

How we are going to get there

SP09

1. Implement a street hierarchy that puts pedestrians first and promotes streets, both as links for movement and places in their own right, to ensure a strategic, accessible and safe street network across the borough. This will be done through:

Main Streets

- a. Working with Transport for London to ensure that main streets' primary function of distributing vehicle traffic (particularly their importance for providing bus routes) is maintained and protected. Also working with TfL to design and promote these streets as important places for pedestrians and cyclists. Main streets include:

- Commercial Street;
- Mansell Street / Leman Street / Cambridge Heath Road;
- Tower Hill Approach, East Smithfield, The Highway;
- Limehouse Link / Aspen Way;
- A11 Whitechapel Road / Mile End Road / Bow Road;
- Burdett Road;
- A12 Blackwall Tunnel Approach;
- A13 Commercial Road / East India Dock Road; and
- Butcher Road and Branch Road / Rotherhithe Tunnel

Secondary Streets

- b. Protecting, enhancing secondary streets that function as important distribution routes for vehicles (including buses), cyclists and pedestrians, as well as places to gather, and which provide key links between the borough's town centres.

Local Streets

- c. Protecting and enhancing the place and social gathering function that local residential streets provide, by promoting them as places to gather and socialise in, alongside their function of providing safe and convenient access to individual properties.



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2. Protect, promote and ensure a well connected, joined-up street network that integrates street types and users by:
 - a. Improving connectivity between Tower Hamlets and neighbouring boroughs in order to improve strategic accessibility through:
 - i. Ensuring the provision of bridges and connections across and along the River Lea to Newham.
 - ii. Improving connections to Hackney through the regeneration of Fish Island.
 - iii. Improving the quality of existing streets and spaces between Tower Hamlets and City of London.
 - iv. Improving connectivity to Greenwich, Lewisham and Southwark through new and enhanced crossings.
 - b. Improving the connectivity of identified areas that suffer from poor permeability through:
 - i. Creating new routes through identified development sites.
 - ii. Working in partnership with Housing Associations to improve connectivity through housing estates which suffer from poor integration and accessibility.
 - iii. Improve accessibility between the parts of the borough that suffer from barriers to movement including Aspen Way, and the A12 and A13 corridors.
 - c. Not supporting developments that create gated communities which restrict pedestrian movement.
3. Ensure new development has no adverse impact on the safety and capacity of the road network.
4. Promoting car free developments and those schemes which minimise on-site and off-site car parking provision, particularly in areas with good access to public transport.

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5. Create a high-quality public realm network which, provides a range of sizes of public space that can function as places for social gathering.
6. Primarily focussing public realm improvements and investment in areas identified by the Public Realm Strategy, including:
 - town centres;
 - main streets; and
 - public transport nodes

Programme of Delivery

This strategy will be implemented through a number of key projects including:

Masterplans and Area Action Plans (All)
St Pauls Way Transformation Project
High Street 2012
Town Centre Implementation Plans

Adopting identified new streets
Bridges and crossings
Cycling routes and cycle hire hubs

Estate regeneration projects

LBTH Public Realm Strategy
Local Implementation Plan
Development Management DPD
Sites and Placemaking DPD

Green corridors and spaces

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.