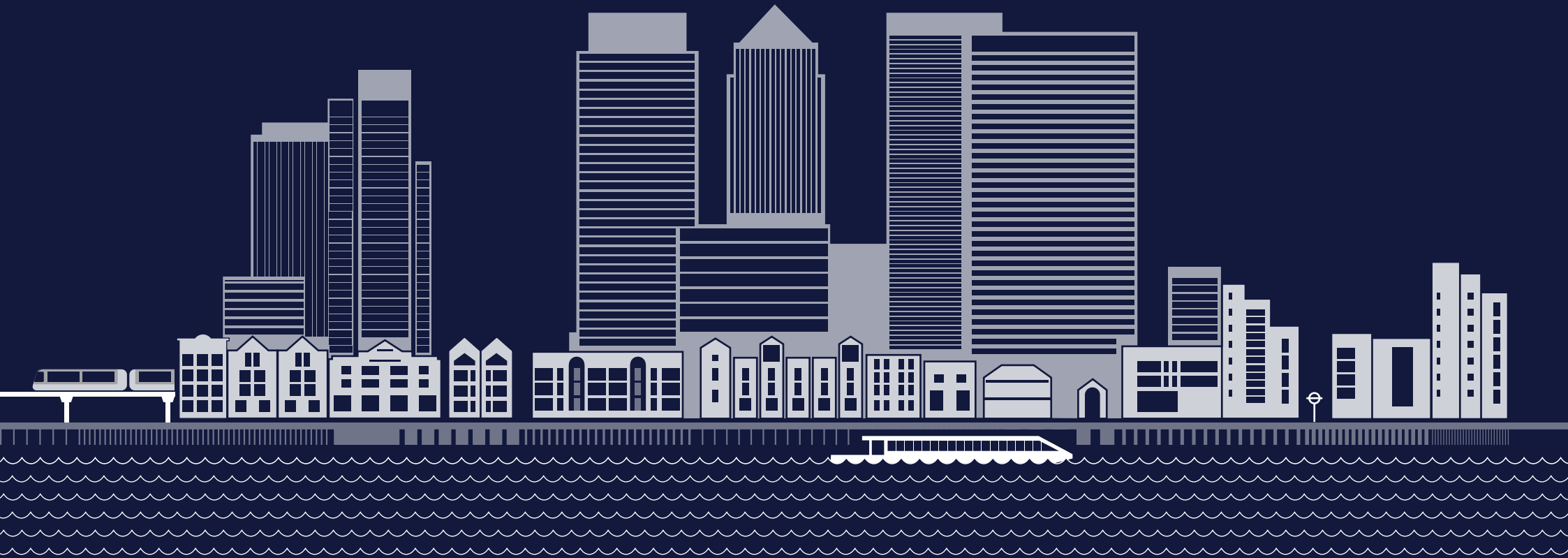


Isle of Dogs + South Poplar

Local Connections Strategy

Consultation Draft
May 2018



MAYOR OF LONDON

DESIGNING FOR HEALTHY STREETS

London's streets account for 80% of the city's public space, yet they are all too often dominated by traffic. The Mayor has set out his vision of London as a city that is well connected, has healthy residents and is a good place to do business, visit and live - to achieve this we need to re-examine how the Capital's streets operate.

London has seen real progress in encouraging people to switch from using the car to taking public transport, walking and cycling and traffic levels have remained largely stable despite significant growth in the city's population, however the city still suffers high levels of car use. We need to use the space cars take up more efficiently. As London grows towards 10 million residents by 2030 the imperative to do so will become greater – not least because of increasing congestion and its impact on our health and the quality of the environment.

Our vision for the future of London is of a city where people choose to visit their local shops. A city where high streets are designed for people and the neighbouring streets are pleasant to be in; where people choose to take the bus instead of driving because buses are prioritised over other traffic. It is a city where essential delivery and service vehicles can get around efficiently, keeping everyone's lives running smoothly. This vision is underpinned by the Healthy Streets Approach – a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.

This Local Connections Strategy sets out a shared vision for delivering Healthy Streets in the Isle of Dogs and South Poplar, as a key part of planning for good growth in the area over the coming years.

A Healthy Street environment needs to incorporate the ten outcomes highlighted on the diagram opposite, however in order to get there we need to lay the ground work by overcoming barriers to active travel, creating the right balance between the modes using our streets and ensuring that new development works with transport and public realm improvements to deliver public places that are sustainable, liveable and promote health and well-being.



Healthy Streets Outcomes
Source: Lucy Saunders

CONTENTS

1

INTRODUCTION

- 1.1 Planning for growth
- 1.2 Local connections - core principles

2

CHARACTER + OPPORTUNITY

- 2.1 From past to present
- 2.2 Character and context
 - South Poplar, Blackwall and Leamouth
 - Canary Wharf
 - South Quay
 - Millwall and Cubitt Town
 - Island Gardens

3

STRATEGY + PROJECTS

- 3.1 Linking
- 3.2 Bridging
- 3.3 Upgrading
- 3.4 Orientating

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A1

DESIGNING FOR HEALTHY STREETS

APPENDIX I sets out principles for designing and delivering new/improved local connections, articulating the shared aspirations of TfL, GLA and LBTH.

BS

BETTER STREETS

- BS.1 Defining Street Types
- BS.2 Core Road
- BS.3 High Road
- BS.4 Connector
- BS.5 High Street
- BS.6 City Street
- BS.7 Local Street
- BS.8 Town Square
- BS.9 City Place

T

TECHNICAL ADVICE

- T.1 Street furniture zones
- T.2 Materials and whole life costs
- T.3 Delivery and servicing considerations
- T.4 Tree planting
- T.5 Sustainable urban drainage systems
- T.6 Future-proofing utilities

ST

SUPPORTING SUSTAINABLE TRAVEL

- ST.1 Better places for walking
- ST.2 Cycle network
- ST.3 Bus infrastructure
- ST.4 DLR stations and viaducts
- ST.5 Activating the waterways

C

CORRIDOR EXAMPLES

- C.1 West India Dock Road
- C.2 East India Dock Road
- C.3 East Ferry Road
- C.4 Westferry Road
- C.5 Poplar High Street
- C.6 Marsh Wall
- C.7 Preston's Road

INTRODUCTION

1.1 DELIVERING GOOD GROWTH

1.1.1 PROACTIVE PLANNING FOR THE FUTURE

As London's most significant area of opportunity for housing and employment growth, the Isle of Dogs and South Poplar Opportunity Area (OA) could see between 31,000 and 49,000 homes and 110,000 jobs delivered up to 2041 through the redevelopment and intensification of land. Given this scale of change we must ensure that we are delivering good growth and safeguarding the provision of high quality public amenities in the face of increasing pressures on land for development and supporting infrastructure.

London's planned intensification brings with it opportunities to shape and improve the city, provided that we plan proactively and in a coordinated way to deliver this development. This strategy puts people's health and quality of life at the heart of planning for good growth, ensuring that all residents, workers and visitors to the area have access to high quality walking and cycle connections, set in an accessible, inclusive and engaging street environment where public transport is seamlessly and efficiently provided for longer trips and car journeys are at a minimum.

Growth in the OA will be managed through an Opportunity Area Planning Framework (OAPF) developed by the Greater London Authority (GLA) in collaboration with Transport for London (TfL) and the London Borough of Tower Hamlets (LBTH). The OAPF will be adopted as Supplementary Planning Guidance to the London Plan.

This Local Connections Strategy (LCS) is a supporting document to the OAPF, setting out greater detail on how we can plan for and deliver Healthy Streets over the OAPF plan period. It is divided into two key areas.

1. An area or network-wide strategy for new and improved local connections in the Isle of Dogs and outwards to surrounding areas
2. Street-level guidance which gives an overview of the elements that need to come together to create 21st Century Healthy Streets, and sets out examples of how to achieve this on some of the key connections in the Opportunity Area.

It forms part of an integrated Transport Strategy that identifies the package of transport improvements needed to support the area's existing communities, serve the economic centre of Canary Wharf and enable long term sustainable growth to come forward in the IoDSP. It sets out a holistic and proactive approach to cater for the area's growing population.

A Development Infrastructure Funding Study (DIFS) sets out a strategy for funding in order to inform future planning and funding decisions; assist delivery of infrastructure required to support growth; and underpin the sustainable delivery of the growth agenda as set out in the OAPF.

REF

This document should be read alongside:

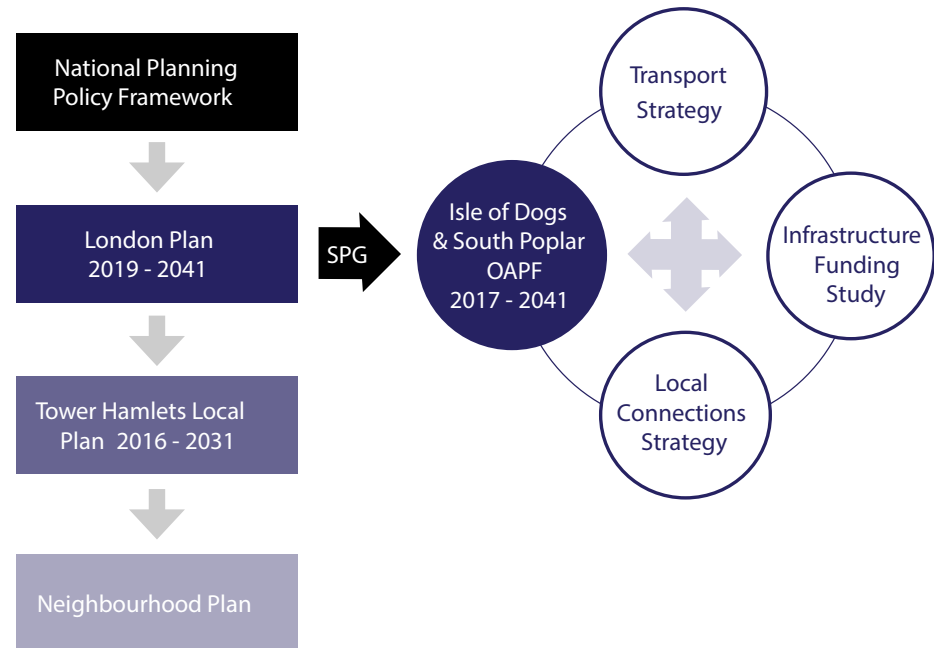
1. Isle of Dogs and South Poplar Opportunity Area Planning Framework, (2017 draft)
2. Isle of Dogs and South Poplar Transport Strategy (2017 draft)

1.1.3 APPLYING THE GUIDANCE

Alongside informing the OAPF and Transport Strategy, this document has multiple applications, set out below, as part of a long term approach to delivering Healthy Streets and Liveable Neighbourhoods in the OA.

Development stage	Parties	Purpose
Pre Application	Developers, planners, designers, engineers	To inform site / area specific requirements
Planning Application Evaluation and Public Consultation	Local groups, elected members, stakeholders	To assess scheme performance
Other Consents	Licensing, building control development management	To inform site / area specific requirements
S106 Agreement	Officers (LBTH, TfL, GLA)	To inform contributions to infrastructure
Masterplans and Area Strategies	Project team, officers (LBTH, TfL, GLA), stakeholders, elected members	To inform site / area specific requirements
Major Infrastructure and Streetscape works	Officers (TfL, LBTH, GLA) LIP Funding Applications	To co-ordinate and plan works and inform scheme requirements
Maintenance and management	Officers (TfL, LBTH), landowners	To co-ordinate and plan works and inform scheme requirements

The LCS can be applied to different project stages and processes, as set out above.



Planning policy framework diagram (source: GLA)

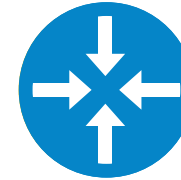
1.2 HEALTHY STREETS AND LOCAL CONNECTIONS - CORE PRINCIPLES

The Local Connections Strategy is underpinned by five core principles.



