulston Street</td>
<td>Enhance food market + shop spill-out</td>
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<td>Old Castle Street</td>
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<td>St. Mark's Street / Tenter Street</td>
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<td>21</td>
<td>Thomas More Street / St. Katharine's Dock</td>
<td>Extend pocket park onto street</td>
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<td>22</td>
<td>Thomas More Street</td>
<td>Create pocket park which makes evident proximity and direction of river</td>
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<td>23</td>
<td>Thomas More Street/Vaughan Way/ Basin</td>
<td>Provide amenity value for other users groups and celebrate marine history</td>
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<td>St. George's Estate</td>
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<td>var</td>
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<td>30</td>
<td>Area between Forbes Street and Cannon Street Road</td>
<td>Greening along East-West band and other environmental improvements</td>
<td>LBTH</td>
<td>var</td>
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<td>31</td>
<td>Settles Street/Commercial Road/ Christian Street</td>
<td>Improvements to pedestrian crossing</td>
<td>LBTH/TfL</td>
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<td></td>
<td>32</td>
<td>Myrdle Street + Settles Street + Romford Street</td>
<td>Activate frontages of schools, youth club and games area</td>
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<td>33</td>
<td>Fordham Street</td>
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<td>36</td>
<td>Plumbers Row</td>
<td>Promote presence of foundry through boundary treatment</td>
<td>LBTH, Whitechapel Bell Foundry</td>
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<td>37</td>
<td>Fieldgate Street/New Road</td>
<td>Activate street frontages through pavement widening and restaurant spill-out, enhance streetscape through re-paving and lighting</td>
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<td>38</td>
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The Aldgate Area is characterised by large development sites and so will experience large scale change over the coming years. The baseline study is an audit and analysis of the existing barriers and assets to movements, with particular focus on how the assets can be maximised to ensure the valued qualities of the urban fabric can be retained and enhanced to accommodate the predicted increased occupation of the area by visitors, commuters and residents alike.
The Aldgate Connections study overlaps with a number of other initiatives in the immediate and wider area, including:

**Aldgate Masterplan**
by London Borough of Tower Hamlets, 2007

The Aldgate Connections study follows key aspirations of the Aldgate Masterplan, value and retain the diversity of the local community, whilst creating an inclusive, safe and distinctive place.

**Aldgate Public Realm Strategy**
by General Public Agency and Witherford Watson Mann Architects, 2009

The Aldgate Connections study links with the key areas as identified in the Aldgate Public Realm Strategy of the Tenter Ground and the alleys leading north from Whitechapel Road.

**High Street 2012 vision study**
by fluid, 2009

The Aldgate Connections study supports the aims of the High Street 2012 vision study to improve north south routes link to Braham Street Park and Whitechapel Road and increased use and exploration of the areas adjoining the High Street.

**Tower Hill Gateway Interchange**
by Alan Baxter, 2009

The Aldgate Connections study connects to the Tower Hill Gateway pedestrian Supercrossings initiative and stimulates permeability to the north through provision of amenity space as links along the route.

**Tower Hamlets Green Grid**
by LDA Design, 2010

The Aldgate Connections study underpins the Green Grid initiative and proposes both additional augmentation of green space along routes and proposes routes that promote access to parks and water.

**Whitechapel Masterplan**
by Atkins, 2007

By addressing safety and quality of the pedestrian environment, ease of movement through the area, this study addresses one of the community’s central concern as identified in the Masterplan.

**Filling the Gaps between Initiatives**
The mapping of local masterplans and initiatives demonstrates the need for coherent connectivity of the neighbourhood to the south of and between the Aldgate Public realm Strategy and the Whitechapel masterplan to ensure better permeability between the Whitechapel High street and the river.
The study area has substantial land holdings under development or land banked, the instability in the economic climate since 2008 (which may continue for the next five years) has stalled many developments. Although some sites are under construction, the gap sites as well as the construction sites, with their associated blank hoarding facades and impermeability will continue to characterize the area for some years.

These impediments to a permeable and legible public realm are particularly acute in an area that also has a young demographic and an under provision of amenity spaces. A development site standing empty for ten years represents the time span of a childhood and the negative impact of this sites are consequently exaggerated as these sites dominate the identity of the neighbourhood for the next generation.
To achieve increased permeability, legibility, and amenity space in an area characterized by development sites requires projections to address the potential of these sites to deliver improved routes and public realm as well as strategies for intermediate or meanwhile uses of fallow plots and a proactive appropriation of hoardings as a means to contribute to the public realm.

(See Wayfinding, page 38–43, and Intermediate and Meanwhile Uses, page 46–48, for proposals).

Goodman’s Fields development site has a similar size to the Tower of London, and even though the construction hoarding is substantially thinner than the Tower’s walls, it has been as impermeable for the last years, and will be for at least another 5 years.
The barriers to movement in the study area are various.

The isolation of the Tower from the area to the northeast has its origin in the historic defensive measures of not just the Tower but of St Katherine’s Docks, the Royal Mint and the City Wall, all of which are effective defensive measures to isolate the activities within and so limit cross movement.

These historic barriers to movement have been reinforced in more recent times by the C19th railway infrastructure and the C20th DLR, both of which cut across from west to east and further limit north south movement.

These barriers are further compounded by:

— Large scale introverted office and hotel developments that occupy whole blocks with no routes through
— Labyrinthine social housing developments
— Semi-gated residential developments

Ironically the most effective barrier to movement is the road network and the one-way traffic system, which is counter to intuitive way finding. Much of this network forms TfL’s strategic routes and is as resistant to measures to create better permeability as the historic “fortress” buildings.

The area has both busy thoroughfares along the main routes and around the main attractors with high pedestrian flows causing crossing and footway congestion, these abut old streets with narrow or non existent footways and there is a lack of sensory information for the mobility impaired, exacerbated by clusters of unnecessary street furniture.

