



Bridge the gap

A Development Framework for North Woolwich, Albert Basin and Beckton

March 2014



EXECUTIVE SUMMARY

This document is to guide the development and redevelopment of North Woolwich, Albert Basin, and Beckton; and to serve as an example for wider development in the Royal Docklands. It comprises an analytical and a visionary part.

The analytical part was unfolded through six lenses: Housing and Dwelling, Leftovers and Thresholds, Urban Fabrics and Landmarks, Public and Open Space, Culture and Economies and Infrastructure and Mobility. Each lens was previously presented in a separate report which main findings are summarised in this document. The urban analysis leads to a SWOT analysis that in turn points towards a conclusion represented by six questions.

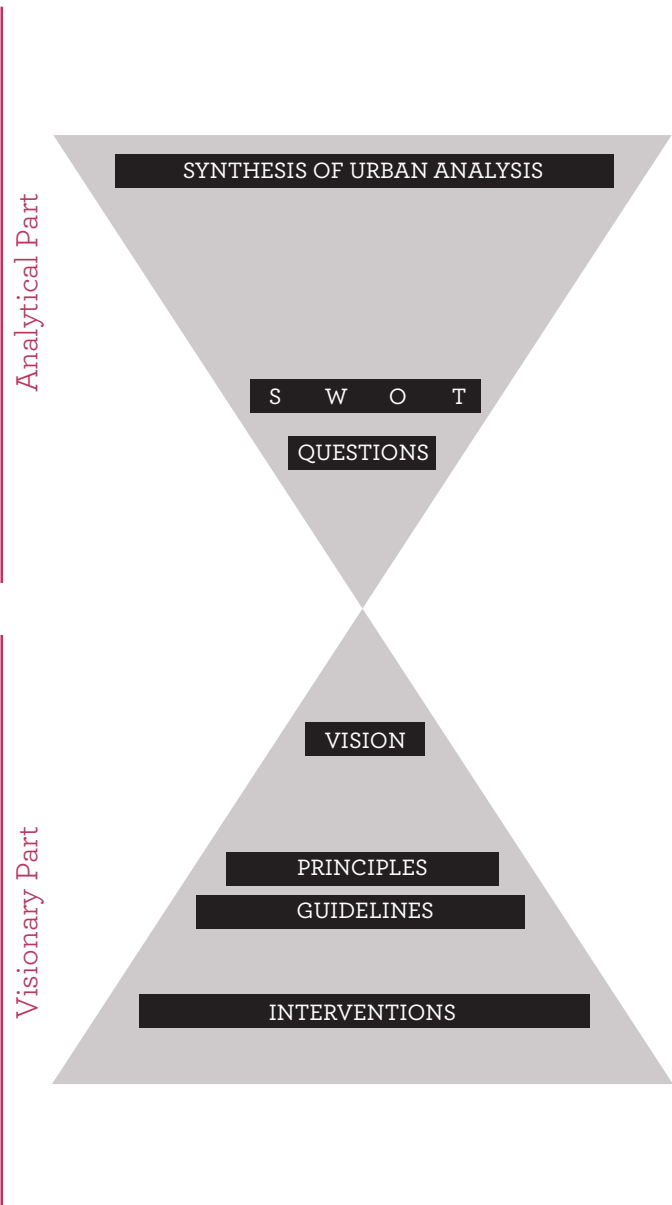
The vision is the counterpart of the conclusion, and is represented by two interdependent goals; to create leverage for local residents' and workers' to co-shape the site and to bridge the pieces of the fragmented site and its infrastructures. The visionary part as a whole, guides the developers towards answering the conclusion's questions. This is unpacked in a clear hierarchy, with the vision and its goals, followed by principles for development, guidelines for development, and exemplar interventions. This hierarchy both denotes the order of precedence, with the vision as the superior, and indicate a level of concretisation, with the interventions as the most concrete.

Building on principles of legibility, inclusion, pluralism, and multiplicity, examples, ranging from signage aid systems to compensation programs are drawn up to guide development and redevelopment in order to answer the questions of the analysis and go towards our vision of co-shaping the site and bridging its pieces.