1.2.1 CREATING BETTER STREETS

- Animating streets and spaces to make them more pleasant places for people to spend time in
- Providing greener, cleaner streets and public spaces that benefit people's health and enhance wellbeing
- Incorporating measures to mitigate climate change, air quality issues and noise pollution to contribute to the creation of more sustainable neighbourhoods
- Managing all types of movement on streets across the OA while prioritising walking, cycling and public transport over the car in line with the Mayor's Healthy Streets approach
- Incorporating measures to reduce collisions, maintain reliability on key routes and better manage kerb-side activity.



1.2.2 OVERCOMING SEVERANCE

- Overcoming the physical barriers to movement caused by the area's roads, railway lines, waterways and level changes
- Improving access to strategic links into central London, across the Borough and to neighbouring centres of activity through better integration of public transport hubs and extension of the strategic cycle network.



1.2.3 DELIVERING A NETWORK OF WALKING AND CYCLE ROUTES

- Delivering a network of attractive routes for walking by prioritising pedestrians in decision making and investing in improvements to the public realm
- Improving public access to the waterways to make more of these as attractive and engaging walking routes and places to visit
- Supporting the creation of a dense network of high quality cycleways and ensuring that all centres have a high level of cycle accessibility and facilities for cycle parking.



1.2.4 PLACEMAKING AND TRANSFORMATION

- Contributing to the creation of liveable, walkable neighbourhoods that are accessible for all
- Reducing the need to travel by strengthening the role of local and district centres in the area and ensuring that these are highly accessible by foot, cycle and public transport
- Integrating new developments with existing neighbourhoods, using streets as the threads that stitch these areas together
- Responding to local heritage and distinctiveness and improving access to assets such as the Thames Path and the dock edges.

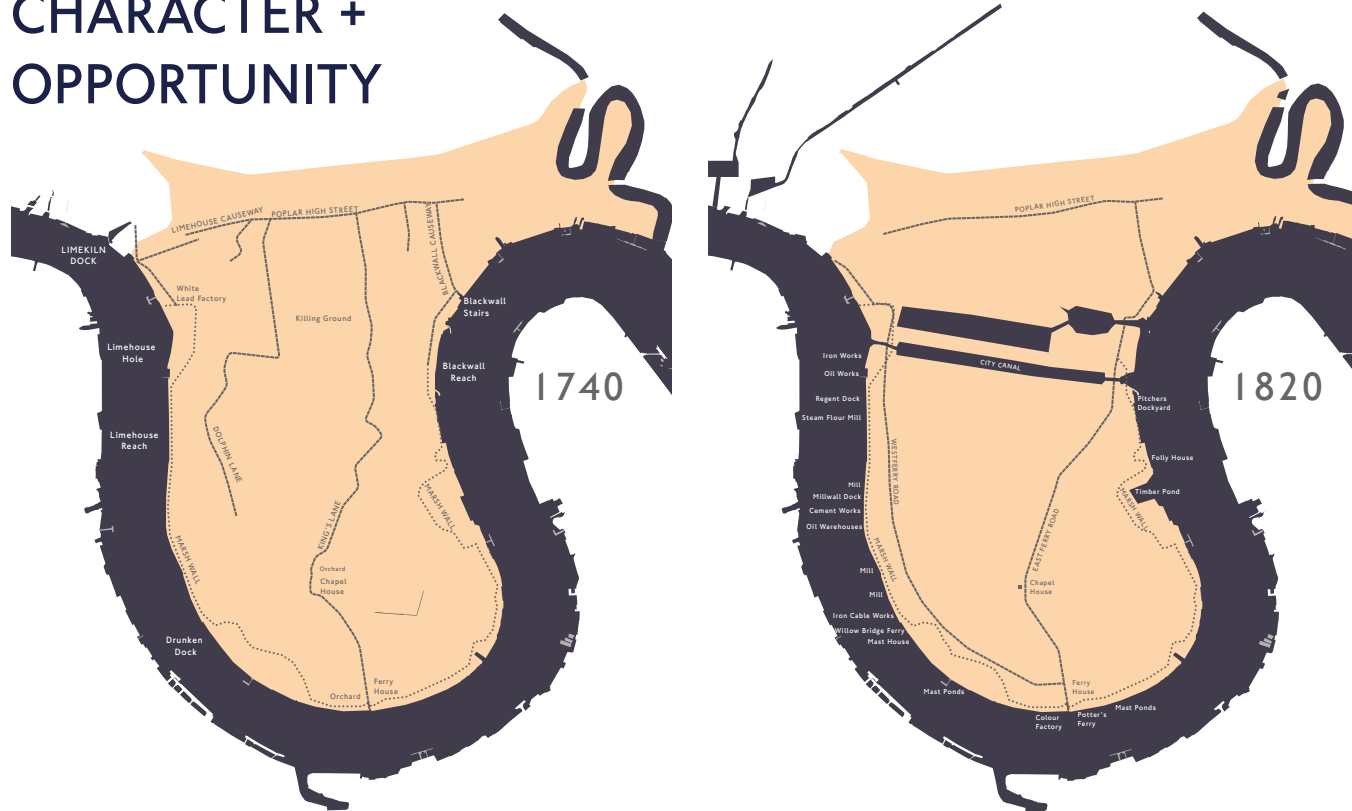


1.2.5 INNOVATION AND BEHAVIOUR CHANGE

- Implementing travel planning measures to manage how people travel to/from the OA
- Increasing the number of people making active travel choices by providing a range of attractive alternatives to car ownership
- Better coordinating freight, servicing and delivery arrangements across the OA and implementing strategies to manage construction logistics.

2

CHARACTER + OPPORTUNITY

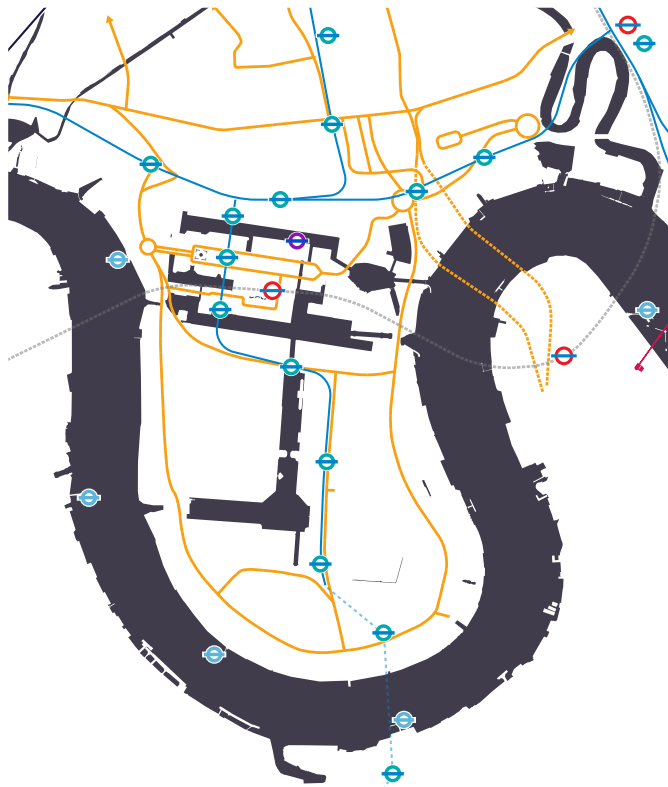


2.1 FROM PAST TO PRESENT

The Isle of Dogs is situated at the heart of London's historic docklands in an area of marshland originally used for grazing animals. Development can be traced back to the 17th Century when wharves began to appear along the banks of the Thames. Shipbuilding and industrial activity grew rapidly and with it the landscape began to change. The opening of the West India and Millwall Docks brought a growing working class community and by the early 20th Century dense pockets of workers housing extended into the heart of the 'island' with terraces crowded in amongst the docks and factories.

Despite widespread bomb damage sustained during WWII, industry on the Island continued to thrive until the 1970's, when the new container port at Tilbury brought efficiencies that the traditional infrastructure in the Isle of Dogs couldn't compete with. Many businesses moved away during this period, with the eventual closure of the West India and Millwall Docks in the 1980's casting the final blow. High unemployment, a shrinking population and poor connections to the rest of London isolated the area and left a landscape of dereliction.

In response to this dramatic economic decline the government established the London Docklands Development Corporation (LDDC), giving it powers to attract investment back into the area. Identifying



Current public transport provision in the Opportunity Area

- London Underground
- DLR
- - - DLR (tunnelled)
- National Rail
- Bus
- Emirates Air Line
- ⊕ River services

2.1.1 TRANSPORT IN THE OPPORTUNITY AREA

Accessibility across the OA is varied with access highest around Canary Wharf. The central spine of the peninsula is well served by buses and the DLR, while accessibility in the south of the peninsula is poor due to the severance caused by the Thames.

The **Jubilee line and DLR** services provide vital local and strategic connections, set to be supplemented by the opening of the Elizabeth line in 2018. Crowding is a problem during the am and pm peak with people travelling to the employment centre at Canary Wharf.

The Isle of Dogs is served by a number of **bus routes** which are well used for local trips providing access to the centres at Crossharbour and Canary Wharf. Although generally reliable within the peninsula, bus journey times are compromised at the points where services enter or exit the peninsula.

The area is currently served by two **public piers** (Canary Wharf and Masthouse Terrace both to the west of the peninsula) however river services account for only one per cent of current mode share.

Traffic flows in the area are heaviest around South Poplar where the strategic east-west routes (A13 and A1261 Aspen Way) and the north-south Blackwall Tunnel link are located. Conversely traffic flows within the Isle of Dogs are much lower with the main pinch points being at the access points into the peninsula.

Walking trips in the area are generally for short local journeys, with lower levels of walking to and from the peninsula due to the barriers caused by the waterways, highways and rail lines. The Thames Path provides an important pedestrian link around the peninsula yet this is not a continuous route and there are limited lateral connections across the area.

Cycle Superhighway Route 3 crosses the northern part of the OA, creating a strategic link from Barking to Tower Gateway. The rest of the OA is well covered by the London Cycle Network (LCN) however these routes provide a variable level of service for cyclists - legibility can be poor and wayfinding can be challenging. As with pedestrian connections, there are a number of barriers to **cycle movement** which need to be overcome.

2.1.2 GOOD GROWTH AND LIVEABLE NEIGHBOURHOODS

Transport is fundamental to achieving good growth by leading the way in improving conditions for sustainable travel, including walking, cycling and public transport, and so enabling people to choose cleaner, healthier ways to travel.

In planning for and locating future growth, these issues of accessibility and inequality will need to be addressed to ensure equity of access to new jobs, services and opportunities and deliver more liveable places. Improvements to permeability, connectivity and the quality of the environment will be critical to improving how these areas function for existing residents and users, unlocking development opportunity and enabling good growth to come forward.



Local connections - key diagram (right)

Opportunity sites - planning status

- Permitted site
- Active site
- Future potential

Proposed local connections network

- Healthy Streets priority corridors
- Future connectivity improvements
- Cycle Superhighway Route 3
- Leaway project
- Thames Path
- Junction improvements
- Potential future river crossings
- Existing bridge enhancement
- Future bridge connections

2.2 CHARACTER AND CONTEXT

2.2.1 SOUTH POPLAR, BLACKWALL AND LEAMOUTH - EXISTING CHARACTER

South Poplar is characterised by a mix of leafy residential streets with houses set well back from the carriageway and post-war housing estates, interspersed with pockets of local commercial activity and some landmark destinations such as Tower Hamlets Town Hall. The area has a number of mid-rise perimeter blocks with residential amenity provided by green interior spaces. Active frontages are focused around non-residential areas where buildings have a direct relationship to the street.

Leamouth by comparison, historically defined by its industrial landscape, is undergoing a transition brought about the regeneration activity along the Lower Lea corridor, set to increase with the delivery of sites in the Poplar Riverside Housing Zone.

This area is served by a number of existing and emerging centres, including Chrisp Street District Centre, emerging Neighbourhood Centres at City Island and Poplar High Street and the Major Centre of Canary Wharf.

Access to rail services at Canary Wharf and Canning Town can be challenging and wayfinding is also difficult in parts of this area.

The area has poor north to south connections for pedestrians and cyclists with severance caused by the A13, Aspen Way and several large impermeable sites such as the Poplar DLR depot and Poplar College. Towards Leamouth and Blackwall the elevated highways such as the Lower Lea Crossing further add to this problem.