Blind corners and poor informal surveillance across large swathes of the study area lead to a sense of insecurity which is particularly acute at key cut-throughs on various estates.

A lack of appropriately placed pedestrian crossings and refuge islands, combined with limited wayfinding opportunities at prominent decision points off of the main roads reduces the legibility of the public realm.
**STREETSCAPE ANALYSIS**

1. **Valance Road**
   - Low-medium pedestrian flow
   - Footway poor on western side
   - Strong desire line across Valance Road
   - Distinct lack of dropped kerbs/tactile information
   - Excessive rows of bollards

2. **Valance Road / Whitechapel Road Junction**
   - Cluster at tactile paving
   - Unsuitable size of island on Valance Road for flows
   - Pedestrians cross onto central hazard lines on Valance Rd
   - Footway at Whitechapel Rd poor
   - Wide pedestrian refuge but no tactile on Whitechapel Rd
   - Pedestrian phasing poor — pedestrians crossing on road

3. **New Road**
   - Wide footway at the northern end — lack of tactile and dropped kerbs at side road crossings
   - Traffic blocks pedestrian movement on eastern side
   - Desire line into Fieldgate street from eastern side of New Road
   - Cluttered environment around junction
   - Traffic exiting from hospital blocks pedestrian movement on footway

4. **Fieldgate Street**
   - Low pedestrian flows
   - Narrow footways
   - Some dropped kerbs are not flush to carriageway
   - Good entry treatment from Fieldgate St into side roads

5. **Wide, poor quality footway**

6. **Settles Street (N)**
   - Lack of dropped kerbs and tactile
   - Some flush junctions

7. **Settles Street (S)**
   - Suitable width footways
   - Ample opportunity for crossing on raised sections

8. **Parkett Street / Myrdle Street / Wentworth Street**
   - Quiet residential streets
   - Limited activity
   - Raised junction arrangements on Fordham Street

9. **Pennington Street**
   - Reasonable quality footways
   - Route requires passing through News International carpark
   - Strong desire line over Vaughan Way from carpark exit to shopping/office complex

10. **Christian Street**
    - Low quality, broken and fluctuating footways
    - Narrow on eastern side

11. **Prebendal guarrantine at crossing**

12. **Estates**
    - Low level of activity throughout
    - Fairly illegible
    - Flush crossings at junctions
    - Good ‘cut through’ shortcuts but illegible

13. **Pinskin Street**
    - Unsuitable footway on southern side adjacent railway arches
    - Northern side footway wider but with pinch points
    - Relatively quiet but used as an east-west link

14. **Christian Street/Cable Street Junction**
    - Lack of dropped kerb/tactile on Christian Street under arches
    - Poor quality footways
    - Flush junction with zebra crossing to east of junction

15. **St. Georges Estate**
    - Lack of legibility
    - Wayfinding required at decision points
    - Generally wide with steps and ramps when gradient changes
    - Gradient on Welleslie Street

16. **Welleslie Street / The Highway Junction**
    - Flush raised table entry to Welleslie Street – good tactile information
    - Two inadequate pedestrian refuge islands either side of junction
    - No dropped kerbs or tactile information on refuge islands

17. **Old Castle Street**
    - No footway
    - Low/medium pedestrian flow – pinch point

18. **Oldchurch Street**
    - Low flows
    - No existing crossing
    - Low pedestrian desire line across Oldchurch Street

19. **St. Mark Street / Alie Street junction**
    - No existing crossing
    - Low pedestrian desire line across Alie Street
    - Potential gateway location

20. **Blue Anchor Yard**
    - Fine as a secondary pedestrian route
    - Requires walking in road due to narrow width and excessive clutter

21. **Whitechapel Estate / Royal Mint Estate**
    - Route via back alleys not ideal for pedestrians
    - Adjacent routes via clear, wide footway more attractive and
      provides connection to Royal Mint Square

22. **John Fisher Street**
    - Poor quality/undulating footway
    - Pinch points

23. **Mansell Street/Tower Hill Junction**
    - Extremely busy traffic junction
    - Complex pedestrian crossing network
    - Importance for strategic movement network

24. **Alley under railway arch**
    - Dark, unlit coming
    - Blind corners
    - Uneven and occasionally steep gradients

25. **Wide central refuge**

26. **Crossing benefit from being closer to junction although currently aligned to Moduline Passage**

27. **Wentworth Street**
    - Good quality, wide footways
    - Tactile and dropped kerbs present
    - Lack of north-south crossing points over cobbled surface

28. **Excessive bollards**

29. **Goulston Street / Wentworth Street**
    - Flush at junction of Wentworth Street
    - Wide, fairly quiet street
    - Good quality tactile/ dropped kerbs

30. **Old Castle Street**
    - Areas of flush paving outside Met University
    - Some areas of tactile paving lead to nowhere
    - Low vehicular flow
    - Generally wide but with some narrow pinch points due to clutter

31. **Greatorex Street / Whitechapel Road Junction**
    - Extremely narrow pedestrian refuge island on Greatorex Street
    - Colour contrast erased
    - Tactile information too narrow
    - Sharp gradient
The impediments to movement in the area are so strong that any measures to promote permeability must deploy more than conventional streetscaping or signage strategies. Routes that link local amenity destinations, as stepping-stones to the main attractors to the south and north are more likely to overcome these barriers to movement. An existing example of how this can work effectively is the new play park east of Tower Hill Station, which provides an attractive destination for workers, visitors, and residents and overcomes the barrier to movement of the fragment of city wall that bisects the park.
ATTRACTIONS AS PROMOTERS OF MOVEMENT

The key attractor in the area is one of London’s main tourist destinations, the Tower of London, which is located in the south of the study area and is isolated by the surrounding road network.

Comparable in scale but drawing a very different demographic is the Whitechapel Hospital, located in the north east of the study area.

In addition to these large institutions are smaller scale diverse attractors, the majority of which are located in the north of the study area.

