Neighbourhood Centres Part 01 – Spatial portrait
Report 4
Draft 02
November 2008

Space Syntax
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Neighbourhood Centre Summary (People, Place)

Aberfeldy Street
Barkantine Estate
Ben Jonson Road
Brick Lane
Cambridge Heath Road
Castalia Square
Columbia Road
Manchester Road

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Document reference

1072_LBTH_TCS Spatial Portrait Neighbourhood Centres Part 01 Draft 02.ppt
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Neighbourhood Centre Part 01 – Spatial portrait Draft 02
<table>
<thead>
<tr>
<th><strong>Alberfeldy Street</strong></th>
<th><strong>Barkantine Estate</strong></th>
<th><strong>Ben Jonson Road</strong></th>
<th><strong>Brick Lane</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>People</strong> (See appendix 4 for details)</td>
<td><strong>People</strong></td>
<td><strong>People</strong></td>
<td><strong>People</strong></td>
</tr>
<tr>
<td>• Almost 40% below average population and average density</td>
<td>• Average population and second lowest population density</td>
<td>• Slightly below average population and almost average population density</td>
<td>Highest residential population comparable to most district centre. Residential density is one of the highest of all the centres. Total and capita expenditure are below average and on a par with Watney Market</td>
</tr>
<tr>
<td>• Total expenditure 50% below average and 20% below average per capita expenditure</td>
<td>• Above average total expenditure and per capita expenditure</td>
<td>• Below average total expenditure and per capita expenditure</td>
<td></td>
</tr>
<tr>
<td><strong>Place</strong> (See appendices 1, 2, 3)</td>
<td><strong>Place</strong></td>
<td><strong>Place</strong></td>
<td><strong>Place</strong></td>
</tr>
<tr>
<td>• On line centre. The street which was a main north south arterial is now cut off both side.</td>
<td>• On line Off line centre</td>
<td>• On line Off line centre</td>
<td>• Online centre</td>
</tr>
<tr>
<td>• Average daily traffic level: NA</td>
<td>• Average daily traffic level: NA</td>
<td>• Average daily traffic level: NA</td>
<td>• Average daily traffic level: NA</td>
</tr>
<tr>
<td>• Poor PTAL</td>
<td>• Good PTAL</td>
<td>• Good PTAL</td>
<td>• Good to very good PTAL</td>
</tr>
<tr>
<td>• Poor macro spatial centrality</td>
<td>• Very good macro spatial centrality</td>
<td>• Good macro spatial centrality</td>
<td>• Very good macro spatial centrality</td>
</tr>
<tr>
<td>• Poor meso spatial centrality</td>
<td>• Good meso spatial centrality</td>
<td>• Good meso spatial centrality</td>
<td>• Very good meso spatial centrality</td>
</tr>
<tr>
<td>• Average micro spatial centrality.</td>
<td>• Good micro spatial centrality.</td>
<td>• Good micro spatial centrality.</td>
<td>• Below average micro spatial centrality. There is a dense network of main arterial that compensate for the relatively poor local network mainly on the north side due to infrastructure severance.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• The Royal London Hospital masterplan has not been evaluated.</td>
</tr>
</tbody>
</table>
Spatial Portrait  Neighbourhood Centre Summary

Brick Lane

**Projections**

**People**
- Changing demographic dynamics of Brick Lane

**Place**
- Increased accessibility from the East London Line Extension
- Major development sites will bring the City closer to Brick Lane

**Issues**
- Conservation area and many listed buildings
- A3-A5 use policy to contain uses within Brick Lane
- Boundary issue: badly defined
- Neighbourhood centre: invisible from the London Plan
- CAZ issue: not part of the CAZ

Cambridge Heath Road

- Boundary to be redefined excluding Cleveland Way

**People**
- Fourth highest population and above average population density
- Above average total expenditure and below average per capita expenditure

**Place**
- On line centre
- Average daily traffic level: NA
- Poor PTAL
- Very good macro spatial centrality
- Very good meso spatial centrality
- Good micro spatial centrality

**Projections**

**People**

**Place**

**Policy**

Castalia Square

- To be de-designated. It is in close proximity to Crossharbour and the extension of Canary Wharf. Catchment coverage overlaps with both.

