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Bethnal Green
Chrip Street
Cross Harbour
Roman Road East
Roman Road West
Watney Market
Whitechapel Road

Team

Alain Chiaradia
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Christian Schwander
Juliette Thomas
Dominic Honeysett
Francisco Bosch
### Urban baseline Legends

#### Transports

- **Tube Station, Total Entry & Exit**
  - 80,000
  - 40,000
  - 8,000

- **DLR Station, Total Entry & Exit**
  - 80,000
  - 40,000
  - 8,000

#### Land Use

**Land Use, Town Centre audit 2007**
- A1: Shops (1267)
- A2: Financial & professional Services (267)
- A3: Restaurant & Café (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)

#### Geographic

- LBTH Centre Definition
  - ITN

#### Spatial Analysis

- CAZ Limit
- Borough Boundary

- Segment centre
- Axial Map
- Topographic layer
- Other Centres

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**Weekday, Entry & Exit**
- 30,000
- 15,000
- 3,000

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**TLRN**
- A Road
- B Road

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**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, governement Office (308)
- Cash&Carry, Distribution (34)
### Network extend

<table>
<thead>
<tr>
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<th>Bethnal Green</th>
<th>Chriss Street</th>
<th>Cross Harbour</th>
<th>Roman Road East</th>
<th>Roman Road West</th>
<th>Watney Market</th>
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<td><strong>Micro</strong></td>
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<td><strong>Population density</strong></td>
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### Block size

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<td><strong>Frontage constitution</strong></td>
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<td>+++</td>
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<tr>
<td><strong>A lot of front/back exposure</strong></td>
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<td><strong>Mode integration</strong></td>
<td>-</td>
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</tr>
</tbody>
</table>

### Traffic management

| **Total** | -13 | -10 | -6  | -11 | -10 | -7  | -10 |

**Legend**

- +++ greatly improved / increased
- ++ moderately improved / increased
- + slightly improved / increased
- 0 similar
- - slightly reduced
- -- moderately reduced
- --- severely reduced
Summary Bethnal Green

People

800 m catchment area
- Second highest population, second highest density.
- Second highest total weekly expenditure, average weekly expenditure per capita.

400 m catchment area
- Total population is 8,525 people (third highest) and residential density is 15,386 people per ha. Similar to district centres average.
- Total retail weekly expenditure is £ 799,025 (third highest). Average weekly expenditure per head is £ 97 just above district centres average.

Place

Typology
- Online centre – linear centre
- A10 Bethnal Green Road, two ways

Public transport & traffic
- Very good to good PTAL
- Average daily traffic level: 12,600
- Rail
  ++ Bethnal green
  + Cambridge heath Rd
- Tube
  ++++ Bethnal Green – Central line

Centrality Index
- Very good macro spatial centrality
- Very good meso spatial centrality
- Below average micro spatial centrality

Transport Legend
+++ less than 400m
++ less than 600m
+ less than 1,200m

Land use

Miscellaneous
- Poor connections and poor legibility of links into surrounding green spaces
- Tube station is separated out from the rest of the centre, good level and good volume of outflow to Bethnal Green in the morning peak

1920 / 2010

Network extend
- Macro 0
- Meso - -
- Micro -

Population density - -

Block size - - -
- A lot of self standing building

Frontage constitution - - -
- A lot of front/back exposure

Mode integration - -

Traffic management

Legend
+++ greatly improved / increased
++ moderately improved / increased
+ slightly improved / increased
0 similar
- slightly reduced
- - moderately reduced
- - - severely reduced

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LBTH Town Centre Spatial Strategy LBTH

District Centre – Spatial portrait Draft 02 33
Proposal Bethnal Green District Centre

Existent
- Existing centre limits

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

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LBTH Town Centre Spatial Strategy LBTH

District Centre – Spatial portrait Draft 02
1916-1917 Bethnal Green

Spatial location
The area comprises Bethnal Green Road between Squirres Street and Cambridge Heath Road.

Spatial connectivity
Meso-macro: north-south - good
Cambridge Heath Road
east-west - good
Bethnal Green Road
Micro: Good

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
A mix of different blocks typologies compose this regular pattern limited to the south and east by train rails. Most blocks are elongated medium size blocks, some with short others large side facing Bethnal Green. A good spatial configuration with high permeability to surroundings controlled by perimeter blocks.

Architectural constitution of streets
Almost entirely active frontage.