The Aldgate centre, of commerce, residential infrastructure, offices and student facilities is located between the Tower to the south and the attractors to the north and east.

The attractor map audits both the large-scale attractors, the smaller scale attractions and amenity green and play spaces.

The map demonstrates that attractors operate at the scale of the local amenity and at the broader scale of tourist destinations and therefore indicates that different users will frequent different spaces in the study area at different times.
The bigger attractor hubs tend to be accessed via their respective tube stops and to a lesser degree along established pedestrian desire lines, allowing a large area to be perceived as hinterland of main vehicular arteries. This is reinforced by a lack of amenity provision in the centre of the study area.
ROUTE AS ATTRACTOR

Visitors to the Tower of London display an appetite for authentic experiences of “London” beyond what is offered by the mainstream tourist attractions. The visitor’s appetite for the authentic experience is matched by both the resident’s and the commuters’ desire for meaningful experiences within their neighbourhood.

The contemporary “market place” of the Tesco Metro currently provides the most apparent shared territory between these constituencies, but there are further spatial opportunities for more local and distinctive overlaps, particularly and most successfully within amenity spaces.

Improved north-south routes that provide and link amenity spaces, particularly where they are located in areas of historic significance, will also translate the visitors aspirations into actual footfall into Aldgate and beyond.

Routes that give onto green spaces and which pass cafes and other, sometimes unconventional activities, for example, the spill from artists’ studios, create a strong identity both for those seeking an authentic experience and in a neighbourhood otherwise characterised by the transience of development sites.
In order for amenities along a route to be sustainable and safe at all times, they depend on varied user groups, public spaces which work well in this regard are frequented by residents, commuters and visitors alike.

An attractive and safe route is one that is shared by diverse users at different times of day and week, so that occupation is maximised and colonisation by one group is avoided.

Braham Street Park and Guinness Court are only 50m apart, but whilst Guinness Court feels safe because of children playing supervised by parents until late in the evening, Braham Street Park which caters to office workers and is well used at lunch time is deserted in the evenings despite its prominent location. One of the proposed projects is to add play equipment to the park.

In order to make a route a destination for more than one user group their different desires have to be accommodated.
THE METHODOLOGY TO DELIVER THE STUDY OBJECTIVE, WHICH IS TO ESTABLISH TWO MAIN AND A NUMBER OF SUBSIDIARY COHERENT AND LEGIBLE NORTH SOUTH PEDESTRIAN ROUTES THAT INCREASE PERMEABILITY AND CONNECTIVITY FOR PEDESTRIANS AND CYCLISTS, ARE ACHIEVED BY PROJECT PROPOSALS TO EACH ROUTE THAT ARE SPECIFIC TO THE SITUATION AND WHICH ARE REINFORCED BY FOUR STRATEGIC PRINCIPLES.

THE FOUR STRATEGIC PRINCIPLES ARE:

1 — CHAINS OF AMENITY
The route conceived as chain that joins and enhances existing assets.

2 — FORMAL AND INFORMAL SIGNAGE
Use of conventional Legible London signage with bespoke and place specific signage to create a particular identity for each area and its assets.

3 — LOCALISED MATERIAL IMPROVEMENTS TO CYCLE AND PEDESTRIAN ROUTES AND CROSSINGS

4 — INTERMEDIATE AND MEANWHILE USES OF DEVELOPMENT PLOTS
In conjunction with additional wayfinding, the chain of amenity is a spatial strategy to make routes that link existing amenities to enable and maximize overlaps of use by the visitor, the resident and the commuter. The link is proposed as both spatial, links between green spaces as pocket parks or historic fabric, and as potential partnerships, for example with schools, youth facilities and community moorings, to deliver small-scale projects and ensure sustainable ongoing care.

The route from the Tower to Aldgate via Area 1 can on one level be conceived as a series of pocket parks which through increased use act as markers into the borough, linking to the beginning of High Street 2012 in the north, marked in purple on the diagram.

Sites for potential pocket parks include: Tower Gardens, the parking lot on the Mansell Street/Royal Mint Street junction (project 14), Tenter Ground (project 10), John Fisher Street (project 17) and Thomas More Street (project 22).
The wayfinding strategy is based on the detailed analysis of the current signage (see Appendix, page 102). This analysis shows the current signage to negatively reinforce the perception of those areas between the attractor hubs as left-over spaces. The strategy therefore is to fill the gaps in the existing signage by joining up incidental and small-scale “destinations” using both conventional signage and intuitive way-finding techniques. The proposed signage is designed to express the hidden histories in the area and enhance the existing fabric and so contributes added value to the neighbourhood, as well as the route.

The way finding is delivered as a layered strategy that uses a number of conventional devices alongside means to reinforce intuitive way finding.

These devices include the use of:
— Standard Legible London family of totems, to join the two projected Legible London areas around the Tower and Aldgate
— Site specific signage in selected locations, for example on the historic dock wall
— Provision of attractive pedestrian environments, for example improvements to historic north-south alleys to reinforce intuitive way finding (e.g. paving and lighting)
— Use of construction hoardings as temporary signs
— Use of digital media to encourage exploration of the area
**WAYFINDING AND SIGNAGE**

Exemplars of area-specific signage and material palettes to support wayfinding and to highlight experiences of the particular qualities and offers of the area, so a route is perceived as a series of destinations. The aim is to stimulate curiosity and encourage further exploration.

Digital media, Legible London signage, and site-specific intuitive wayfinding are amongst the measures proposed to complement existing signage in the study area.

Folly as site-specific signage at Mansell Street/Royal Mint Street junction, providing seating and planting.