Columbia Road

**People**
- Third highest population and above average population density
- Above average total and average per capita expenditure

**Place**
- On line centre
- Average daily traffic level: NA
- Poor PTAL
- Very good macro spatial centrality
- Very good meso spatial centrality
- Good micro spatial centrality.
Spatial Portrait  Neighbourhood Centre Summary

Manchester Road

People

• 20% below average population and
33% below average density
• Average total expenditure and almost
30% above average per capita
  expenditure

Place

• On line centre
• Average daily traffic level: NA
• Poor to moderate PTAL
• Good macro spatial centrality
• Good meso spatial centrality
• Below average micro spatial centrality.

To be extended to include Island Gardens DLR station surroundings
Summary  Aberfeldy Street

People

400 m catchment area
• Almost 40% below average population and average density
• Total expenditure 50% below average and 20% below average per capita expenditure

Land use

Place

Typology
• On line centre.
• Aberfeldy St, two ways. Disconnected at one end

Public transport & traffic
• Average daily traffic level: NA
• Poor PTAL
• DLR
  ++ East India
  ++ Black Wall
  + All Saints

Centrality Index
• Poor macro spatial centrality
• Poor meso spatial centrality
• Poor micro spatial centrality.

Transport Legend
+++ less than 400m
++ less than 800m
+ less than 1,200m
Proposal Aberfeldy Street Neighbourhood Centre

Current
- Existing centre limits

Proposed
- Existing centre limits
- Proposed centre limits
- De-designate

Neighbourhood Centre Part 01 – Spatial portrait Draft 02

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1916-1917 Aberfeldy Street

Spatial location
West of the low Lea River, the area is a triangle between Gas works on the north on the west, one block away, the wide Brunswick Road, today Northern Blackwall Tunnel Approach (A102) and directly connected to East India Road on the south and the East India Warehouse.

Spatial connectivity
Meso-macro: north-south - good Brunswick Road east-west - good East India Road
Micro: Good westward

Located on a tram line and off a major tram route.

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
Mainly a simple East-West/North-South grid intersecting a diagonal on the north side articulated by triangular urban block. Relatively elongated urban block with shorter side facing the Aberfeldy Street. Most block are perimeter block. A good spatial configuration considering the north and south spatial barriers.

Architectural constitution of streets
Almost entirely active frontage.

Booth Map 1998-99
Aberfeldy Street
Mixed, some conformable some poor
Brunswick Road
Fairly comfortable, good ordinary earning
Spatial location
The whole area is now spatially segregated and disconnected by dual carriageways west and south.

Spatial connectivity
Largely reduced to favours street layout for speed – direct layout and low connectivity speed traffic.
Meso-macro: north-south - poor
Northern Approach
east-west - poor
East India Road
Micro: poor

DLR East India located 500m away by direct crow fly. The pedestrian reality is very different (800m) making DLR Blackwall an equivalent alternative.

Built density – pop. density proxy
The built density has been thinned out with 1960 design of housing estate with various building heights. Several urban block have become green space.

Urban block configuration & size
The street layout is the same.
Surroundings
The street layout has mainly been kept for the streets except for the arterial that are now disconnected. There is a high level of transport mode segregation resulting in over-permeability.

Architectural constitution of streets
Active frontage on the centre almost completely double loaded.
Surroundings
A lot of buildings are self standing with back building exposed, many blank and service façade facing the public domain.
Photos Survey  Aberdelfy Street

From DLR East India
Urban baseline Land Use (AL2) Aberfeldy Street Neighbourhood Centre

Land Use, AL2

- Cinema, Art Centre, Visitor Information (9)
- Library, Art Gallery (11)
- Sports (52)
- Public Car Parking (25)
- Hotel (17)
- Health (104)
- Religion (74)
- Education (175)
- Community, Centre (140)
- Shop, Post Office (1054)
- Rank, Office (567)
- Restaurant (112)
- Bar, Public House (108)
- Office, Conference Centre, government Office (308)
- Cash&Carry, Distribution (34)
Summary  Barkantine Estate