For east to west movement the A12 Blackwall Tunnel Northern Approach and the DLR tracks between Poplar and All Saints create additional severance, as well as the River Lea and rail lines serving Canning Town to the east. While there are some links across these barriers such as the Poplar footbridge and the underpass at Preston’s Road roundabout, the quality of these connections is largely poor.



Above: Aerial view of low density housing in South Poplar



Top: Looking west along Aspen Way highlighting the severance caused by the road

Above: Aerial view of Aspen Way elevated DLR looking east, with Preston’s roundabout in the foreground



South Poplar - analysis of existing situation - local connections

Planning

- OAPF boundary
- Conservation Areas

Hierarchy of centres*

- Major Centre
- District Centre
- Neighbourhood Centre
- Neighbourhood Parade

* LBTH draft Local Plan 2017

Major barriers

- 1. A13 East India Dock Road
- 2. Aspen Way
- 3. Lower Lea crossing
- 4. Poplar DLR Depot
- 5. Preston's Rd roundabout
- 6. Blackwall Tunnel Northern Approach
- 7. Railway lines at surface level
- 8. Waterways (River Lea, River Thames and Limehouse Cut)



South Poplar - Healthy Streets priorities

Opportunity sites - planning status

- Permitted site
- Active site
- Future potential

Proposed local connections network

- Priority corridors for improvement
- Future connectivity improvements
- Cycle Superhighway Route 3
- Leaway project
- Thames Path

- Proposed junction improvements
- Future river crossings
- Existing bridge enhancement
- Future bridge connections

SOUTH POPLAR, BLACKWALL AND LEAMOUTH - HEALTHY STREETS PRIORITIES

Better Streets

- 1 Investment in the public realm and wayfinding improvements along key priority corridors to make streets that are engaging and encourage people to walk and cycle
- 2 Improve provision for pedestrians and cyclists at major junctions in the area
- 3 Enhance the role of Blackwall Way as an important connection linking new neighbourhoods to the wider walking, cycle and public transport network
- 4 Calm traffic and create a better environment for pedestrians on Cotton Street

Overcoming severance

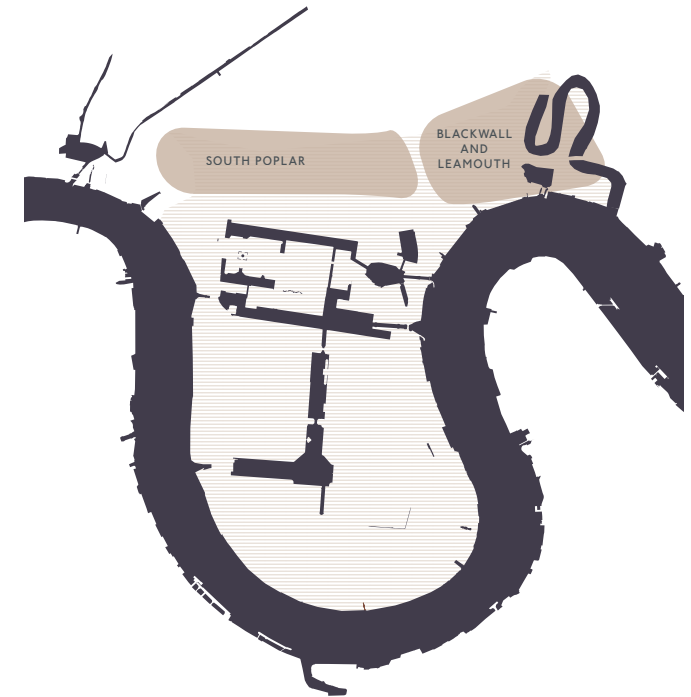
- 5 Overcome the major severance caused by Aspen Way by providing new connections that enable seamless north to south movement for pedestrians and cycles
- 6 Invest in upgrades to the quality of existing connections such as the Poplar footbridge and Preston's Road roundabout to make these more appealing to users and overcome the perception of these as barriers to movement
- 7 Support the delivery of new river crossings

Walking and cycle routes

- 8 Improve cycle connections eastwards to the Royal Docks and Canning Town
- 9 Connect walking and cycle routes to the Leaway and Poplar Riverside Housing Zone
- 10 Ensure that Cycle Superhighway Route 3 (CS3) is well integrated into the wider network of cycle routes, investing in upgrades where required

Placemaking

- 11 Better integrate South Poplar (and Poplar DLR) with the area to the south of Aspen Way through new development at North Quay, Billingsgate and Poplar DLR depot / Poplar High Street. This will significantly improve connections to and from Poplar DLR and create better access to the Elizabeth line from the north
- 12 Improve Poplar High Street as a destination - create a more engaging environment with a mix of ground floor uses, capitalising on the place-making potential of Poplar DLR station and development opportunities to create a focal point for the community in the area
- 13 Improve connections to Crisp Street District Centre to support its role in serving the South Poplar area.





2.2.2 CANARY WHARF - EXISTING CHARACTER

The global financial centre of Canary Wharf forms a distinctive high-rise enclave. The Estate is identified in the Draft New London Plan (2017) as a Metropolitan Centre through an expansion of the commercial offer and improvements to access. Canary Wharf is unusual in that circulation is split over multiple levels, with a large proportion of pedestrian and vehicular movements taking place below ground in the retail malls and servicing areas.

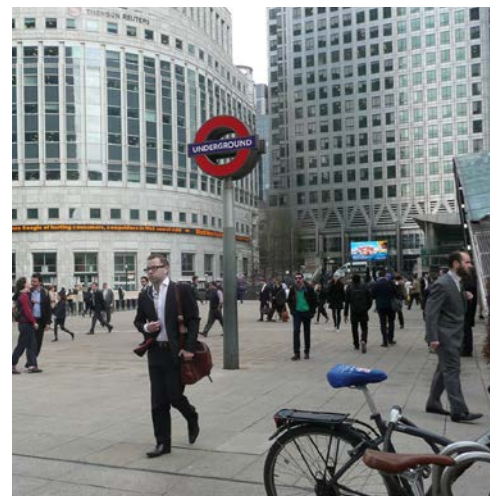
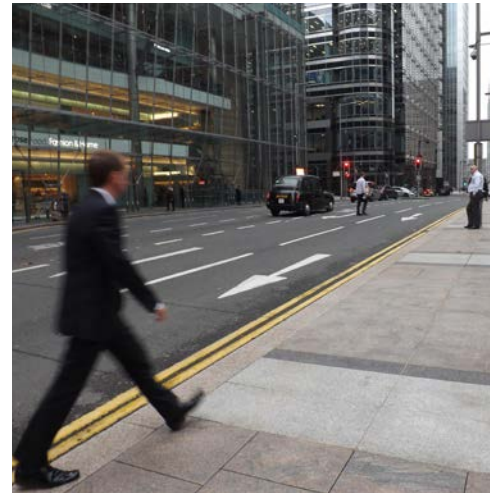
The area has an extensive network of waterways, connected to the River Thames in places. Below-ground malls together with water frontages form a unique townscape with connectivity implications which will need to be recognised and addressed in the future. The elevated DLR adds an additional level to the vertical circulation.

The intensity of development in this area is an important characteristic. Buildings are set directly in the public

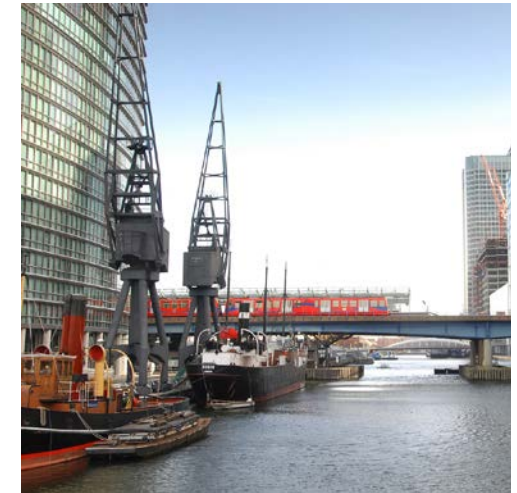
realm with ground floors and basements often semi-public (1 Canada Square for example) containing retail, food and beverage uses, providing access to the underground malls or enabling horizontal routes through.

The consented development at Wood Wharf will diversify the land use character, providing a large number of new homes as well as commercial space and extending the high-rise character of Canary Wharf eastwards. Further residential development is expected to come forward in the areas to the north and south of the Estate.

Canary Wharf is expected to play a more strategic role in the future, serving a wide catchment which may extend across several boroughs. As a Metropolitan Centre it is expected to have very good accessibility and the role of walking and cycling to access Canary Wharf will need to be enhanced alongside improvements to public transport services.



Top: Upper Bank Street
Above: Canary Wharf, Jubilee Plaza



Top: Looking east from the North Dock footbridge
Above: Aerial view of Canary Wharf showing proposed development at Wood Wharf



Canary Wharf - analysis of existing situation - local connections

Planning

- OAPF boundary
- Neighbourhood Planning Forum boundary
- Conservation Areas
- South Quay Masterplan SPD

Hierarchy of centres*

- Major Centre
- District Centre
- Neighbourhood Centre
- Neighbourhood Parade

* LBTH draft Local Plan 2017

Major barriers

1. Aspen Way
2. North and South Dock
3. North Quay, Billingsgate and Poplar Depot - large impermeable sites
4. Preston's Road roundabout and Westferry Circus

Important links

5. Blue Bridge
6. Poplar footbridge
7. North Dock footbridge
8. Wilkinson footbridge
9. Proposed new vehicular bridge
10. Upper Bank Street



Canary Wharf - Healthy Streets priorities

Opportunity sites - planning status

- Permitted site
- Active site
- Future potential

Proposed local connections network

- Priority corridors for improvement
- Future connectivity improvements
- Cycle Superhighway Route 3
- Leaway project
- Thames Path

- Proposed junction improvements
- Future river crossings
- Existing bridge enhancement
- Future bridge connections

CANARY WHARF - HEALTHY STREETS PRIORITIES

Better Streets

- 1 Improve safety and accessibility for all road users at the two main gateways into Canary Wharf - Westferry Road/West India Dock Road junction to the west, and Preston's roundabout to the east
- 2 Calm traffic and create a more pedestrian focused environment on Preston's Road and Trafalgar Way

Overcoming severance

- 3 Improve pedestrian and cycle access to Canary Wharf and reduce localised severance through new or upgraded bridge connections, such as the South Dock bridges, and wayfinding improvements. Vertical circulation must be accessible, integrated into the landscape and prevent fragmentation of the public realm
- 4 Support the delivery of new river crossings and provide high quality pedestrian and cycle connections for onward journeys both within and outside of the OA

Walking and cycle routes

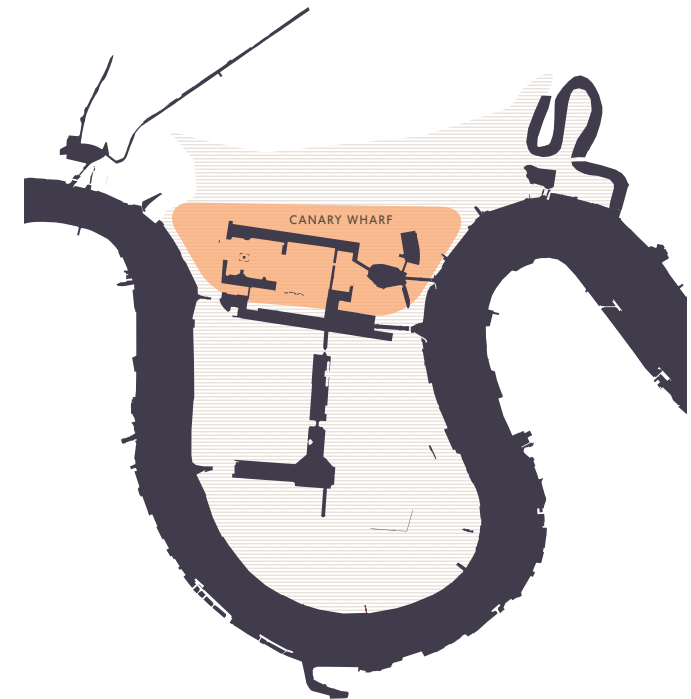
- 5 Manage changes in level carefully to ensure that all routes are legible and accessible, with activation of the streets and public realm a priority
- 6 Improve walking connections to the Thames Path and wayfinding to the Thames piers. The Thames Path should provide continuous pedestrian connectivity, with connections along the dock edges also protected
- 7 Improve cycle connections between the 'island' and CS3
- 8 Support the delivery of a new east-west connection through Wood Wharf from Preston's Road to Westferry Road

Placemaking

- 9 As development sites in the area come forward the relationship between Canary Wharf and South Poplar should be strengthened to ensure a seamless connection between these areas and overcome the barrier of Aspen Way
- 10 Enhance the amenity value of the dock edges through activation of the adjacent public realm

Innovation

- 11 Explore potential for and encourage water based passenger transport
- 12 Encourage public uses on the top of the buildings with associated public vertical transportation.