Examples of signs

- **Textile Shops**
  - 1 minute walk

- **Pop up shop**
  - 1 minute walk

- **English Martyrs Primary School**
  - 10 minute walk

- **Tower of London**
  - 10 minute walk

10 minute walk

Legible London related visual language
3 — IMPROVEMENTS TO CYCLING & PEDESTRIAN CONNECTIONS

The improvements strategy responds to the predicted increase of 6000 pedestrian morning commuter trips as a result of the numerous large scale developments in the area (see appendix for pedestrian footfall analysis, page 96). The aim is to accommodate this pedestrian traffic on the network of important but underused secondary routes located through residential areas and along back streets. The strategy will deliver alternative, safer, routes away from heavy vehicular traffic and will increase activity in these areas and therefore the benefit of informal surveillance of the quieter street.

The improvements are concentrated on the following:
— Enhancing little known but important connections and routes through estates and back streets with the combined benefit of activating quiet spaces and increasing surveillance onto the street;
— Improve accessibility for the mobility impaired through upgrading primary routes and connections with tactile paving, dropped kerb and colour contrast materials;
— Increase the ease of crossing primary vehicular routes and connections with adjacent neighbourhoods through provision of a median strip on the A13 and widening existing pedestrian refuges;
— Improve north-south connectivity through breaking the physical barrier that the railway/DLR line viaducts have created by means of opening up routes, improving their appearance and level of usage;
— Provide a series of pedestrian oriented and shared space arrangements with wayfinding at appropriate locations to encourage pedestrian activity.

Improved crossings are proposed at intersections of pedestrian and cycle routes with established vehicular arteries.
4 — INTERMEDIATE AND MEANWHILE USES OF DEVELOPMENT SITES PRE & DURING CONSTRUCTION

The under development and land banked sites not only constitute major impediments to connectivity and movement across the area but also once the development is complete the change to the area is substantial. Those changes can bring great benefits but they can also be perceived negatively due to the seemingly wholesale alteration that can make to the character of a neighbourhood.

Temporary or ‘meanwhile’ uses of these sites, in advance of and even during construction, can positively influence the development by establishing amenities for a future constituency that can become permanent, ie. new public space. In this way the negative impact of both the sites and even the hoardings can be mitigated, for example hoardings to sites can be adapted to create temporary wayfinding “props” and signage, to counteract the substantial obstructions to pedestrian movements they constitute.

Examples of meanwhile uses for different time frames:

— Short term: part or whole sites used for planting, from small scale localized community initiatives to large-scale edible crops such as a season of onions or a corn field to feed the neighborhood, symbolically and in some crop cases literally.

— Medium term: Sites for licensed mobile food stalls with associated outdoor seating

— Long term: provision for a tree nursery to bring on saplings to maturity with pedestrian shortcuts
PART 3

PROPOSALS

THE REPORT IDENTIFIES 38 URBAN REALM PROJECTS THAT COLLECTIVELY ESTABLISH TWO MAIN AND A NUMBER OF SUBSIDIARY NORTH SOUTH PEDESTRIAN ROUTES THAT INCREASE PERMEABILITY FOR PEDESTRIAN AND CYCLING CONNECTIVITY AND WHICH WILL BRING LOCAL BENEFITS TO THE IMMEDIATE NEIGHBOURHOOD.

THE PROJECTS ARE OUTLINED IN EACH OF THE FIVE STUDY AREAS AND INCLUDE A SUMMARY CHARACTER APPRAISAL OF EACH AREA.
Isometric view of the proposed projects:

1. Enhance food market and shop spill-out
2. Pedestrian Priority zone to promote presence of Women's Library
3. Environmental improvements
4. Improvements to pedestrian crossing
5. Meanwhile uses
6. Increase amenity value through play provision
7. Promote presence through environmental improvements such as lighting, paving, and signage
8. Improvements to pedestrian crossing
9. Improvements to pedestrian crossings and footway widths
10. Extend school green into public realm, increase pedestrian and cycling facilities, create spill-out spaces
11. New pedestrian crossing
12. Promote presence through environmental improvements + Improvements to pedestrian crossing
13. Promote presence through environmental improvements + Improvements to pedestrian crossing
14. Feature signage
15. Increase amenity value through play provision
16. Pocket park and improvements to pedestrian crossing
17. Environmental improvements + Pocket Parks + Improvements to pedestrian crossing
18. Greening along East-West band and associated environmental improvements
19. Feature signage
20. Improvements to pedestrian crossing
21. Pocket park on street
22. Create pocket park which makes evident proximity and direction of river
23. Provide amenity value for other users groups and celebrate marine history
24. Improvements to wayfinding
25. Improvements to pedestrian crossing
26. Improvements to wayfinding
27. Improvements to pedestrian crossing
28. Extend community planting project
29. Wayfinding
30. Greening along East-West band and associated environmental improvements
31. Improvements to pedestrian crossing
32. Activate frontages of schools and youth club
33. Improve connections with hospital and laboratory through environmental improvements
34. Improvements to pedestrian crossing
35. Improvements to pedestrian crossing
36. Promote presence of foundry through boundary treatment
37. Activate street frontages through pavement widening and restaurant spill-out, planting
38. Improvements to pedestrian crossing
FOCUS AREA 1
— CHARACTER ANALYSIS

Area 1 is located between two major attractors, the Tower and Aldgate and is the historic tenter ground. In contrast to the surrounding road and railway infrastructure, the urban fabric of the historic tenter ground is of smaller scale and is balanced in favour of pedestrian movement. It is connected to its wider surrounding by a series of passages.

The tenter ground area has ample pedestrian space, the asset of the well-maintained school grounds, significant buildings and active frontages at the end of lines of sight and a closely knit residential community. A development site offers the opportunity to activate what is currently a stretch of inert frontage on St Mark Street.

The aim is for an attractive pedestrian realm which links into the wider proposed complementary north-south route. The green of the school grounds is extended into a re-landscaped public realm, and links into its wider setting promoted through improvements to existing north-south routes. Outline proposals were welcomed by local stakeholders in informal conversations.

The pedestrian north-south routes are well used by people familiar with the territory and have historic origins that form a narrative.