Booth Map 1998-99
Bethnal Green (First Line)
Mixed: some comfortable others poor
Bethnal Green (Second Line)
Fairly comfortable. good ordinary earnings
2008 Bethnal Green

Spatial connectivity
Largely reduced to favours street layout for speed – direct layout and low connectivity speed traffic.
Meso-macro: north-south - good
Cambridge Heath Road
east-west - good
Bethnal Green Road
Micro: Poor

Whitechapel underground station

Built density -- pop. density proxy
Built density on centre blocks has been conserved. On the surroundings instead it has been strongly thinned out with 1960 design of housing estate with various building heights. Several urban block have become green space (Weavers Fields).

Urban block configuration & size
Although many of the blocks over Bethnal Green Road have been conserved the street layout within surroundings has been largely modified. Spatial connectivity within residential areas has been diminished. Surroundings Blocks have been largely transformed merging original blocks into large urban blocks with estate housing. 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  Bethnal Green Road

The Boundaries

*Bethnal Green Tube Station*

*An adjacent street*

*Weavers Fields*

*Shop Arches*

*DLR Bridge*

*Bethnal green Road (non-centre)*
Urban baseline  Land Use  Bethnal Green Road  District 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)
Summary  Chrisp Street

People

800 m catchment area
• Second lowest level of resident population within 800 m of centre, yet high density catchment area.
• Low level of local resident total weekly expenditure and average per capita.

400 m catchment area
• In 400 m total population is 6,244 people and density is 12,383 per ha. Both lowest for district centres if Crossharbour not considered.
• Total retail expenditure is £ 524,930 per week. Lowest for district centres if Crossharbour not considered. Average weekly expenditure per head for retail is £ 84 per week (districts average £ 94)

Place

Typology
• Off line on line centre
• A 13 E India dock, pedestrian

•Public transport & traffic
• Average daily traffic level: 15,300
• Good PTAL
• DLR
  +++  All Saints
  ++  Poplar
  +  Black Wall

Centrality index
• Very good macro spatial centrality
• Very good meso spatial centrality
• Relatively good micro spatial centrality – does not make the most of its local context connectivity from the east and west side. Poor frontage on public realm

Transport Legend
+++  less than  400m
++  less than  800m
+  less than 1,200m

Land use

Miscellaneous
• poor on line frontage and public realm quality
• complicated relationship with the main road and DLR station, which leads to poor connectivity
• Good parking

1920 / 2010

Network extend
Macro  +
Meso  -
Micro  -
Population density  --

Block size  ---
A lot of self standing building

Frontage constitution  ---
A lot of front/back exposure

Mode integration  -

Traffic management

Legend
+++  greatly improved / increased
++  moderately improved / increased
+  slightly improved / increased
0  similar
-  slightly reduced
---  moderately reduced
---  severely reduced

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LBTH Town Centre Spatial Strategy LBTH

District Centre – Spatial portrait  Draft 02 43
Proposal  Chrisp Street  District Centre

Existent

- Existing centre limits

Proposed

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

All Saint's DLR

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LBTH Town Centre Spatial Strategy  LBTH

District Centre – Spatial portrait  Draft 02

44
1916-1917 Chrisp Street

Spatial location
Located to the north of the Isle of Dogs in the eastern part of the Borough, Chrisp Street runs north-south starting from East India Dock Road (Today All Saints DLR station).

Spatial connectivity
Meso-macro: north-south - good
  Brunswick Road
east-west - good
  East India Dock Road
Micro: Good except to the south.

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
A regular pattern configured mostly by small and medium blocks. A good spatial configuration to the north of East India Dock road. Rail lines are protected by perimeter blocks to the east of Chrisp Street. To the south of East India Dock road mostly medium elongated blocks running north-south with ends in major train rails.

Architectural constitution of streets
Almost entirely active frontage.

Booth Map 1998-99
Chrisp Street
Fairly comfortable. Good ordinary earnings
East India Dock Road
Mostly middle class. Well-to-do
Grundy Street
Fairly comfortable. Good ordinary earnings
2008 Chrise Street

Spatial connectivity
Meso-macro: north-south - good
Brunswick Road
east-west - good
East India Dock
Road
Micro: Good except to the south.

DLR All Saints underground station.

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
Chrise Street blocks have been merged creating two large urban blocks. East India Dock Road blocks have remained the same
Surroundings
The street layout has been simplified in general enlarging urban block size. There is a high level of transport mode segregation resulting in over permeability.