**People**

* 400 m catchment area
  - Average population and second lowest population density
  - Above average total expenditure and per capita expenditure

**Place**

**Typology**

- On line Off line centre
- A1206 Westferry Rd, one way

**Public transport & traffic**

- Average daily traffic level: NA
- Good PTAL
- DLR
  - Cross Harbour
  - South Quay

**Centrality Index**

- Very good macro spatial centrality
- Good meso spatial centrality
- Poor micro spatial centrality.

**Transport Legend**

+++ less than 400m
++  less than 800m
+   less than 1,200m
Proposal  Barkantine Estate  Neighbourhood Centre

Current
- Existing centre limits

Proposed
- Existing centre limits
- Proposed centre limits
- Proposed Major centre

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19
2008 Barkantine Estate

Spatial location
Located in the lower West side of the Isle of Dogs peninsula. St Luke, one of the four Isle of Dogs neighbourhood (St Luke, St Cuthbert, Christ Church and St John Cubitt Town). It is linked to St John by a bridge.

Spatial connectivity
Meso-macro: north-south - good
   Westferry Road
   east-west - limited
   Glengall Road
micro: good within its confine, poor otherwise

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
Almost a simple ladder north south grid. A mix of small block with the shortest side facing the Westferry and Chewell and elongated urban block with shorter side facing the Chewall Street. A very good spatial configuration considering that this area is completely isolated on its four sides. Most block are perimeter block some are open.

Architectural constitution of streets
Almost entirely active frontage.

Booth Map 1998-99
Westferry Road
Fairly comfortable, good ordinary earning
Chewall Street (Quarterdeck Street)
Mixed, some conformable some poor
2008 Barkantine Estate

Spatial location
The whole area has been rebuild and transformed radically.

Spatial connectivity
Meso-macro: north-south
  Westferry Road
  east-west
  Tiller Road
Micro: improved yet very fragmented

Built density - pop. density proxy
The built density has been thinned out with 1960 design of housing estate with various building heights. Several urban block have become green space.

Urban block configuration & size
The street layout is very different implementing slabs and towers on the green spatial organisation.

Surroundings
The street layout has been extensively changed. It is almost organised as a large super block, a box diagram. There is high level of transport mode segregation resulting in under-permeability.

Architectural constitution of streets
Active frontage within the centre, two side of a square.

Surroundings
A lot of buildings are self standing with back building exposed, many blank and service façade facing the public domain.
Photos Survey  Barkantine Estate
Urban baseline  Land Use  Barkantine Estate  Neighbourhood Centre

Land Use, Town Centre audit 2007
- A1: Shops (1267)
- A2: Financial & professional Services (267)
- A3: Restaurant & Cafe (326)
- A4: Drinking Establishment (57)
- A5: Hot Food Take aways (85)
- B1: Businesses (37)
- C1: Hotels (1)
- C2: Residential Institutions (1)
- C3: Dwelling Houses (70)
- D1: Non-Residential Institutions (76)
- D2: Assembly & Leisure (11)
- Sui Gener (58)
- Unknown (48)
- Vacant (70)
Urban baseline Transport Barkantine Estate Neighbourhood Centre
Summary  Ben Jonson Road

People

400 m catchment area
• Slightly below average population and almost average population density
• Below average total expenditure and per capita expenditure

Land use

Place

Typology
• On line Off line centre
• B140, two ways and pedestrian only

Public transport & traffic
• Average daily traffic level: NA
• Good PTAL
• Rail
  ++ Limehouse
• Tube
• DLR
  ++ Limehouse

Centrality Index
• Good macro spatial centrality
• Good meso spatial centrality
• Good micro spatial centrality.