2.2.3 SOUTH QUAY - EXISTING OPPORTUNITIES

A large proportion of the growth in the OA will occur in the South Quay area, guided by the 2015 South Quay Masterplan. This area is already beginning to see intensification with planning consent granted for a number of high density, residential-led developments around Marsh Wall and Millharbour.

The townscape character is varied with a range of building types representing the layering of regeneration activity that has already taken place in the area. Buildings with active frontages directly address the street, providing a secondary network of routes through semi-public courtyards. There is a deficiency in public space provision in this area.

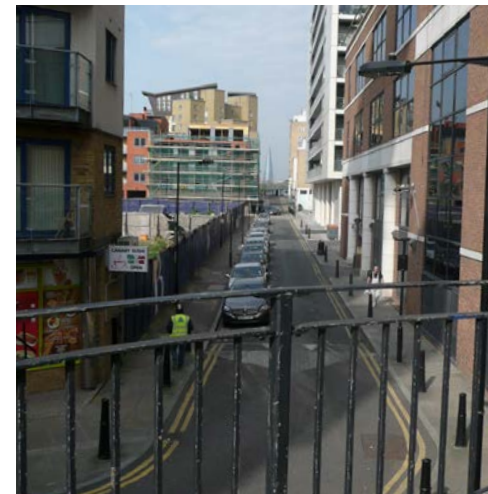
Legibility is poor in places with patchy access to the dock edges and few opportunities to catch a glimpse of the water between buildings.

The waterways, whilst a major placemaking asset, offer few north to south crossing opportunities. This in turn puts pressure on the public transport network with many people using the DLR to complete potentially walkable sections of their journeys.

Marsh Wall is the main east-west connection and one of the few continuous vehicular routes across the peninsula. The DLR viaduct is a strong feature, following the alignment of the street with South Quay station located at the heart of this zone. The pedestrian

experience of Marsh Wall is varied, with narrow footways, pinch points and poorly defined public realm in places contrasting with the wide under-utilised areas of public realm beneath the viaducts.

With the scale of development proposed in the South Quay Masterplan, increasing pressure will be put on Marsh Wall to support a growing demand for kerbside space and intensification of on-street activity.



Above: Looking down Cuba Street from Marsh Wall showing change in level



Top: Looking north from the DLR on Marsh Wall showing the scale of new development in the area
Above: DLR viaducts on Marsh Wall



This section should be read alongside:

- I. South Quay Masterplan, LBTH 2015



South Quay - analysis of existing situation - local connections

Planning

- OAPF boundary
- Neighbourhood Planning Forum boundary
- Conservation Areas
- South Quay Masterplan SPD

Hierarchy of centres*

- Major Centre
- District Centre
- Neighbourhood Centre
- Neighbourhood Parade

* LBTH draft Local Plan 2017

Local movement challenges

1. South Dock - limited crossings
2. Changes in level cause severance in places
3. Limited and poor quality connections through to the Dock edge
4. Narrow footways, pinch points and poorly defined public realm along Marsh Wall

Important links

5. Wilkinson bridge
6. Blue bridge
7. Future connections - Wood Wharf to Canary Wharf



South Quay - Healthy Streets priorities

Opportunity sites - planning status

- Permitted site
- Active site
- Future potential

Proposed Healthy Streets network

- Priority corridors for improvement
- Future connectivity improvements
- Thames Path
- Proposed junction improvements

- Future river crossings
- Existing bridge enhancement
- Future bridge connections

SOUTH QUAY - HEALTHY STREETS PRIORITIES

Better Streets

- 1 Deliver transformational public realm and streetscape upgrades along the Marsh Wall corridor in light of the intensification of development and expected subsequent uplift in on-street activity in the South Quay area
- 2 Implement traffic calming measures at the junction of Marsh Wall and Preston's Road

Overcoming severance

- 3 Increase pedestrian and cycle permeability by securing new connections through opportunity sites and improving wayfinding throughout the area
- 4 Deliver new bridges across South Dock to improve walking and cycle connections between South Quay and Canary Wharf

Walking and cycle routes

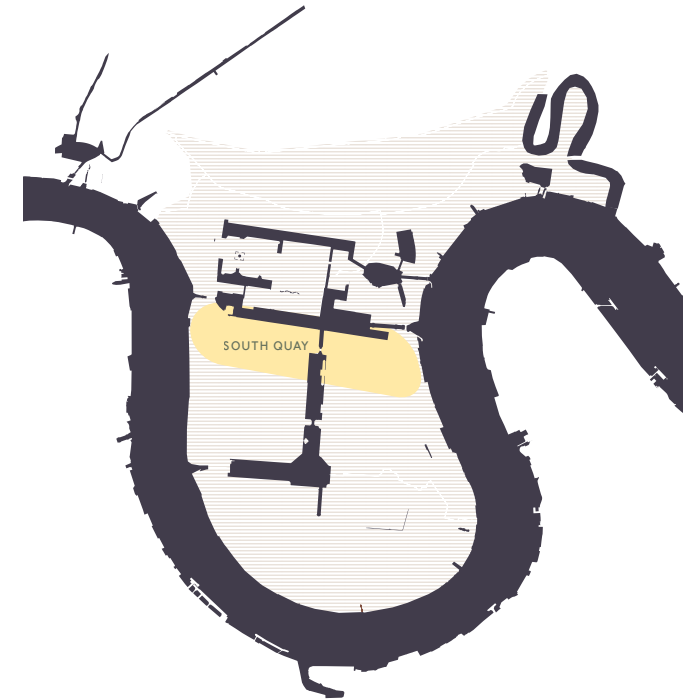
- 5 Upgrade dock edge connections to provide a continuous east - west route across the peninsula. Strengthen the role of the waterways in this area, ensuring visual connections and access to an animated waterfront area
- 6 Expand the off-street walking and cycling network utilising semi-public residential courtyards and publicly accessible open space

Placemaking

- 7 Include the area under the elevated DLR into the network of public realm spaces, with particular attention to enhancing the positive impact of South Quay DLR station at ground level and greening and animating this space to create a linear public amenity corridor

Innovation

- 8 Explore opportunities for better and more flexible management of kerb side space.
- 9 Encourage the collaborative delivery of public open space across adjacent development sites



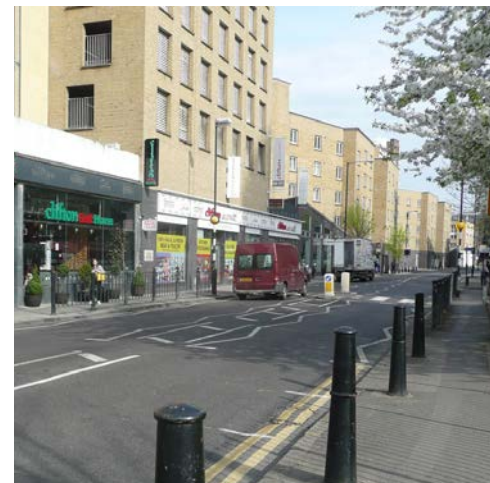
2.2.4 MILLWALL AND CUBITT TOWN - EXISTING CHARACTER

Situated at the heart of the Isle of Dogs peninsula, Millwall and Cubitt Town are characterised by several large post-war housing estates interspersed with medium to high density new development. Two large opportunity sites - Westferry Print Works and ASDA at Crossharbour - will bring a significant quantum of new homes to the area, with the ASDA site also expected to deliver a strengthened retail offer as part of the wider enhancement of Crossharbour District Centre.

The character of the existing built form is based on long, continuous frontages of relatively large scale buildings on the waterfront edge and of tight knit small scale development with a suburban feel in areas without water connections. New developments will introduce higher densities to the area but street and water frontages will be created by the rhythm of large relatively slender structures.

The Isle of Dogs peripheral loop road (Manchester Road - Westferry Road), East Ferry Road and Limeharbour provide the main access routes through the area with the remaining street network largely based on cul-de-sacs, making permeability in this area low. East Ferry Road / Limeharbour is a key route for buses, with Crossharbour providing an important bus interchange and terminus function.

East to west connections across this zone are constrained by Mudchute Park and Farm and the Millwall Inner Dock, making the Tiller Road/Pepper Street connection across Glengall Bridge (pedestrian and cycle only) the only continuous east-west link in this zone.



Top: Poor relationship of Crossharbour DLR station to East Ferry Road
Above: Westferry Road Local Centre - narrow street cross section



Top: Looking north from Glengall Bridge across Millwall Inner Dock
Above: East Ferry Road showing limited on-street activity along this corridor



Millwall and Cubitt Town - analysis of existing situation - local connections

Planning

- - - - - OAPF boundary
- Neighbourhood Planning Forum boundary
- ▭ Conservation Areas
- South Quay Masterplan SPD

Hierarchy of centres*

- ▭ Major Centre
- ▭ District Centre
- ▭ Neighbourhood Centre
- ▭ Neighbourhood Parade

* LBTH draft Local Plan 2017

- Local movement challenges
- 1. Millwall Dock creates a barrier
- 2. ASDA site - poor through connections east-west
- 3. Solid DLR embankment
- 4. Missing links in Thames Path and poor connections to the peripheral loop road
- 5. Under-utilised riverside space

- Important links
- 6. Glengall Bridge
- 7. Pedestrian and cycle underpass (upgrades required to address actual and perceived personal safety issues)



Millwall and Cubitt Town - Healthy Streets priorities

Opportunity sites - planning status

- Permitted site
- Active site
- Future potential

Proposed local connections network

- Priority corridors for improvement
- Future connectivity improvements
- Thames Path
- Proposed junction improvements
- Existing bridge enhancement

MILLWALL AND CUBITT TOWN - HEALTHY STREETS PRIORITIES

Better Streets

- 1 Improve the environment for walking and cycling on priority Healthy Streets corridors and support the creation of a series of places of interest, well served by buses and focused around local centres and community facilities such as schools and local retail parades
- 2 Calm traffic and create a better environment for pedestrians and cycles on East Ferry Road/Limeharbour. Ensure reliability of bus connections while minimising the impact of bus standing on the pedestrian environment

Overcoming severance

- 3 Secure the delivery of new routes that are seamlessly integrated with the wider movement network as opportunity sites are developed. Manage the relationship between new development and existing neighbourhoods by ensuring a consistent public realm treatment along the main corridors that stitch these areas together
- 4 Better integrate Crossharbour District Centre with its surrounding streets by forming public spaces along its edges