Architectural constitution of streets
Active frontage on East India Dock Road. Single loaded. Active frontage on pedestrian interior walks, but Chrise Street facade has become a back building exposed.
Surroundings
A lot of buildings are self standing with back building exposed, many blank and service facade facing the public domain.
Photos Survey  Chrisp Street

The Boundaries

East India Dock Road

Entrance from East India

Entrance from Cordelia St
The Centre

*Designed space for a market*

*Lively terrace*

*All kind of retails*

*Recent architecture*
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)
Summary Crossharbour

People

800 m catchment area
• Lowest level of resident population living within 800 m of centre.
• Lowest level of total local resident weekly expenditure, highest by capita.

400 m catchment area
• 1,769 people, far below 7,466 people average for district centres. 5,159 people per ha. is also lowest residential density.
• Expenditure per head is the highest for districts centres: £120 per week. Anyway total retail expenditure for 400 m is £212,589 per week, lowest among district centres.

Place

Typology
• Off-line pod centre: mono-functional ‘big box’ use
• E Ferry Rd, car park, dead end
• Boundary issues: Pepper St is not included within the boundary, but has a slow growing hub of activity
• DLR
  +++ Crossharbour
  ++ Mudchute
  + South Quays

Public transport & traffic
• Average daily traffic level: NA
• Good PTAL

Centrality Index
• Good macro spatial centrality
• Average meso spatial centrality
• Poor micro spatial centrality – out of town layout

Transport Legend
+++ less than 400m
++ less than 800m
+ less than 1,200m

Land use

Miscellaneous
• Green space, Mudchute Park, to the south
• Town centre that has everything in potential, but its urban design and street layout reduce its effectiveness
• Good parking

1920 / 2010

Network extend
Macro 0
Meso 0
Micro +

Population density +

Block size - - -
A lot of self standing building

Frontage constitution - - -
A lot of front/back exposure

Mode integration - -

Traffic management

Legend
+++ greatly improved / increased
++ moderately improved / increased
+ slightly improved / increased
0 similar
- slightly reduced
- - moderately reduced
- - - severely reduced

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LBTH Town Centre Spatial Strategy LBTH

District Centre – Spatial portrait Draft 02
1916-1917 Crossharbour

Spatial location
Located in the lower east side of the Isle of Dogs peninsula, to the east of the Millwall Outer Dock. Close to it: Christ Church, one of the four Isle of Dogs neighbourhood (St Luke, St Cuthbert, Chris Church and St John Cubitt Town)

Spatial connectivity
Meso-macro: north-south - good
Manchester Road
east-west - limited
Glengall Grove
Micro: Poor

Built density - pop. density proxy
The area was almost undeveloped for this period. Dense terraced housing to the north.

Urban block configuration & size
Undeveloped site.

Architectural constitution of streets
Undeveloped buildings on the site. The developed surroundings were almost entirely active frontage (northwards).

Booth Map 1998-99
Glengall Grove
Fairly comfortable. Good ordinary earnings
2008 Crossharbour

Spatial location
The whole area has been redeveloped

Spatial connectivity
Meso-macro: north-south - good
Manchester Road
east-west - limited
Glengall Grove
Micro: Poor

DLR Crossharbour and London Arena station.

Built density – pop. density proxy
The place has been largely transformed since the 1980s.
Population has increased in the surroundings.

Urban block configuration & size
The street layout is the same. The block only faces East Ferry Road. To the south Mudchute Park was developed. The commercial building is located inwards.
Surroundings
To the north street layout has been mainly kept. To the east and south-west the areas have been developed as medium and large blocks with different typologies. The rest is undeveloped.

Architectural constitution of streets
Self standing building in the interior of the site.
Urban baseline Land Use (AL2) Crossharbour District 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 (567)
- Restaurant (112)
- Bar, Public House (108)
- Office, Conference Centre, government Office (308)
- Cash&Carry, Distribution (34)
### Summary: Roman Road East

#### People
- **800 m catchment area**
  - Relatively low population within 800m catchment, second last lowest population density.
  - Average total weekly expenditure, second highest per capita.

- **400 m catchment area**
  - 7,753 people and 14,540 people per head as residential density. Both values slightly above districts average.
  - Weekly retail expenditure per head is £ 96 (£94 districts average) with a total retail expenditure of £ 741,365. Slightly below districts average if Crossharbour not considered.