Note: The analysis reports were formulated previously (February 2014) by students of BUDD Masters program at UCL. The 6 themes of analysis reports represent a detailed analysis of the area of study that was used to formulate this document of development framework and design response. We thank the students for giving us access to their reports. And as part of the BUDD program, we shared our previous report covering the lens of Infrastructure and Mobility.

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1- INTRODUCTION

The site of study of North Woolwich, Albert Basin, and Beckton is going through major changes in the urban fabric. Located in the East of London along the Thames River within the Newham Council boundary. “London is moving East” (London city Airport, 2013) refers to the attention given to the development of the area of East London.

The Newham council considers the area stretching from Stratford, down the River Lea to the Thames as an “arc of opportunity” for redevelopment and investment (Royal docks, 2011). Newham has been experiencing an accelerated urban starting with the 2012 Olympic games held on Stratford. Major infrastructure projects were speeded up especially for the Olympics like the Crossrail. As mentioned by Stephen Graham in an article for The Guardian “Contemporary Olympics are society on steroids” (Graham, 2012), the rapid change affects immensely and selfishly the urban pattern of the area and its community.

The history of the area goes back to it being the largest enclosed docks in the world, which gave considerable political power to the UK. The closure for shipping of the Docks in the 1981 brought hardship to Silvertown and the local area (Royal Docks London, 2013). The London Docklands Development Corporation (LDDC) was established to be in charge of the regeneration of the area. The legacy of the LDDC, such as London City Airport (1986), ExCel, and the DLR, continues to shape the development in the Royal Docks. This leads to analyzing more deeply the current situation of the area of North Woolwich, Albert Basin, and Beckton elaborating a development framework that would tackle its weaknesses and build upon the existing opportunities.



Map 1- Site Location within Greater London Authority (GLA)



Map 2- Site Location within Newham Council



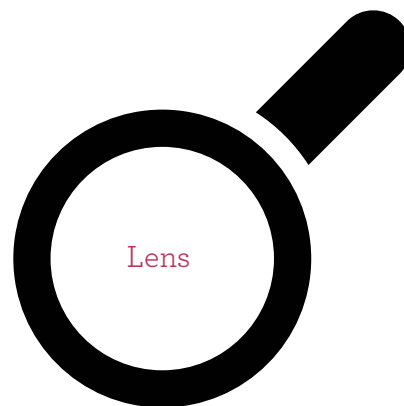
Figure 1- The Royal Docks Aerial view 1964