Transport Legend
+++ less than 400m
++  less than 800m
+    less than 1,200m
1916-1917 Ben Jonson Road

Spatial location
Located in the middle of the Borough between Mile End Road and Commercial Road. In close proximity of a large Gas works site on the East

Spatial connectivity
Meso-macro: north-south - good
           Harford St, Edward St
           Aston St, White Horse L.
           east-west - good
           Ben Jonson Road
micro: good within its confines, poor otherwise

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
A ladder north-south grid. A mix of small block with the shortest side facing the Ben Jonson on the south side and elongated urban block with longer side on Ben Jonson. Many alleysways in close proximity. Most block are perimeter block.

Architectural constitution
Mostly active frontage.

Booth Map 1998-99

Ben Jonson Road
Fairly comfortable, good ordinary earning
Harford St.
Mixed, some conformable some poor

In close proximity:
Poor, very poor, casual, chronic want
Lowest class, “vicious semi criminal”
Spatial connectivity
Meso-macro: north-south - good
Harford St Duckett St
Ashton St White Horse L.
east-west - good
Ben Jonson Road
Micro: good within its confine,
poor otherwise

Built density - pop. density proxy
The built density has been thinned out
with 1960 design of housing estate with
various building heights. Several urban
block have become green space. Since a
lot of rebuilding has been taking place on
the south East of the Centre.

Urban block configuration & size
Same street layout with dead end on the
south side.

Surroundings
The street layout has been over simplified,
in general enlarging urban block size with
a slabs on green spatial organisation.
More recently perimeter blocks have been
implemented (south east)
There is a high level of transport mode
segregation resulting in over-permeability.

Architectural constitution
Active frontage on centre, double loaded
Recently build are flexible ground/first
floor unit (live work / mezzanine)

Surroundings
A lot of buildings are self standing with
back building exposed, many blank and
service façade facing the public domain.
Photos Survey  Ben Jonson Road

The Boundaries

The Centre
Photos Survey Ben Jonson Road

New built ground first floor flexible units
Urban baseline  Land Use  Ben Jonson Road  Neighbourhood Centre

- LBTH Centre Definition
- ITN
- CAZ Limit
- Borough Boundary

Land Use, Town Centre audit 2007

- A1 : Shops (1267)
- A2 : Financial & professional Services (267)
- A3 : Restaurant & Cafe (326)
- A4 : Drinking Establishment (57)
- A5 : Hot Food Take aways (65)
- B1 : Businesses (37)
- C1 : Hotels (1)
- C2 : Residential Institutions (1)
- C3 : Dwelling Houses (70)
- D1 : Non-Residential Institutions (76)
- D2 : Assembly & Leisure (11)
- Sul Gener (58)
- Unknown (48)
- Vacant (70)
Urban baseline Transport Ben Johnson Road Neighbourhood Centre
Summary Brick Lane

People

400 m catchment area
• Slightly below average population and almost average population density
• Below average total expenditure and per capita expenditure

Place

Typology
• On line centre
• B134 Brick Lane, one way

Public transport and traffic
• Average daily traffic level: NA
• Good PTAL
• Tube
  +++ Liverpool St.- Central, Circle, Metropolitan & Ham City
  +++ Aldgate – Metropolitan & Circle lines
  +++ Shoreditch
  + Aldgate East – Ham City & District

Centrality Index
• Good macro spatial centrality
• Good meso spatial centrality
• Good micro spatial centrality.

Land use

Miscellaneous
• Specialist comparison offer
• A large majority of A2-A5 uses
• Number of different elements make-up Brick Lane- the place
• Connections to the south are a bit messy

Transport Legend
+++ less than 400m
++ less than 800m
+ less than 1,200m
Proposal  Brick Lane  Neighbourhood Centre

Current

- Existing CAZ

Proposed

- Existing centre limits
- Proposed CAZ
- De-designate

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1916-1917 Brick Lane

Spatial location
Located west of the Borough in close proximity of Spitalfields market, ending at Columbia Road Market and starting on Whitechapel Rd.

Spatial connectivity
Meso-macro: north-south - good
- Commercial St, Brick L.
- east-west - good
- Banbury St
- Whitechapel High St.
Micro: Good

Tram routes in close proximity.