Walking and cycle routes

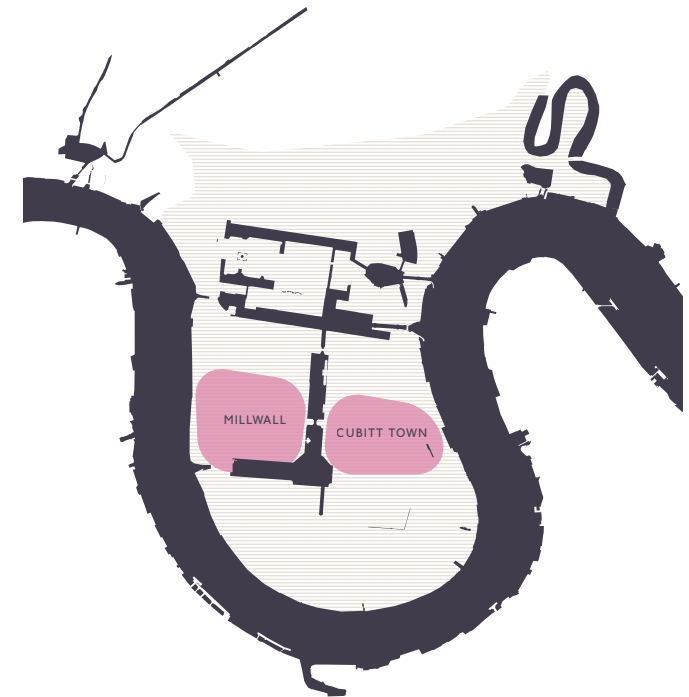
- 5 Improve permeability and connectivity in the east-west direction in particular - extend these to connect with the Thames Path where links can be made

Placemaking

- 6 Improve wayfinding and connections to Crossharbour District Centre from across the wider area, including sites to the west of East Ferry Road. Enhance the placemaking role of Crossharbour station and seek to overcome the severance caused by the solid embankment beneath the station building and platforms
- 7 Improve access to the waterfront edges and visual connections with water throughout the area. Enhance the amenity value of Millwall Slipway as an important connection to the Thames. This area, including a car park, could be more flexibly used as a public space to support activity and provide a community focus at certain times of day, week or year
- 8 Support sensitive and innovative enhancement of Neighbourhood Centres in the area such as the Barkantine which would benefit from a stronger sense of identity
- 9 Deliver public realm enhancements around the junction of East Ferry Road/ Pepper Street/Glengall Grove in order to improve legibility and connectivity across the District Centre

Innovation

- 10 Encourage collaborative provision of public open spaces in the area through private developments, creating new public squares between existing and new urban fabric to enrich the public realm and create opportunities for communities to meet and interact.



2.2.5 ISLAND GARDENS - EXISTING CHARACTER

Island Gardens is a largely residential area characterised by long continuous frontages of relatively large scale buildings along the river and looser knit, small scale development with a suburban feel to the north of the loop road.

Parts of the area have a strong heritage character, protected by Conservation Area designations at Chapel House and Island Gardens. There are very few known development opportunity sites in this part of the OA.

The open spaces of Mudchute Park and Millwall Park provide a large expanse of natural open space at the heart of this area, however access and permeability to this space is limited.

Two DLR stations serve the area: Island Gardens to the south and Mudchute to the north, yet the area to the east and west has a low PTAL. There is an opportunity to enhance the placemaking function of these public transport hubs, in particular Mudchute station, within the wider public realm and street network.

Two main corridors cross the area, the north-south East Ferry Road connecting to Crossharbour and Marsh Wall, and Westferry Road / Manchester Road, which form the southern part of the Isle of Dogs' peripheral loop road. Much of the remaining streets are not continuous, with the layout based on cul-de-sacs, therefore permeability of the area is low.

One of the major assets of this southern part of the peninsula is its relationship to Greenwich. The Greenwich Foot Tunnel creates an important link both for pedestrians and cyclists, and Island Gardens itself provides an attractive viewing area over the river.

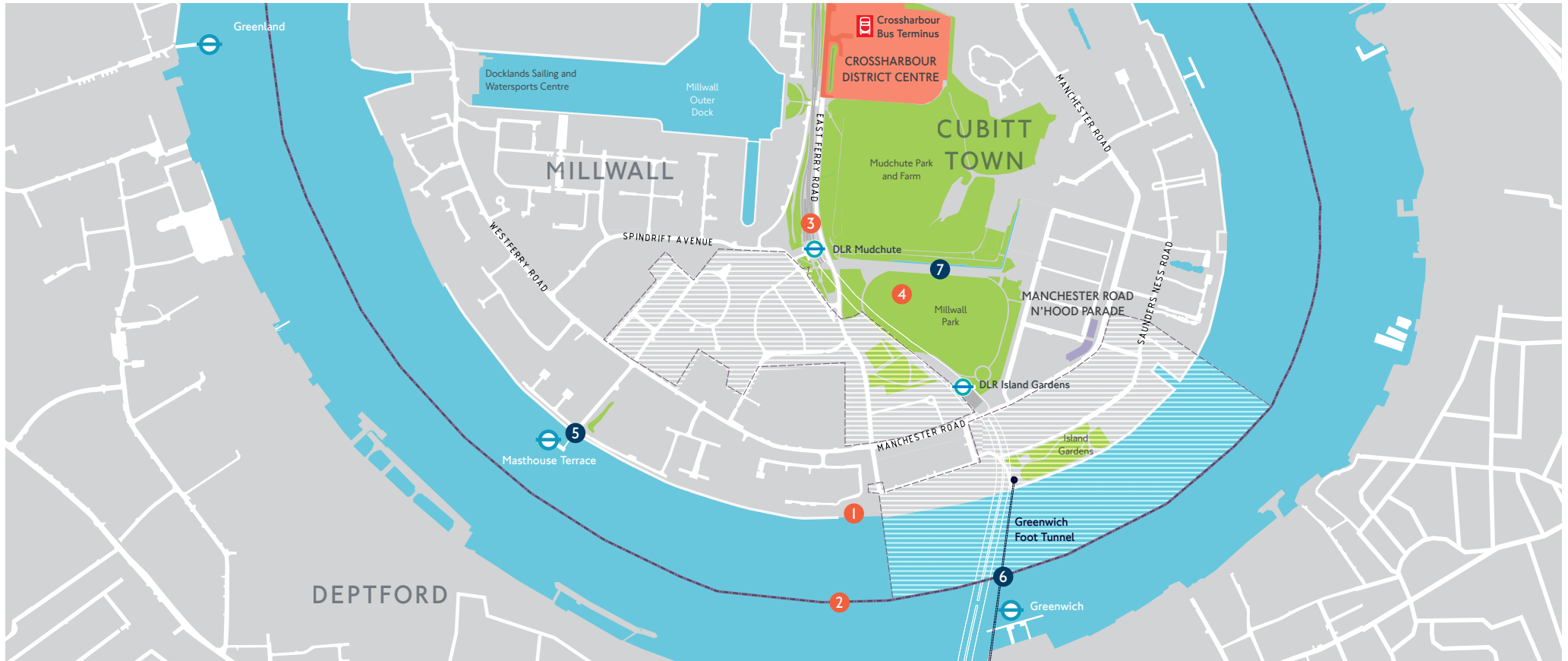


Top: Saunders Ness Road, situated in the Island Gardens Conservation Area

Above: Greenwich Foot Tunnel northern portal at Island Gardens

Top: Ferry Street with the soaring towers of Canary Wharf in the distance

Above: Ferry Street - access to the Thames at the Blackwall and District Rowing Club



Island Gardens - analysis of existing situation - local connections

Planning

- OAPF boundary
- Neighbourhood Planning Forum boundary
- Conservation Areas

Hierarchy of centres*

- Major Centre
- District Centre
- Neighbourhood Centre
- Neighbourhood Parade

* LBTH draft Local Plan 2017

Local movement challenges

1. Poor connections to the river and missing sections of the Thames Path
2. Millwall Dock and the Thames
3. Surface level DLR tracks
4. Parks may cause a barrier to movement after dark

Important links

5. River Services pier - Masthouse Terrace
6. Greenwich Foot Tunnel
7. Globe Rope Walk - direct route during daylight hours



Island Gardens - Healthy Streets priorities

- Opportunity sites - planning status
- Permitted site
 - Active site
 - Future potential

- Proposed local connections network
- Priority corridors for improvement
 - Future connectivity improvements
 - Thames Path

ISLAND GARDENS - HEALTHY STREETS PRIORITIES

Better Streets

- 1 Improve the public realm and environment for walking and cycling along the key link routes of Manchester Road and East Ferry Road
- 2 Create high quality, green connections for pedestrians and cyclists along the northern side of Island Gardens (Saunders Ness Road) and Spindrif Avenue

Overcoming severance

- 3 Integrate future changes to cross river connections to Greenwich being investigated by third parties
- 4 Ensure improvements to local connections are secured through regeneration schemes and new development

Walking and cycle routes

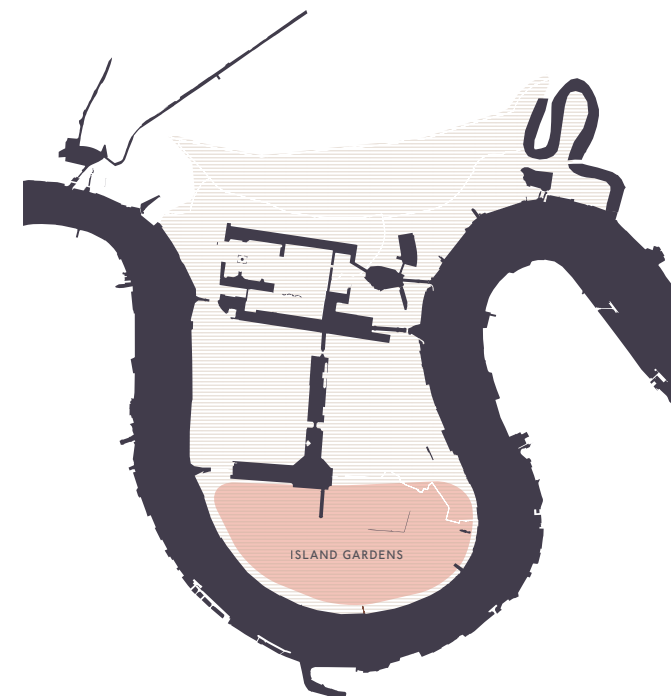
- 5 Upgrade existing off-street walking routes including the Thames Path and routes through Millwall Park and Mudchute Park and Farm to improve safety (actual and perceived) and make these more appealing

Placemaking

- 6 Enhance the potential of the local public transport hubs (DLR Stations and River Services piers) as footfall generators and potential locations for high quality public space, kiosks and activity
- 7 Respect and enhance the heritage assets in the area, in particular in relation to the two Conservation Areas

Innovation

- 8 Encourage water-based passenger transport.



3

STRATEGY + PROJECTS

The opportunities set out in the previous section have been developed into a long list of local connections interventions. These are organised into the following packages:

- Linking
- Bridging
- Upgrading
- Orientating

3.1 LINKING

Big stitches through the Opportunity Area and out to the surrounding area.

3.1.1 ISLE OF DOGS CENTRAL SPINE

Delivery of a strategic active travel corridor through the heart of the area down to Greenwich connecting District Centres at Crisp Street, Crossharbour and Canary Wharf with open spaces, the docks and the River. This route stitches existing connections together through new or upgraded crossings over major barriers (South Dock and Aspen Way) and utilises the Greenwich Foot Tunnel as an important cross-borough connection. It will be delivered incrementally through a series of separate interventions.