#### Land use
- **Miscellaneous**
  - Pre-war Victorian dense Street Pattern replaced with a fragmented and disjointed urban form with mono-functional blocks

#### Place
- **Typology**
  - On line centre
  - B119 Roman road, one way

- **Public transport & traffic**
  - Average daily traffic level: NA
  - Poor PTAL
  - Tube
    - Bow Road + Ham C & Dist L
  - DLR
    - Bow Church

- **Centrality Index**
  - Poor macro spatial centrality
  - Poor meso spatial centrality
  - Poor micro spatial centrality

#### 1920 / 2010

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<td>Meso 0</td>
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<tr>
<td>Micro - -</td>
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<td>Population density - -</td>
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<th>Traffic management</th>
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</table>

### Transport Legend
- +++ greatly improved / increased
- ++ moderately improved / increased
- + slightly improved / increased
- 0 similar
- - slightly reduced
- -- moderately reduced
- --- severely reduced

---

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LBTH Town Centre Spatial Strategy  LBTH
Proposal  Roman Road East  District Centre (Scenario 2)
**Spatial location**
Located to the north of the Borough this centre area is on Roman Road between Grove Road and Parnell Road, one long block to the south of Victoria Park.

**Spatial connectivity**
Meso-macro: north-south - good
- Grove Road
- east-west - good
  - Roman Road East
Micro:
- Good within its confines

**Built density - pop. density proxy**
Dense terrace housing

**Urban block configuration & size**
Quite a regular grid of blocks define the pattern for this area. Mostly elongated blocks running north-south, with shorter side facing Roman Road. High permeability from to immediate surroundings controlled by perimeter blocks.

**Architectural constitution of streets**
Almost entirely active frontage.

**Booth Map 1998-99**
**Roman Road East**
- Fairly comfortable. Good ordinary earnings
- Most housing in the west of the area
  - Fairly comfortable, good ordinary earnings
  - Most housing in the east of the area
  - Mixed, some comfortable others poor.
Spatial connectivity
Meso-macro: north-south - good
Grove Road
east-west - good
Roman Road East
Micro: Good within its
confine

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 has been partially modified. Most side blocks facing Roman Road area still perimeter blocks. Some have been transformed into isolated buildings or green space decreasing spatial continuity.

Surroundings
The street layout has been simplified, specially in the centre and east part of the area, enlarging urban block size. There is a high level of transport mode segregation resulting in over permeability.

Architectural constitution of streets
Active frontage on Roman Road.
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  Roman Road East

The Boundaries
Urban baseline  Land Use  Roman Road East  District Centre

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**Land Use, Town Centre audit 2007**

- A1 : Shops (1267)
- A2 : Financial & professional Services (267)
- A3 : Restaurant & Cafe (328)
- 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)

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LBTH Town Centre Spatial Strategy  LBTH

District Centre – Spatial portrait  Draft 02  71
Summary  Roman Road West

People

800 m catchment area
• Average level of residential population, average population density.
• Higher than average total expenditure and above average per capita for 800 m.

400 m catchment area
• Resident population is 8,348. Similar to district centre’s average without Crossharbour. Residential density (15,712 people per ha.) is slightly above this same average.
• Retail weekly expenditure per head is £94 and total weekly expenditure is £782,130. Again similar to averages.

Place

Typology
• On line centre with an off line square
• B119 Roman Rd, two ways

Public transport & traffic
• Average daily traffic level: NA
• Very good to good PTAL
• Tube
  ++ Bethnal Green - Central L.
  + Stepney Green – Dist & H.C.
• Rail
  + Cambridge Heath Rd

Centrality Index

• Good macro spatial centrality
• Good meso spatial centrality
• Below average micro spatial centrality

Transport Legend

+++ less than 400m
++ less than 800m
+ less than 1,200m

Land use

Miscellaneous
• Lack high quality public space surrounded by good quality building
• Square cannot take advantage of direct proximity and visibility to Meath Gardens because an unfortunate location/orientation of allotments.
• Meath Crescent development is a 500m long barriers to the south east, the rail line is on arches would allow permeability
• Canal tow path not continuous on the west side, this reinforce severance on the south east

1920 / 2010

Network extend

Macro 0
Meso -
Micro -

Population density - -

Block size - -
A lot of self standing building

Frontage constitution - - -
A lot of front/back exposure

Mode integration -

Traffic management

Legend

+++ greatly improved / increased
++ moderately improved / increased
+ slightly improved / increased
0 similar
- slightly reduced
-- moderately reduced
--- severely reduced

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LBTH Town Centre Spatial Strategy  LBTH

District Centre – Spatial portrait  Draft 02
75
Proposal Roman Road West District Centre

Existent
- Existing centre limits

Proposed
- Existing centre limits
- Proposed centre limits
- De-designate
Spatial location
Located to the north of the Borough this centre area is on Roman Road between Cambridge Heath Road and Regent's Canal.