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
A deformed grid taped eastward. East west elongated block, small side facing Brick Lane. Long East-West block are between Commercial Road and Brick Lane. Most block are perimeter block.

Architectural constitution
Almost entirely active frontage.

Booth Map 1998-99
Bick Lane
Fairly comfortable, good ordinary earning with pockets of poor, very poor and lowest class.

Commercial Road
Middle class, well to do.

Whitechapel High Street
Middle class, well to do.
2008 Brick Lane

Spatial connectivity
Meso-macro: north-south - good
Commercial St, Brick L.
east-west - good
Banbury St
Wentworth St.
Whitechapel High St.
Micro: fragmented, over permeability

Built density - pop. density proxy
Especially in the east side, the built density has been thinned out with 1980 design of housing estate with various building heights. Several urban block have become green space.

Urban block configuration & size
The street layout is the same.
Surroundings
The street layout has mainly been kept for the main roads. It remains good yet at micro level the layout has been fragmented and become complex and overpermeable by implementing introverted layout (back to front) – "community village" within the city.

Architectural constitution of streets
Dense active frontage on centre
Surroundings
Some areas have back to front layout – private garden on street and entrance and car parking in the back.
A back building exposed, many blank and service façades facing the public domain.
Photos Survey  Brick Lane

The Boundaries

Brick Lane Entry

End of the Centre

Outside the Centre

Heneage Street

Fashion Street
Land Use, Town Centre audit 2007

- A1: Shops (1267)
- A2: Financial & professional Services (267)
- A3: Restaurant & Cafe (326)
- A4: Drinking Establishment (57)
- A5: Hot Food Take aways (85)
- B1: Businesses (37)
- C1: Hotels (1)
- C2: Residential Institutions (1)
- C3: Dwelling Houses (70)
- D1: Non-Residential Institutions (76)
- D2: Assembly & Leisure (11)
- Sui Gener (58)
- Unknown (48)
- Vacant (70)
Urban baseline  Land Use (AL2)  Brick Lane  Neighbourhood Centre

Land Use, AL2

- Cinema, Art Centre, Visitor Information (9)
- Library, Art Gallery (11)
- Sports (52)
- Public Car Parking (25)
- Hotel (17)
- Health (104)
- Religion (74)
- Education (175)
- Community, Centre (140)
- Shop, Post Office (1054)
- Bank, Office (507)
- Restaurant (112)
- Bar, Public House (108)
- Office, Conference Centre, government Office (308)
- Cash & Carry, Distribution (34)
Summary  Cambridge Heath Road

People

400m catchment area
- Fourth population and above average population density
- Above average total expenditure and below average per capita expenditure

Land use

Place

Typology
- On line centre
- A11 Mile End Rd, one way

Public transport & traffic
- Average daily traffic level: NA
- Poor PTAL
  - Tube
    ++ Stepney Green – Distr & HC
    ++ Bethnal Green – Central L
    ++ Whitechapel – Distr & HC

Centrality Index
- Very good macro spatial centrality
- Very good meso spatial centrality
- Good micro spatial centrality.

Transport Legend

+++ less than 400m
++ less than 800m
+ less than 1,200m
1916-1917 Cambridge Heath Road

Spatial location
Located in the middle of the Borough between Roman Road and Mile End Road.

Spatial connectivity
Meso-macro: north-south - good
- Cambridge Heath Road
- Cleveland Way
- east-west - limited
- Cephas Street
- Mile End Road

Micro: limited

Tram route on Cambridge Heath Road

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
A ladder, the ridges are Cambridge Heath Road and Globe Street, in between it is very fragmented. The railway viaduct to the north is fairly permeable and does not create very large urban blocks. Most blocks are perimeter block.

Architectural constitution
Almost entirely active frontage.

Booth Map 1998-99
Cleveland Way
- Fairly comfortable, good ordinary earning
Cambridge Heat Road
- Fairly comfortable, good ordinary earning
Whitchapel Road
- Middle class, well to do.