3.1.2 NEW RIVER CROSSINGS

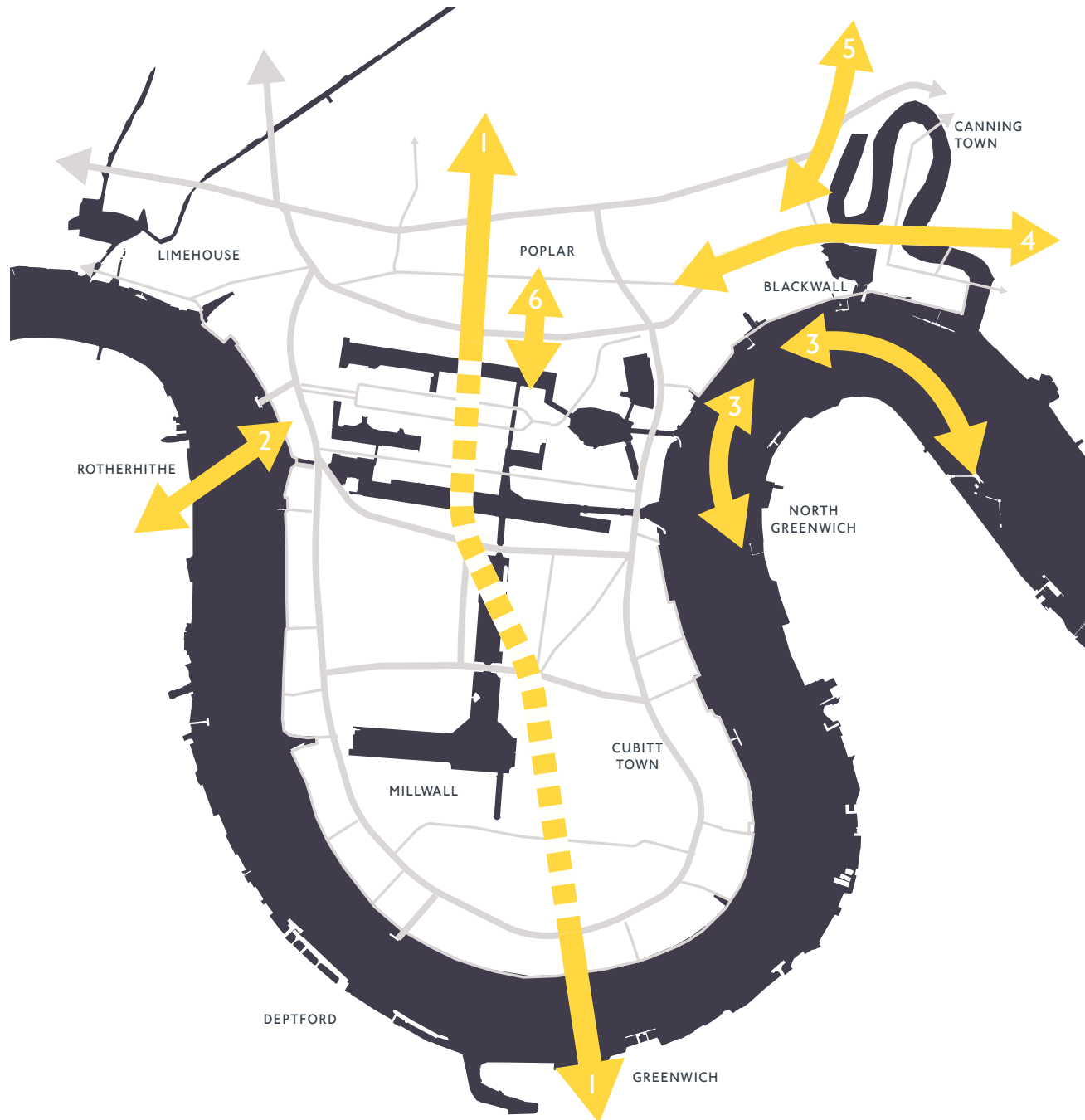
New cross-river connections will address the impact of the Thames as a barrier to strategic walking and cycle movement. These new crossings will link the growth areas of Rotherhithe and Canary Wharf to the west, and North Greenwich and Blackwall / Canary Wharf to the east. Improvements to onwards walking and cycle routes around the interface with these crossings enable safe and direct onward journeys.

3.1.3 LINKING TO GROWTH AREAS




Improvements to strategic walking and cycle connections around Leamouth and Blackwall will help to build a stronger relationship to the Poplar Riverside Housing Zone and eastwards into Newham. These connections will include new bridges across the River Lea, improved cycle links to the Royal Docks and connections to the Leaway which links Leamouth northwards to Queen Elizabeth Olympic Park.






3.1.4 POPLAR DLR DEPOT TO BILLINGSGATE

Overcoming the severance caused by Aspen Way by constructing significant new links between the DLR depot and the Billingsgate site. Proposals currently under consideration include the construction of a deck or local bridges over the DLR tracks and Aspen Way creating a seamless north-south link and improving integration between the Isle of Dogs and South Poplar.








- LINKS
- 1 Central spine
- 2 Rotherhithe to Canary Wharf
- 3 Blackwall to North Greenwich
- 4 East - west connections to Newham
- 5 Connections to Poplar Riverside Housing Zone
- 6 Poplar DLR depot to Billingsgate

 LINKING PROJECTS	PRIMARY DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY	
01-L	Isle of Dogs central spine		OA wide	Strategy for an enhanced north-south central link through the Isle of Dogs.	Continuous north to south connection through the heart of the OA	S-M	Individual projects are listed separately.	N/A
02-L	Rotherhithe to Canary Wharf crossing		Canary Wharf	New fixed connection for pedestrians and cycles linking two major growth areas around Rotherhithe and Canary Wharf.	Improved connectivity, notably for cyclists travelling from the growth areas of Rotherhithe and Canada Water to Canary Wharf. Relief for congested Jubilee Line	M	£££+ plus operating costs	2

-  Better Streets for All
-  Overcoming Severance
-  A Network of Walking and Cycle Routes
-  Supporting Placemaking and Transformation
-  Innovation

Outline costs:
 £ - Up to 5M
 ££ - Up to 10M
 £££ - Up to 20M
 £££+ - Greater than 20M

Priority refers to how critical the infrastructure element is for the OAPF as follows:
 1 - critical enabling
 2 - essential mitigation
 3 - high priority
 4 - desirable

L	LINKING PROJECTS	PRIMARY DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
03-L	River crossing - Blackwall to North Greenwich		South Poplar	New River Services pier to the east of the Opportunity Area	Direct link for pedestrians and cycles to North Greenwich	S	£££ (depending on scale of intervention)	3
04-L	Connections to the Royal Docks		South Poplar	Improvement to east-west cycle and pedestrian connections between the Isle of Dogs and the Royal Docks	Better and more direct pedestrian and cycle connections	S-M	Individual projects are listed and costed separately.	2
05-L	Links to Poplar Riverside		South Poplar Canary Wharf	A strategy for improving connections between the OA, Poplar Riverside Housing Zone and the Leaway	Connectivity and convergence	S-M	Individual projects are listed and costed separately.	2
06-L	Poplar DLR depot to Billingsgate	 	South Poplar Canary Wharf	New connections across Aspen Way and the DLR tracks, linking Poplar DLR depot and the Billingsgate site	Connectivity and convergence Access to Canary Wharf Elizabeth line station Improved access to Poplar DLR Station. This project would enable north-south connectivity, as well as creating a potential new neighbourhood for the OA.	L	£££+ (subject to scale of intervention)	1

3.2 BRIDGING

Overcoming localised severance by bridging across the waterways and major lines of infrastructure.

3.2.1 SOUTH DOCK BRIDGES

Improved connections across South Dock through the delivery of one new and one upgraded bridge connection. These bridges will enable people to travel more easily between South Quay and Canary Wharf, while being seamlessly integrated into the wider walking and cycle network for onward journeys.

3.2.2 MILLWALL INNER DOCK

Delivery of a footbridge across Millwall Inner Dock to enable a direct walking route along South Quay and improve connections to South Dock from the east.

3.2.3 LEAMOUTH BRIDGES

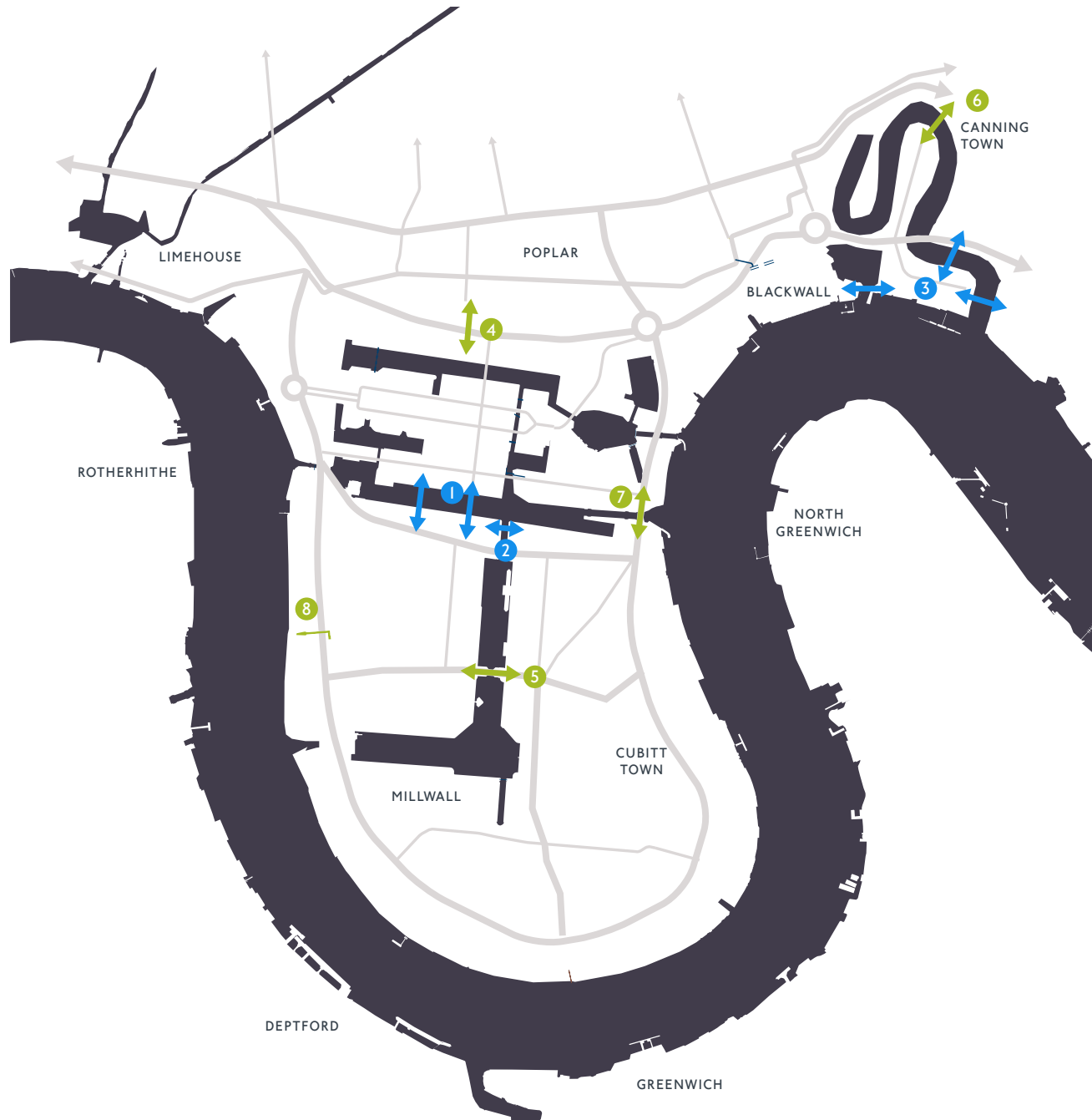
Three new bridges across the River Lea and the mouth of East India Dock Basin to improve access to this area from the east and help to unlock sites for future development. These connections will tie in with the Leaway as well as proposed development in the Royal Docks.

3.2.4 POPLAR FOOTBRIDGE

Upgrades to the footbridge across Aspen Way to be delivered as a short-term priority to address north-south severance. Approach routes from both sides should be legible and inviting to encourage more people to walk and cycle between the Isle of Dogs and South Poplar as well as providing a seamless connection for passengers arriving at Poplar station. This bridge has a critical linking function to play in advance of additional future connections between Poplar DLR depot and Billingsgate (project 06-L).




3.2.5 UTILITIES DUCTING

Investigation work should be carried out during the design of new or upgraded bridges to identify opportunities for incorporating ducting into the bridge design (for more information refer to Section T7).