Spatial connectivity
Meso-macro: north-south - good
Cambridge Heath Rd
east-west - good
Roman Road
Micro: limited

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
An irregular grid and mix of blocks. To the north of Roman Road a more regular pattern composed mostly by small blocks is only partially integrated to Roman Road due to elongated block with longer side facing the High Road. To the south an irregular grid is better integrated to Roman Road due to small blocks and street layout. Most block are perimeter block.

Architectural constitution of streets
Almost entirely active frontage.

Booth Map 1998-99
Roman Road. First line
Middle class, Well-to-do
Roman road. Second Line
Fairly comfortable, good ordinary earnings
Most Housing in the area
Mixed. Some comfortable others poor.
Spatial connectivity
Meso-macro: north-south - good
Cambridge Heath Rd
east-west - good
Roman Road
Micro: limited
Bethnal Green underground station 200 mts approx to Roman Road intersection with Globe Road.

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
Roman Road block pattern has been partially conserved towards high street side.
Surroundings
This area has been largely modified. Urban blocks have been enlarged and street layout has been simplified. Large estate housing have replaced most perimeter blocks. There is a high level of transport mode segregation resulting in over permeability.

Architectural constitution of streets
Active frontage mainly on north side of Roman Road. In the south side active frontage has been reduced. Some back building exposed.
Surroundings
A lot of buildings are self standing with back building exposed, many blank and service façade facing the public domain.
Photos Survey  Roman Road West

The Boundaries
Urban baseline  Land Use  Roman Road West  District Centre

- LBTH and London Plan 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)
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- C2: Residential Institutions (1)
- C3: Dwelling Houses (70)
- D1: Non-Residential Institutions (70)
- D2: Assembly & Leisure (11)
- Sui Gener (58)
- Unknown (48)
- Vacant (70)

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District Centre – Spatial portrait  Draft 02 81
Summary  Watney Market

People

800 m catchment area
- Third highest population within 800m, highest population density.
- Middle range total expenditure, low per capita

400 m catchment area
- Second highest population: 8,787 people and highest residential density with 20,525 people per ha (14,012 p/ha average).
- Lowest weekly retail expenditure per capita within district centres: £ 80. However due to high density total retail weekly expenditure for the area is: £ 706,594 above districts centre average.

Place

Typology
- Offline-online centre
- A13 Commercial Rd, pedestrian

Public transport & traffic
- Average daily traffic level: 22,300
- Good PTAL
- Tube
  +++ Shadwell – East London L
  ++ Whitechapel – Dist. & H.C.
- DLR
  +++ Shadwell – Dist. & H. C.

Centrality Index
- Very good macro spatial centrality
- Very good meso spatial centrality
- average micro spatial centrality – essentially north south, there is scope for east-west improvement

Transport Legend
+++ less than 400m
++ less than 800m
+ less than 1,200m

Land use

Miscellaneous
- Town centre boundary issues around Shadwell DLR, Cable St and Watney Market
- Land uses are not spatially brought together into one integrated system that helps enhance the character of the town centre: instead there has been ad hoc development
- Frontage and interface is poor between Watney Market and Commercial Rd
- good parking on Cornwall Street

1920 / 2010

Network extend
- Macro
- Meso
- Micro

Population density

Block size
- A lot of self standing building

Frontage constitution
- A lot of front/back exposure

Mode integration

Traffic management

Legend
+++ greatly improved / increased
++ moderately improved / increased
+ slightly improved / increased
0 similar
- slightly reduced
- - moderately reduced
- - - severely reduced

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Spatial location
Located in the middle west part of the Borough this area is to the south side of Commercial Road, between Cannon Road and Sutton Street.

Spatial connectivity
Meso-macro: north-south - good
Cannon Rd
east-west - good
Commercial Road
Micro: Good

Built density - pop. density proxy
Dense terrace housing

Urban block configuration & size
Elongated urban blocks running north-south with shorter side facing Commercial Road configure this area and westward. Mainly medium size block. To the eastside also medium blocks some are square blocks and some are elongated blocks. Commercial Road is quite permeable controlled by perimeter blocks.

Architectural constitution of streets
Almost entirely active frontage.