The figure ground of tenter ground can be traced back to the earliest London maps and the original character is still apparent in the current form of a greened space framed by higher buildings.
FOCUS AREA 1
— PROJECTS

1. Goulston Street — Enhance food market and shop spill-out
2. Old Castle Street — Pedestrian Priority zone to promote presence of Women’s Library
Remove Clutter to provide an unhindered pedestrian route. Potential for providing a north-south flush crossing over Wentworth Street to avoid crossing over cobbled surface.
3. Gunthorpe Street — Environmental improvements
Reveal Gunthorpe Street’s concealed entrance whilst maintaining its historic appearance. This is also part of the HS2012 scheme.
4. Mansell Street/Whitechapel Road — Improvements to pedestrian crossing
Pedestrians are crossing onto traffic island (instead of pedestrian refuge) to facilitate desire line, as pedestrian crossings have been recently implemented, consideration could be given to reducing the time between green pedestrian phases.
5. Aldgate Union — Facilitate meanwhile uses within the development sites 2, 3 and 4, Aldgate Union see also ‘Meanwhile Uses’
6. Braham Street Park — Increase amenity value through play provision
7. Half Moon Passage — Promote presence through environmental improvements such as lighting paving and signage
See also ‘Route Exemplar’.
8. St Marks Street/Alie Street — Introduction of informal pedestrian crossing by means of a raised table to allow for flush crossing over Alie Street into St Marks Street and to reduce vehicle speeds. Widen footways on St Marks Street.
9. Alie Street/Leman Street — Improvements to Pedestrian facilities
Widen footways in order to effectively accommodate anticipated increased demand on crossing following completion of developments on/near Commercial Road and Alie Street.
10. Tenter Ground — Extend the well maintained greened school grounds into the public realm
Tree planting, informal play elements, seating, signage and lighting, increase pedestrian and cycling facilities
10a feature lighting to wall to promote passage
10b introduction of a pedestrian priority zone along St Marks Street, allow for spill-out spaces, promote active ground floor frontage in new developments along the street.
11. West Tenter Street/Prescot Street — Potential for at grade crossing from West Tenter Street over Prescot Street.
The proximity of large pedestrian crossing at Mansell Street negates the need for a formal crossing, however an informal crossing point would be beneficial.
12. Magdalene Passage — Promote presence through environmental improvements to include ‘white’ lighting, resurfacing, promoting frequent use by pedestrians by means of wayfinding at both alley entrances.
13. Railway underpass — Promote presence through environmental improvements to address steep gradients and dark corners, lack of surveillance and blind corners
Potential improvements to include ‘white’ lighting, opening up of the space where possible, resurfacing at shallow gradients slope to facilitate movement by mobility impaired, remove bollard at exit onto Royal Mint Street, promote frequent use by pedestrians to improve ‘safety in numbers’ by means of wayfinding at both alley entrances.
14. Mansell Street/Royal Mint Street — Introduction of feature signage
see also ‘Wayfinding’
15. Tower Gardens — Increase amenity value through play provision
FOCUS AREA 1
— ROUTE EXAMPLAR

Half Moon Alley
The use of a limited palette of materials and planting to reinforce and improve the fabric of routes, particularly when these follow alleys or are under viaducts and the environment is challenging.
FOCUS AREA 1
— AMENITY SPACE EXEMPLAR

Tenter Ground
Semi-public and private gardens can form an asset to the public realm even when they aren't physically accessible. In this project, it is proposed that the school ground's planting is extended beyond the school boundary to form a ring-shaped pocket park.

The school grounds are extended beyond the school boundary to form a park with tree planting, seating, informal play and pointers to the historic origins of the place.
FOCUS AREA 2
— CHARACTER ANALYSIS

Focus area 2 comprises a residential quarter, a street of wholesale shops, and
the East London Mosque and the Fieldgate Street Great Synagogue.

Businesses include a renowned restaurant and an established independent gallery.
The restaurants on New Road and the Old Foundry on Plumbers Row provide
opportunity to promote access into the focus area through a more animated
streetscape, building on strong links between the predominantly Muslim
residents and the mosque.

This ties in with the High Street 2012 study which aims “to identify key landmarks and
establish a shared ground for built heritage and contemporary uses, starting with the
Bell Foundry.”

The aim is to attract Whitechapel High Street surface travel to the study area,
enhance links to the hospital and laboratories, and to improve connections
and amenities within the study area.

Interviews demonstrate that the potential wider benefits of existing assets are limited
by a group of teenagers congregating in front of a video store. Changes to the
streetscape such as enhanced lighting, better integration of amenity spaces with
the street scape and a more direct relationship of street and youth centre can
help alleviate purported obstructions.
31 Settles Street/Commercial Road/Christian Street
Strong pedestrian desire line out of Settles Street and across A13 and a lack of crossings in immediate vicinity leads to pedestrians waiting in middle of the road. Provide informal crossing opportunity by means of a median strip where viable to cater for strong desire line over A13. Formal signalised junction should be considered due to lack of provision on this section of A13.

32 Myrdle Street, Settles Street and Romford Street
Open up inert frontages of school and youth club, and open up games area, to promote presence of children and young persons as an asset.

33 Fordham Street
Improve connections with hospital and laboratory through environmental improvements including paving, lighting and boundary wall treatments.

34 New Road
Provide pedestrian crossing facility of suitable raised table to cater for desire line from Stepney Way and eastern side of New Road into Fieldgate Street.

35 Greatorex Street/Whitechapel Road
Widen and improve pedestrian refuge island on Greatorex Street to handle level of pedestrian flow, improve colour contrast through re-laying asphalt, widen tactile areas and reduce gradient of dropped kerbs on Greatorex Street.

36 Plumbers Row
Promote presence of foundry through boundary treatment.

37 Fieldgate Street/New Road
Activate street frontages through pavement widening and providing spill-out space to restaurants, enhance streetscape through paving and planting, increase lighting to increase visibility and perceived safety.