- PROPOSED BRIDGE CONNECTIONS
- 1 South Dock bridges
- 2 Millwall Inner Dock bridge
- 3 Leamouth bridges

- PROPOSED BRIDGE UPGRADES
- 4 Poplar footbridge upgrades
- 5 Glengall bridge - improvements to pedestrian and cycle access
- 6 City Peninsula - potential for future upgrades to provide cycle facilities and 24 hour access
- 7 Blue bridge capacity upgrades
- 8 Removal of footbridge over Westferry Road and replacement with surface level crossing

B	BRIDGING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
07-B	South Dock bridges		South Quay	South Dock east bridge New bridge across South Dock from South Quay Plaza to Canary Wharf. Provision must be made for improvements to onward routes, linking into the wider walking and cycle network	Improved walking and cycle links. Relieving pressure on the DLR at South Quay and Canary Wharf	S	££	1
				South Dock west bridge Replacement of Wilkinson Bridge on current alignment or alternative alignment to the west to support growth coming forward in the area	Further information, including further work to define actual and operational costs will be undertaken as part of stage 2 of LBTH/TfL South Dock Bridge Study	M	££	
08-B	Millwall Inner Dock - footbridge		South Quay	East-west bridge link over the Millwall Inner Dock enabling a direct pedestrian connection along South Quay	Improved walking links	M	£	4
09-B	East India Dock Basin bridge		South Poplar	Upgrades to the existing footbridge at the mouth of East India Dock Basin	Improved walking and cycle links. Upgrading the Thames Path	M	£	3



Better Streets for All



Overcoming Severance



A Network of Walking and Cycle Routes



Supporting Placemaking and Transformation



Innovation

Outline costs:

£ - Up to 5M

££ - Up to 10M

£££ - Up to 20M

£££+ - Greater than 20M







Priority refers to how critical the infrastructure element is for the OAPF as follows:

1 - critical enabling

2 - essential mitigation

3 - high priority

4 - desirable

B	BRIDGING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
10-B	Trinity Buoy Wharf bridge		South Poplar	New pedestrian and cycle bridge between Tower Hamlets and Newham across the mouth of the River Lea	Cross-borough connections	M	£	N/A (sub-regional intervention)
11-B	Hercules bridge		South Poplar	New pedestrian and cycle bridge between Orchard Place and the Limmo Peninsula	Cross-borough connections Unlocking the Limmo site to the north	M	£	N/A (sub-regional intervention)
12-B	Poplar footbridge upgrade		South Poplar	Upgrades to the Poplar footbridge to provide a seamless connection between Poplar High Street and North Quay. Improvements to onward cycle connections strongly encouraged (subject to overcoming changes in level)	Improved walking and cycle connections Overcoming severance effect of Aspen Way	S	£	1
13-B	Glengall bridge		Crossharbour	Proposed access improvements to Glengall Quay bridge	Improved access for pedestrians and cycles	S	£	2
14-B	City Peninsula - 24 hour connection		South Poplar	Upgrades to footbridge at Leamouth North to allow cycle access and a 24 hour connection between City Peninsula and Canning Town	Improved access to public transport	S/M	£	N/A (sub-regional intervention)
15-B	Blue bridge upgrades		Canary Wharf and Wood Wharf	Improvements to cycle level of service on the Blue bridge and approaches, to be delivered as part of general bridge maintenance works	Improved safety of all road users	M	£	2

3.3 UPGRADING

Investing in high quality Healthy Streets to serve the increasing number of people living and working in the OA. These streets should provide the backdrop to daily life, offer a high level of service for pedestrians and cycles and support the delivery of active and characterful places throughout the area.

3.3.1 CORRIDOR IMPROVEMENTS

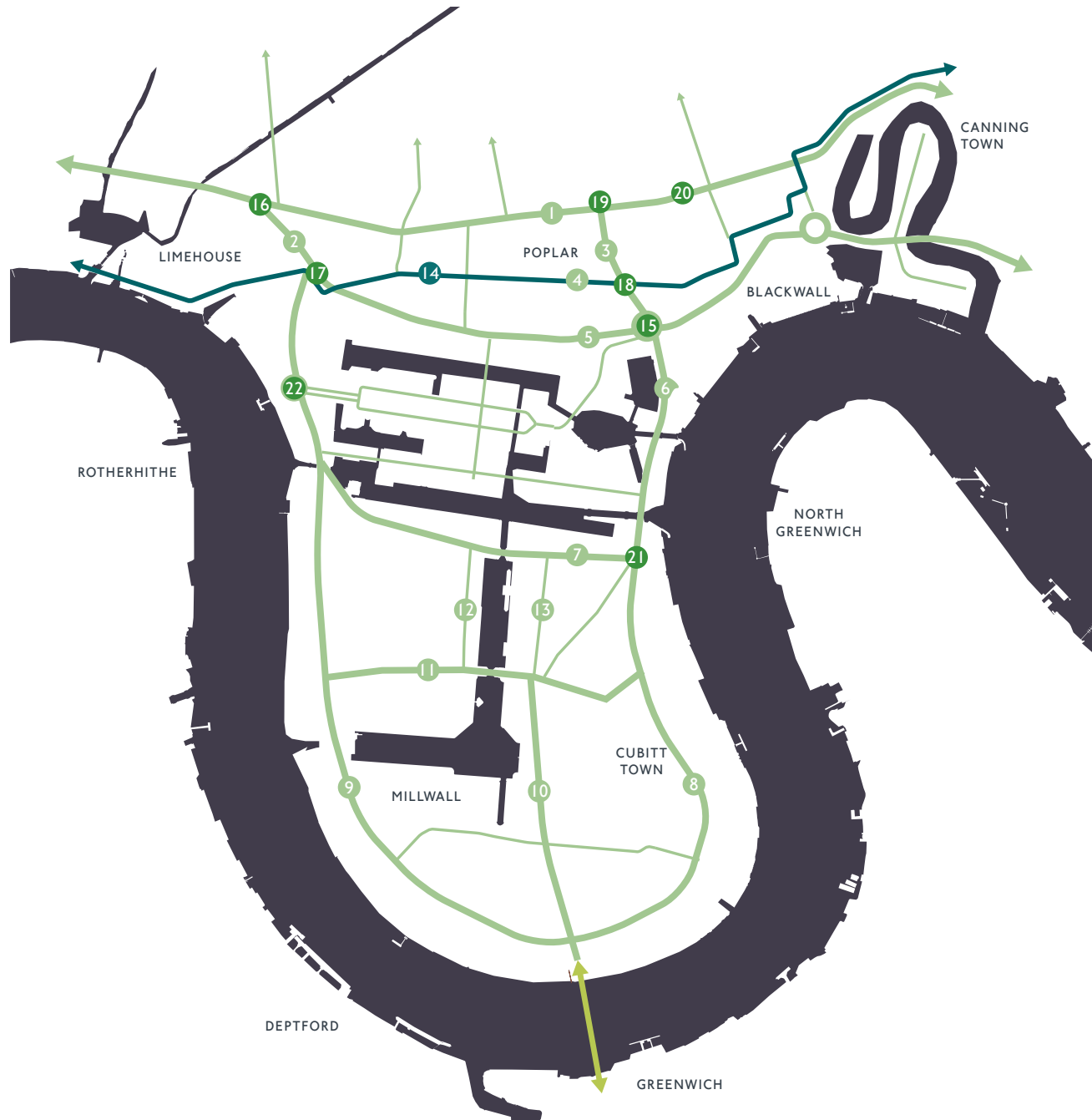
Tackling the dominance of traffic to support the move towards a healthier street environment where walking, cycling and public transport take priority. The Street Types for London provide a framework to determine appropriate design interventions for these corridors (see Section 4 -BS for more detail).

3.3.2 JUNCTION UPGRADES





Improvements to key junctions in the area to increase their level of service for pedestrians and cyclists, reduce congestion and improve traffic flow where possible.






3.3.3 CONNECTIONS TO CS3

Enhanced cycle provision on a series of key routes to create better connections to Cycle Superhighway Route 3, making it easier for people to cycle for longer journeys as well as local trips.







- PROPOSED CORRIDOR IMPROVEMENTS
- 1 East India Dock Road
- 2 West India Dock Road
- 3 Cotton Street
- 4 Poplar High Street
- 5 Aspen Way
- 6 Preston's Road
- 7 Marsh Wall
- 8 Manchester Road
- 9 Westferry Road
- 10 East Ferry Road
- 11 Tiller Road / Pepper Street
- 12 Millharbour
- 13 Limeharbour
- CYCLE SUPERHIGHWAY UPGRADES
- 14 CS3 - upgraded connections
- JUNCTION UPGRADES
- 15 Preston's Road roundabout
- 16 Jn East India Dock Road / West India Dock Road (Lipstick Corner)
- 17 Jn Westferry Road / West India Dock Road
- 18 Jn Cotton Street / Poplar High Street
- 19 Jn East India Dock Road
- 20 Jn East India Dock Road
- 21 Jn Marsh Wall / Manchester Road
- 22 Westferry Circus
- Greenwich Foot Tunnel






 UPGRAIDING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
16-U		South Poplar	Public realm improvements and new north-south connections to support emerging development in the area	Supporting future development and creating better quality places Improved north-south connections	L	££	2
			Junction improvements: East India Dock Road / Burdett Road jn		L		
			Junction improvements: Cotton Street / East India Dock Road jn		L		
17-U		South Poplar	Reallocation of road space to improve environment for walking and provide dedicated cycle facilities	Supporting future development and creating better quality places	M	££	2
			Upgrade to Westferry Road/West India Dock Road junction				
18-U		South Poplar	Upgrades to Preston's Road roundabout to improve walking and cycle connections	Improving pedestrian and cycle connections at the eastern gateway to the Isle of Dogs Supporting future development and creating better quality places	S	£££ (including Preston's Road roundabout)	1
			Public realm - Cotton St and Preston's Rd		S		2
			Upgrades to Blackwall Way		S		2

-  Better Streets for All
-  Overcoming Severance
-  A Network of Walking and Cycle Routes
-  Supporting Placemaking and Transformation
-  Innovation

Outline costs:
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U	UPGRADING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
19-U	Poplar High Street		South Poplar	Significant enhancements to the movement and place function of Poplar High Street. Proposals to be developed as part of a masterplan for this area	Enhancing the role of Poplar High Street within the local area and reviewing its longer term movement and place function	M/L	££	1
				Poplar High Street/Cotton Street junction improvements	Supporting future development and creating better quality places			
20-U	Manchester Road		Isle of Dogs wide	Upgrades to provide better facilities for pedestrians and cycles and improve the quality of the public realm	Better, safer cycling Better pedestrian environment	S	£	2
21-U	Marsh Wall		South Quay	Build on existing LBTH study for Marsh Wall to identify additional streetscape improvements which respond to the density of development proposed in the South Quay Masterplan. Provide pedestrian and cycle connections to South Dock bridges. Proposals should be transformational.	Upgrades to pedestrian comfort, urban realm and potential management of vehicles using the street Supporting future development and creating better quality places	M	£££ (subject to level of intervention)	1
				Manchester Road/Marsh Wall junction	Junction improvement scheme to improve safety and provide better pedestrian facilities – raising the carriageway level and making East Ferry Road one way			
22-U	East Ferry Road		Crossharbour and South Quay	Improved pedestrian and cycle connections between Mudchute and Crossharbour	Better, safer walking and cycling Wayfinding and legibility	S/M	£	1
				Public realm upgrades and improved permeability around Crossharbour District Centre	Supporting future development and creating better quality places			
				Upgrades to the East Ferry Road underpass to improve safety (actual and perceived) for users				

U	UPGRADING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
23-U	Westferry Road		Crossharbour, South Quay and Island Gardens	<p>Public realm upgrades around Barkantine Estate Neighbourhood Centre (Tiller Road to Cuba Street)</p> <p>Cycle upgrades along Westferry Road corridor, connecting to the proposed Rotherhithe - Canary Wharf crossing</p> <p>Removal of Westferry Road footbridge and replacement with surface level crossings as part of a wider corridor scheme that includes traffic calming measures</p>	Better, safer cycling Better pedestrian environment More accessible crossing facilities	M	£	2
24-U	Tiller Road / Pepper Street		Crossharbour	Upgrades to the Tiller Road / Pepper Street link, improving access and the quality of connections to the DLR, bus terminus and Crossharbour District Centre	Better, safer walking and cycling connections	M	£	2
25-U	Millharbour		South Quay and Crossharbour	Cycle improvements to Millharbour	Better, safer walking and cycling connections	S	£	3
26-U	Spindrifft Avenue		Island Gardens	Signage and wayfinding improvements and better interchange with public transport	Improve wayfinding for pedestrians and cyclists between Westferry Road and Mudchute DLR station	M	£	4
27-U	Cycle Superhighway Route 3 upgrades and connections		South Poplar	<p>Upgraded cycling facilities on routes connecting to CS3:</p> <p>Burdett Road Upper North St / Saltwell St Kerbey St/Woodstock Terrace Aberfeldy Street</p> <p>Consider opportunities for CS3 upgrades:</p> <p>Re-routing between Leamouth Road and Poplar High Street Re-route Ming St link to Pennyfields</p>	Better and more direct cycle connections connecting local routes to the strategic Cycle Superhighway Route 3	M/L	£	2