Booth Map 1988-99
Roman Road. First line
Middle class. Well-to-do
Roman road. Second Line
Fairly comfortable, good ordinary earnings
Most Housing in the area
Mixed. Some comfortable others poor.
Spatial connectivity
Meso-macro:  north-south - good
            Cannon Rd
            east-west - good
            Commercial Road
Micro:      Good

Shadwell underground and DLR station
located at less than 200 mts

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 has been modified
merging elongated blocks into a larger
urban block with a pedestrian central
space which is occupied by the market.
Surroundings
The street layout has been simplified,
in general enlarging urban block size.
There is a high level of transport mode
segregation resulting in over
permeability.

Architectural constitution of streets
Active frontage have been displaced
from Commercial Road into Watney
Market. Façade continuity has been
diminished with back building exposed.
Surroundings
A lot of buildings are self standing with
back building exposed, many blank and
service façade facing the public
domain.
Photos Survey  Watney Market

The Boundaries

New buildings just at the limit of the centre

Chapman Street

Shadwell DLR Station
The Centre

Entrance of the market
Urban baseline Land Use Watney Market District Centre

LBTH and London Plan Centre Definition

- - - - 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 (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)
Summary Whitechapel

People

800 m catchment area
• Highest resident population level, second highest density
• Highest total weekly expenditure and average level per capita (800 m).

400 m catchment area
• Population is also the highest with 10,826 people (7,466 average for district centres).
• Residential density is near average with 14,377 people per ha.
• Highest total weekly expenditure with £990,174, while expenditure per head is only £91 (£94 average).

Place

Typology
• Linear centre: online with a pod bookend (Sainsbury). ... Broad street as offline. The broad street is where the market create the double loading for the high street as the Royal London Hospital
• A11 Whitechapel Rd, two ways

Public transport & traffic
• Average daily traffic level: 20,100
• Very good PTAL
• Tube
  +++ Whitechapel • Dist. & H.C.
  + Stepney green – Dist. & H.C.
  + Algate – Dist. & H.C.

Centrality Index
• Very good macro spatial centrality
• Very good meso spatial centrality
• 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. The Royal London Hospital masterplan has not been evaluated.

Land use

Miscellaneous
• High level and good volume of outflow to Whitechapel tube station in the morning peak

1920 / 2010

Network extend
• Macro 0
• Meso -
• Micro 0

Population density -

Block size -

A lot of self standing building

Frontage constitution -

A lot of front/back exposure

Mode integration -

Traffic management

Legend
•+++ greatly improved / increased
•++ moderately improved / increased
•+ slightly improved / increased
• 0 similar
• - slightly reduced
• -- moderately reduced / decreased
• --- severely reduced / decreased

Transport Legend
+++ less than 400m
++ less than 800m
+ less than 1,200m

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LBTH Town Centre Spatial Strategy LBTH

District Centre – Spatial portrait Draft 02
95
1916-1917 Whitechapel Road

**Spatial location**
Located in the west side of the Borough this district centre is over Whitechapel Road between the rail lines and the road, just in front of the London Hospital (now the Royal London Hospital).

**Spatial connectivity**
Meso-macro: north-south - good
  - Cambridge Heath Road
  - east-west - good
  - Whitechapel Road
Micro: poor

**Built density - pop. density proxy**
Dense terrace housing

**Urban block configuration & size**
An irregular group of blocks determined by train rails geometry. Elongated block with perimeter constructions facing Whitechapel Road. Back of the blocks face the rail lines.

**Architectural constitution of streets**
Almost entirely active frontage (Whitechapel Road).

**Booth Map 1998-99**
Whitechapel Road
Middle class. Well-to-do
Brady Street
Mixed. Some comfortable others poor.
Cambridge Heath Road
Fairly comfortable. Good ordinary earnings.
2008 Whitechapel Road

Spatial connectivity
Meso-macro: north-south - good
Cambridge Heath
Road: east-west - good
Whitechapel Road
Micro: poor

Whitechapel underground station.

Built density -- pop. density proxy
The immediate area has basically remained the same but the
surroundings 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 and urban block is the
same. A car parking is covering
important part of the large block.

Surroundings
To the north and south-east the street
layout has been simplified, in general
enlarging urban block size. There is a
high level of transport mode
segregation resulting in over
permeability.

Architectural constitution of streets
Active frontage facing Whitechapel
Road. Single loaded.
The Centre

Entrance of the Sainsbury's

Very busy market, oriental and bangla product
Urban baseline  Land Use  Whitechapel Road  District Centre

LBTH and London Plan 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 (85)
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- C1: Hotels (1)
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