38 Vallance Road/Whitechapel Road
Enlarge pedestrian refuge island on Vallance Road, reduce clutter on existing tactile paving. Provide tactile information where currently missing, add tactile information on Whitechapel Road crossings. Vallance Road pedestrian island requires widening to cater for considerable pedestrian flows. Improve condition of footway on Whitechapel Road to the east of the junction. Consider change of signal phasing to allow shorter but more frequent pedestrian crossing phases. Improve tactile and dropped kerb provision and reduce excessive bollards in order to provide more space for pedestrian movement on Vallance Road.

Area-wide project
Develop design code for neighbourhood to improve lighting, paving material palette and planting, further promoting pedestrian priority.
FOCUS AREA 3  
— CHARACTER ANALYSIS

This is a heterogeneous quarter with predominantly residential character, which is undergoing rapid change both within its boundaries and at its fringes. It comprises both social housing estates and warehouses which in recent times have been transformed into offices suites and upmarket flats.

Recent adjoining residential developments express exclusivity and form barriers to movement into the vicinity of Area 1. Assets such as green spaces, playground and ball games area appear disjointed, amplifying the sense of fragmentation caused by the parallel existence of social housing residents and serviced office provision. The elevated disused railtrack provides an exciting opportunity for the creation of a neighbourhood park which would also advertise the area to passengers of passing trains.

The Women’s Centre fledgling food enterprise presents an opportunity to bridge the gap between the different constituents of the area, office workers and residents. We propose that existing provision for food growing is extended, and that it is combined with natural play provision.

Separations between existing amenity spaces should be reduced to create an east-west band of amenity, and a streetscape design code for future developments developed to advocate a continuous, inclusive public realm.

**Mapping Women’s Centre**
“*We focus on running a crèche, with women gathering in the morning, many of whom are unemployed. We offer English classes and have just started a catering project where women cook and then sell their food for events, we are considering advertising it to the surrounding offices, with which there is little contact. They sometime visit the nearby playground, which should be updated.*”

**Wool House**
“We offer offices and residential units. Tenants are in the media industry, web design... Yes, there are vacant units.”

**Railway viaduct business units** (an old fashion printing company, a wholesale motorbike equipment)
“We do not rely on the passing trade and could be working from anywhere else. The rent is going up and the quality of the building is poor. We have a three year lease and have been here for seven years. The road could be improved with better lighting and more parking spaces”
26. St George’s Estate
Improve legibility and enhance wayfinding through signage across the estate.

27. Christian Street/Cable Street
Dropped kerbs and tactile are lacking and should be provided on the approach to the junction from Christian Street, remove prolonged guardrailing at zebra crossing adjacent to Burslem Street. Repair/relay broken and undulating footways.

28. Pinchin Street/Berner Estate
Extend community planting project run by Wapping Women’s Centre, test feasibility to use one or more of a number of appropriate sites in the vicinity (28a,b,c,d), including the disused elevated railway track. Provide play opportunities associated with growing sites. Improve footway on southern side of Pinchin Street if possible or create shared arrangement to promote this important east-west link.

29. Berner Estate
Improve legibility and enhance wayfinding through signage across the estate to promote cut throughs and currently poorly utilised pedestrian routes leading onto Pinchin Street/Christian Street. Increase the perception of security through improved lighting on key routes.

30. Philchurch Place and Cannon Street Road
Greening along East-West band and associated environmental improvements. Combine parcelled amenity spaces into an East-West band by tying together existing sports and play provision, through amendments to fencing, introduction of raised tables, and introduction of supplementary natural play provision and productive planting.

Area-wide project
Recent adjoining residential developments express exclusivity and form barriers to movement into the vicinity of Area 1. The aim is to develop a design code for future developments to ensure a continuous inclusive public realm.
FOCUS AREA 4
— CHARACTER ANALYSIS

Focus area 4 is an essential connection between Aldgate and the river. Residential quarters in this study area are landlocked by the office development to the west, East Smithfield to the South and the railway viaduct in the North.

Main through routes run in north-south direction, and access points to the central housing estate are blocked or hidden from view. A series of green spaces are located on an east-west axis, the historic grain is in evidence in the cobbled street paving on John Fisher Street and the dock walls south of East Smithfield.

The aim is to improve pedestrian linkages to the area north of the railway viaduct (Focus area 2) and to the Thames via Thomas More Street, towards Memorial Park and Hermitage Community Moorings (HCM), a co-operative with berths for up to 20 partially historic vessels, providing well-managed river access for local people, including educational and recreational facilities.
FOCUS AREA 4A
— PROJECTS

16. John Fisher Street/Cable Street
improve pedestrian crossing across Cable Street, and promote access into Whitechapel Estate, along Blue Anchor Yard and John Fisher Street.

16a North-south movement is currently limited, but proximity of signalised junction to the east negates need for specific crossing. De-cluttering exercise around alleyway entry on Cable Street required. Potential for flush crossing over Cable Street and gateway treatment to alleyway. Improve movement conflict between CSH and crossing pedestrians.

16b+c Create Pocket Park outside Artful Dodger Pub to promote access to Blue Anchor Yard. Introduce formal wayfinding on Royal Mint Street.

17. John Fisher Street
Environmental improvements to southern half of John Fisher Street comprising introduction of continuous cobbled carriageway surface, increased pavement widths, planting of trees along length of street.

17b+c creation of two pocket parks

18. Greening along East-West band and associated environmental improvements comprising wayfinding, planting to vertical faces lighting and appropriate public realm treatment to encourage use. Introduce a playable route linking existing amenity spaces with Dock Street.

18a Further increase natural play opportunities in park.

19. East Smithfield
Feature signage to historic dock wall

20. John Fisher Street/East Smithfield
Improve pedestrian crossing with widened central reserve
FOCUS AREA 4B
— PROJECTS

21. Thomas More Street
Promote presence of St Katherine’s Dock and the river and increase pedestrian activity, through wayfinding towards riverside memorial Park and Hermitage Community Moorings. Extend St Katherine’s Dock pocket park towards street. Test feasibility of pavement widening.