U	UPGRADING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
28-U	Connections to the Leaway		South Poplar	Canning Town riverside	Better walking connections between the A1020 and Canning Town Interchange. Key gateway to the Leaway	S/M	£	2
				Silvocea Way	Wayfinding, signage and public realm upgrades			
				East India Dock basin	Wayfinding and signage improvements			
				Orchard Place - improved connections from Trinity Buoy Wharf/Orchard Wharf through the City Island site to the Leamouth North footbridge and Canning Town interchange. Improved connections westward to East India DLR station.	Safe and generous cycling and pedestrian routes provided to deal with the potentially conflicting increases in both pedestrian, cycling and vehicular traffic.			
29-U	Saunders Ness Road	 	Island Gardens	Remove vehicular traffic from the western section of Saunders Ness Road and create a high quality, green space for pedestrians and cyclists along the northern side of Island Gardens	Improved urban environment Positive impact on air quality	M	£	4
30-U	Greenwich Foot Tunnel - active travel management		Island Gardens	Work being undertaken by RB Greenwich to consider whether the Greenwich Foot Tunnel can be used by cyclists as well as pedestrians	Potential to make this a more efficient cycle connection between Greenwich and Tower Hamlets connecting into the proposed Isle of Dogs north-south spine	S	N/A	3
31-U	Greening strategy		OA Wide	Strategy for greening throughout the Opportunity Area including tree planting, soft landscaping and SuDS	Improved urban environment, positive impact on air quality, sustainable urban drainage	S	£ (not including delivery costs)	3

3.4 ORIENTATING

Creating a sequence of connected public realm and open space assets throughout the OA and improving awareness and access to these for residents and visitors.

3.4.1 LIMEHOUSE TO LEAMOUTH WALKING ROUTE

Upgrades to the Thames Path to improve its amenity and leisure function. Completion of missing sections of this route where possible to create a continuous riverside connection from Limehouse to Leamouth. Interventions to improve the quality of experience including wayfinding upgrades.

3.4.2 ACTIVATING THE DOCK EDGES

Maximising the amenity value of waterside spaces and creating a continuous connection along the dockside, with new development fronting onto the water expected to safeguard and enable public access to the dock edges.

3.4.3 STATION PUBLIC REALM

Investing in the public realm around key stations to build on their place-shaping potential and increase station presence on the street.

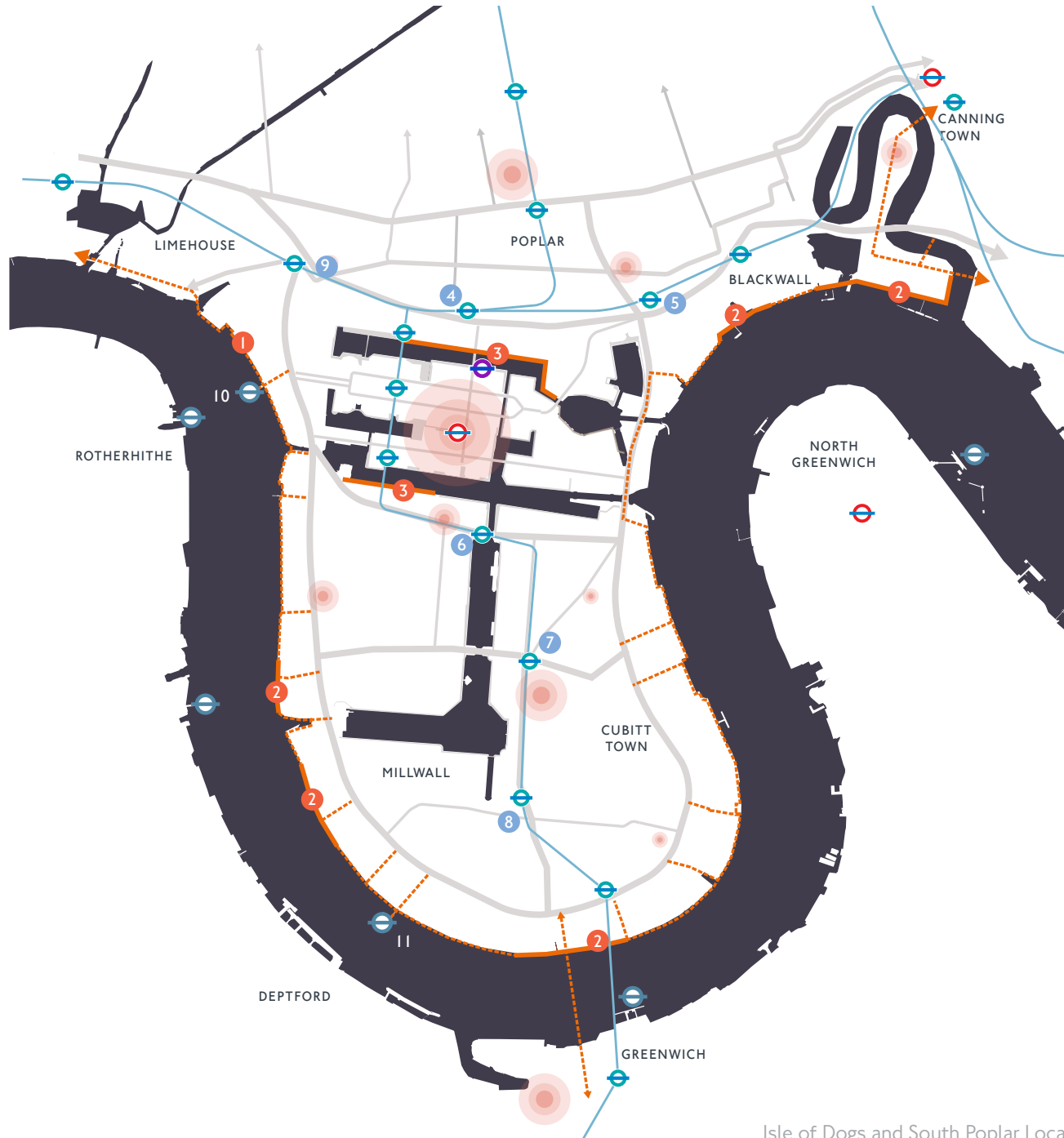
3.4.4 RIVER SERVICES

River Services have the potential to play a more prominent role in enabling cross river pedestrian and cycle journeys with proposals for more cycle-friendly vessels being considered. Walking and cycle routes to and from the piers should be well designed with wayfinding elements to help improve visibility from main routes and encourage interchange with other modes for onward journeys.





3.4.5 PLACEMAKING STRATEGIES

Development of a strategy for wayfinding including provision of Legible London signage across the OA.

A strategy for creative and cultural regeneration to inform the design of the public realm, streets and spaces across the Opportunity Area.



- THAMES PATH AND DOCK EDGES
 - 1 Thames Path upgrades
 - 2 Complete missing links - Thames Path
 - 3 Complete missing links - dock edges
- STATION PUBLIC REALM UPGRADES
 - 4 DLR Poplar
 - 5 DLR Blackwall
 - 6 DLR South Quay
 - 7 DLR Crossharbour
 - 8 DLR Mudchute
 - 9 DLR Westferry
- ⊖ RIVER SERVICES
 - 10 Canary Wharf pier
 - 11 Masthouse Terrace pier
- LBTH proposed hierarchy of centres (draft LBTH Local Plan 2017)

 ORIENTATING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
32-O		OA Wide	Upgrades to existing sections of the Thames Path and enhancement of the spaces along it	Increase usage of Thames Path for residents, workers and visitors to the area Maximise its leisure and amenity value Create a high quality, continuous route	S	£	2
			Thames Path missing links - feasibility study to look into the potential for completing missing links along the Thames Path (within the OA boundary)				2
			Thames Path missing links - design and delivery of new connections completing missing links in the Thames Path				2
33-O		Canary Wharf South Quay	Delivery of publicly accessible connections along the dock edges where there are currently gaps	Create high quality, continuous routes providing access for all to the waterways	Lifespan of OAPF	N/A	3
34-O		Crossharbour	Provision of an upgraded bus interchange at Crossharbour, to be delivered as part of the ASDA site redevelopment.	Improved public transport hub serving the area	S	N/A	2



Better Streets for All



Overcoming Severance



A Network of Walking and Cycle Routes



Supporting Placemaking and Transformation



Innovation

Outline costs:

£ - Up to 5M

££ - Up to 10M

£££ - Up to 20M

£££+ - Greater than 20M



Priority refers to how critical the infrastructure element is for the OAPF as follows:




1 - critical enabling



2 - essential mitigation

3 - high priority

4 - desirable

	ORIENTATING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
35-O	Station public realm enhancements		South Poplar	Westferry DLR Upgrades to the setting of Westferry DLR station	Station public realm improvements should build on the place-shaping potential of the station to increase station presence on the street and outwards to the wider area	S/M	£	2
			South Poplar	Blackwall DLR Improvements to the setting of Blackwall DLR station and its approaches				
			South Poplar Canary Wharf	Poplar DLR Improve the place-making role of the station within the wider area and invest in upgrades to the station setting and access				
			South Quay	South Quay DLR Better integrate the DLR infrastructure into the streetscape and animate the area beneath the DLR viaducts				
			Crossharbour	Crossharbour DLR Improvements to Crossharbour Station including better access, better station presence on the street and a stronger connection to Crossharbour District Centre, addressing the severance caused by the station embankment				
			Island Gardens	Mudchute DLR Upgrades to the large and underused areas of public space around Mudchute station to increase their value for the community				

	ORIENTATING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
36-O	Promotion of River Services		OA Wide	Promotion of River Services for access into Central London and further eastwards Wayfinding and connections to Canary Wharf pier Wayfinding and connections to Masthouse Terrace pier Integration of future pier to the east of the Isle of Dogs peninsula (including wayfinding and connections)	Encouraging an uplift in use of River Services, which have spare capacity currently. An increased level of usage could help to relieve pressure on rail and buses.	S S S S	£	2
37-O	Legible London signage		OA Wide	Coordinated delivery of Legible London signage across the Opportunity Area	Better pedestrian wayfinding across the OA and wider area	Lifespan of OAPF	N/A	2

	ORIENTATING PROJECTS	PROJECT DRIVER	LOCATION	DESCRIPTION	BENEFITS	PHASING	ESTIMATED COST	PRIORITY
38-O	Creative and cultural strategy including wayfinding initiatives		OA Wide	<p>A strategy for creative and cultural regeneration to inform the design of the public realm, streets and spaces and create places of exception and delight across the OA. This would also include wayfinding and a lighting strategy to:</p> <ul style="list-style-type: none"> • Ensure that connections to key destinations in the area are clearly marked with good visual connectivity where possible • Provide glimpses to the waterways where possible to help wayfinding • Guide the use of light and public art to reinforce key characteristics of specific locations 	<p>Wayfinding Reinforcing local identity Placemaking</p>	M	£	2



THAMES PATH
Greenwich
Thames Barrier
1/4 m
3 1/4 m

THAMES PATH
Masthouse Terrace Pier
John McDougall Gardens
Canary Wharf & Pier
Hampton Court
1 m
1 1/2 m
2 1/4 m
34 m

Island Gardens DLR station
DONE

Y A Q 2

Coca-Cola

WAL'S

TEA
COFFEE
COLD DRINKS
ICE CREAM
SNACKS
SWEETS

THAMES PATH

Island Gardens DLR station

WAL'S

TEA
COFFEE
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SWEETS