22. Thomas More Street/Kennet Street
Create pocket park which makes evident proximity and direction of river.

23. Thomas More Street/Vaughan Way/ Basin
Provide amenity value for other user groups, especially play, and celebrate marine history.

24. Car Park
Environmental improvements to re-balance modes of transport, wayfinding both formal and intuitive.

25. Wellclose Street/The Highway
Improvements to pedestrian crossing
The junction is situated between two pedestrian refuge islands, leading to pedestrians crossing over desire line away from crossings, existing crossings and refuge islands require improvement with dropped kerbs and tactile treatment. Test feasibility of creation of a formal signalised or zebra crossing to replace one/both existing pedestrian refuge islands.
1.1 In order to assess the impact of additional pedestrian footfall associated with new developments on routes between the Aldgate East area and the Tower of London/River Thames, a review of the existing and anticipated future pedestrian flows in the area has been undertaken.

1.2 Spot counts were undertaken at key junctions which are likely to experience the greatest increase in pedestrian footfall numbers within the Aldgate East and Tower Gateway areas. These junctions have been identified as:
   — Minories/Shorter Street/Mansell Street/Royal Mint Street
   — A11 Whitechapel High Street/Commercial Street

1.3 Ten minute spot counts were undertaken in the AM peak period hour (0800-1000) at each location which recorded pedestrian movement both on the main footways in each direction, as well as those crossing the road (formally and informally) and those entering and exiting Aldgate East tube station.

1.4 In order to consider the impact of additional pedestrian footfall associated with new developments on existing footways, a review of trip generation data for individual Transport Assessments (TA) associated with each development site in the area was performed. Where a TA for a specific site was not available, trip generation assumptions have been made consistent with other local developments. It should be noted that consideration has only been given to larger developments within the Aldgate East area which are likely to generate a significant increase in pedestrian footfall. These include:
   — 54-58 Commercial Road (PA/09/00479)
   — 60 Commercial Road (PA/09/01198)
   — Aldgate Union (PA/01/01424)
   — Middlesex Street, Aldgate (PA/05/00471)
   — 1 Commercial Street (PA/02/00074)
   — Aldgate Union 3 & 4 (PA/06/00510)
   — 14 Fieldgate Street (PA/08/00195)
   — 61-75 Alie Street and 17-19 Plough Street (PA/07/01201)
   — Goodmans Fields (PA/02/00678)

1.5 In order to consider the impact of the worst case scenario, the AM peak period only has been considered for this assessment as this presents the highest generation of pedestrian movement across a short space of time.

1.6 The AM peak period flows for each development are outlined in the table 1.1 below.
Distribution of pedestrian trips onto the footway network has been achieved via use of modal splits derived from the 2001 Census, similar to those contained within the Alie Street application TA. It is assumed that 40% of all trips from these sites are destined for London Underground at Aldgate/Aldgate East for LUL, with 20% of trips distributed toward the DLR at Tower Gateway, and a further 10% of pedestrian movement toward local bus stops. Half of the remaining 30% of pedestrian movement has been distributed west toward the city, reflecting the large employment catchment. The remaining 15% has been distributed 5% north, 5% east and 5% south, reflecting localised trips.

A review of entry and exit points associated with each development suggests that the A13 Commercial Road, Commercial Street and Leman Street are likely to experience significant increases in pedestrian footfall, with Goulston Street, Buckle Street, Fieldgate Street, Plumbers Row and Alie Street all experiencing increases associated with individual developments. Whilst the more local streets are likely to experience increased flows, the distribution from the development sites is likely to be concentrated on the main routes, and therefore Commercial Road, Leman Street and Whitechapel Road are to be considered in further detail in terms of their suitability and capacity.

**Commercial Road**

- **1.9** Two developments are proposed to have access directly onto Commercial Road, and this is likely to generate in the region of 165 inbound and 176 outbound pedestrian movements in the AM peak (341 total trips). It is assumed that the majority of these movements would be distributed west along Commercial Road towards the A11 Whitechapel Road, and therefore consideration should be given to footways and pedestrian crossings along this route. Commercial Road, whilst being a primary vehicular route with high vehicle flows, does not present a similar level of pedestrian movement, and is relatively quiet given its importance. The footways around the development sites are wide, well maintained and as such should not present a problem in terms of capacity. There are several pedestrian crossings on Commercial Road to the west of these sites (close to Alie Street/Whitechurch Lane junction) which are currently lightly used by pedestrians and the extra demand generated by these developments would not be considered to adversely affect crossing capacity.

**Leman Street**

- **1.10** Leman Street will experience a large increase in pedestrian footfall associated with the Alie Street and Goodmans Fields/City Quarter development. The combined footfall generated for these two developments is anticipated to be 254 in and 605 out movements, a total of 859 person trips in the AM peak period.

- **1.11** The proposed distribution suggests that a total of 473 trips will distribute north along Leman Street, whilst a total of 215 person trips will be distributed south along Leman Street. Discounting 15% journey to work by foot west towards the City, and 5% east via local streets, a total of 688 trips are anticipated to be added to Leman Street as a result of these two developments.

- **1.12** Whilst it is anticipated that these additional pedestrian flows can be accommodated on the wide footway along Leman Street, there are potential issues in terms of pedestrian crossings on both Leman Street, and at its junction with Whitechapel Road (discussed in further detail later in this report). Whilst it is not heavily utilised at the moment, the performance of the pedestrian crossing on the eastern side of the Alie Street/Leman Street junction could be affected by this increase in flows due to the restricted footway space on the southern side of Alie Street. This issue could be exacerbated by additional pedestrian movements towards the DLR and City generated by the 14 Fieldgate Street development to east (in the region of 154 trips) however this is dependant on the chosen route.

**Whitechapel Road / Whitechapel High Street**

- **1.14** The A11 Whitechapel High Street will experience the greatest overall increase in footfall due to its role as a cumulative connecting route through Aldgate East, linking with all new development sites via the respective side streets, and its role as a primary movement corridor for pedestrians due to the location of Aldgate East Station and a series of bus stops.

- **1.15** The impact of the additional pedestrian footfall on Whitechapel Road (beyond its junction with Commercial Road) is likely to be negligible, and only associated with the 14 Fieldgate Street development. A total of 204 in and 239 out trips (443 total) are expected to be generated by this development in the AM peak, with the majority of journeys (287) being made via Whitechapel Road, which is wide and suitable for additional pedestrian trips. However, these journeys (243 trips following discount due to bus patronage) are likely to add to the impact on the Whitechapel High Street/Commercial Road junction.

- **1.16** Whitechapel High Street, around the Aldgate East Station area is however likely to receive a large percentage of the total trips made from the new developments which are expected to be concentrated around the Whitechapel High Street/Commercial Road junction where pedestrians will be entering and exiting the tube at Aldgate East and boarding/alighting from local bus services. It is anticipated that around 3000 extra pedestrian trips associated with new developments in the Aldgate area could use the footway and crossings at the Commercial Street/
Whitechapel High Street junction in the AM peak period. To put this into context, the spot counts surveyed around 5,000 pedestrian movements in the vicinity of the junction at present. This level of increase would have a negative impact on the capacity of footways and crossings in the area, particularly outside the entry and exit points to Aldgate East Station. Numerous footways and formal crossings at this location have been improved as part of the Aldgate gyratory improvements, which has helped to increase pedestrian capacity in the area, as well as the provision of additional entrances to Aldgate East Station on the ‘island’ on which Aldgate Union is located.

Mansell Street and Minories

1.17 Mansell Street is likely to form the primary link from Whitechapel High Street and to the Tower of London/River Thames and will therefore experience the greatest increase in pedestrian movement. Mansell Street has wide pedestrian footways which are in good condition. Dependant on the exact distribution of pedestrians from the site, it is assumed (based on 20% of total trips to/from the DLR) that a total of 1300 two-way AM peak period trips could be generated by all the development sites listed within this note. The Aldgate Union site is expected to form the primary pedestrian trip generator of all the new developments, with a total of 540 trips anticipated in the AM peak, the majority of which are likely to use Leman Street to access the site via Leman Street or Mansell Street.

1.18 The majority of trips are assumed to arrive at the DLR via The Minories, which would not present a problem in terms of pedestrian crossing capacity at the Minories/Shorter Street/Royal Mint Street junction as this provides a link between Aldgate East and Tower Gateway DLR without the need to cross at this junction. Problems could arise should pedestrians choose to distribute via Royal Mint Street or Mansell Street which would require crossing Mansell Street using the formal crossing at its junction with Shorter Street/Royal Mint Street, however spot counts at these locations show that these crossings are well within capacity currently.

Table 1.1 AM Peak Hour (0800-0900) Development Flows

<table>
<thead>
<tr>
<th>DEVELOPMENT</th>
<th>TRIPS IN</th>
<th>TRIPS OUT</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>54-58 Commercial Road</td>
<td>137</td>
<td>33</td>
<td>170</td>
</tr>
<tr>
<td>60 Commercial Road</td>
<td>28</td>
<td>143</td>
<td>176</td>
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<tr>
<td>Aldgate Union</td>
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<td>501</td>
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<td>Middlesex Street, Aldgate</td>
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<td>84</td>
<td>824</td>
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<td>1 Commercial Street</td>
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<td>29</td>
<td>660</td>
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<tr>
<td>Aldgate Union 3 &amp; 4</td>
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<td>43</td>
<td>2199</td>
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<td>14 Fieldgate Street</td>
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<td>443</td>
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<td>61-75 Alie St, 17-19 Plough Lane</td>
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<td>Goodmans Fields</td>
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<td><strong>Total</strong></td>
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Audit of existing pedestrian signage

Existing signage is mapped according to its destination: tourist destinations on the river (blue), attractors around Aldgate (purple), the markets (green), and others (turquoise). The diagram demonstrates how existing signage reinforces awareness of main attractors without effectively encouraging pedestrian journeys between adjacent attractor hubs, inadvertently relegating large parts of the study area to hinterland status.

Audit of existing cycling signage

The cycling signage is similarly placed to encourage journeys that traverse the study area rather than to destinations within it.
LAND USE ANALYSIS
— FOCUS AREA 1

Key:
- Visual greenspace
- Amenity greenspace
- Seatings
- Play equipment
- Active local frontages: Stores of local relevance/restaurants, cafes
- Active residential frontages
- Public frontages: Business, general/wholesale clothing stores/offices
- Active frontages with spill of activity onto pavements
- Social use: culture/education/religion
- Inert frontages
- Inert frontages elements (fences, walls)
- Highly secured inert frontages
- Development sites
- Derelict plots

Entrances:
- Area landmarks
- Historic landmarks
- Points of view towards these landmarks
- Gathering places
- Poor waste management regimes
- Special pedestrian pavement finishes
- Important trees
- Historic city grain
- Cycle hire
- Pavement/Raised tables
- Formal pedestrian crossing
- Informal crossing locations
- Roads
- Fenced/Undefined spaces
- Noticeable buildings

English Martyrs Primary School
Hotel Towers
High brick house 19th century
Clock Tower
Church of the English Martyrs

Land Use Analysis — Focus Area 1
LAND USE ANALYSIS
— FOCUS AREA 4A
LAND USE ANALYSIS
— FOCUS AREA 4B

Key
- Visual greenspace
- Amenity greenspace
- Seatings
- Play equipment
- Active local frontages: Stores of local relevance/restaurants, cafes
- Active residential frontages
- Public frontages: Business, general/wholesale clothing stores/offices
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- Entrances
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- Noticeable buildings
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