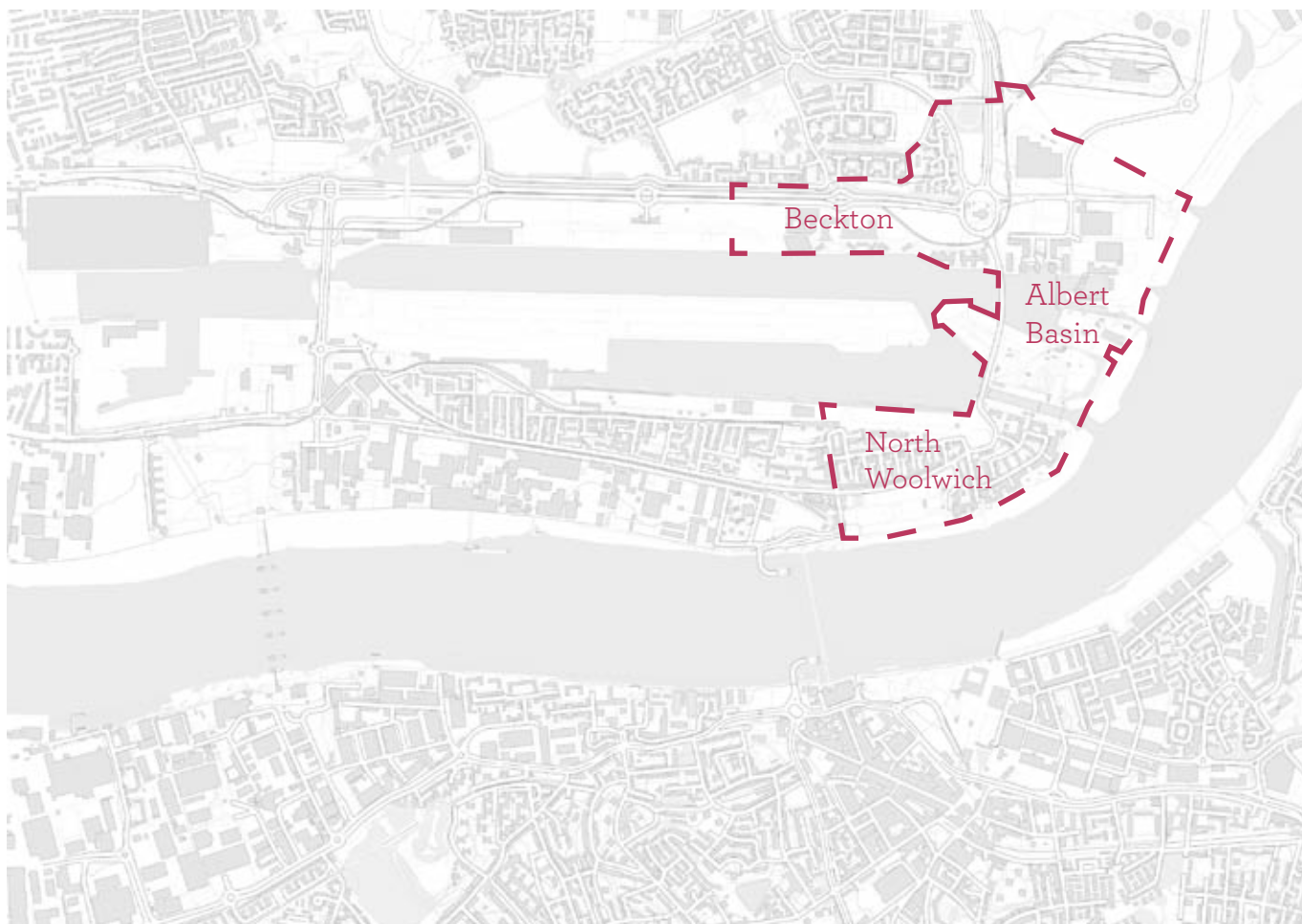
Figure 2- The Royal Docks Aerial view 2011

The broad information collected through site visits, desktop research and numerous interviews revealed a common underlying tension between the forces that shape the site from the level of the large social order and the ones that shape it from the everyday life; a tension between the site being an element that serves, at the same time, larger city wide objectives and local everyday life domestic needs.

The urban analysis of the site is unfolded through 6 lenses: Housing & Dwelling, Leftovers & Thresholds, Urban Fabrics & Landmarks, Public & Open Space, Culture & Economies and Infrastructure & Mobility.



- 1. Housing & Dwelling
- 2. Leftover & Threshold
- 3. Urban Fabric & Landmarks
- 4. Public & Open spaces
- 5. Culture & Economies
- 6. Infrastructure & Mobility



Map 3 -Site Limit

Synthesis of the Urban Analysis

The six "lenses" through which the urban analysis was developed are presented in a synthetic way, emphasizing two main components:

I. Key elements of the analysis: Selection of relevant information from each "lens" of analysis.

II. SWOT analysis and Questions about tensions: Referring to questions that reveal in different ways the main tensions depending on each analytical "lens" (Housing & Dwelling, Leftovers & Thresholds , etc.)

2.1 Housing and Dwelling

a) Historical tension between infrastructure and housing

Although the Royal Docks were one of the most modern docks of its time, "modernity" did not apply to the housing that surrounded them, revealing clearly the tension between the standard of the built environment that served a city objective (or even worldwide objective) and the one serving domestic needs.

- "Arrival of railways, docks, and industrial development in the area (19th century) was a catalyst for the construction of housing." (Map 4) (Hsieh, Chang, Astolfo, Li & Bessa, 2014, p.3)

- "Residential units were built in the vicinity of the main factories and transport hub for Dockers and sailors (later described as 'slums on marsh')" (Ibid.)

- "Houses had no gas, electricity or running water, and even open sewers running down the street." (Ibid.)

b) Land competition and affordable houses

- "Housing is a pressing need in the area and competes with other huge sectors such as infrastructure and business interests." (Ibid., p.2)

- The historical tension described earlier, is unpacked in nowadays in terms of modern infrastructures and facilities (again serving city or worldwide objectives) and the "type" of houses (that serve domestic needs) that is allowed to share space with that "modernity".

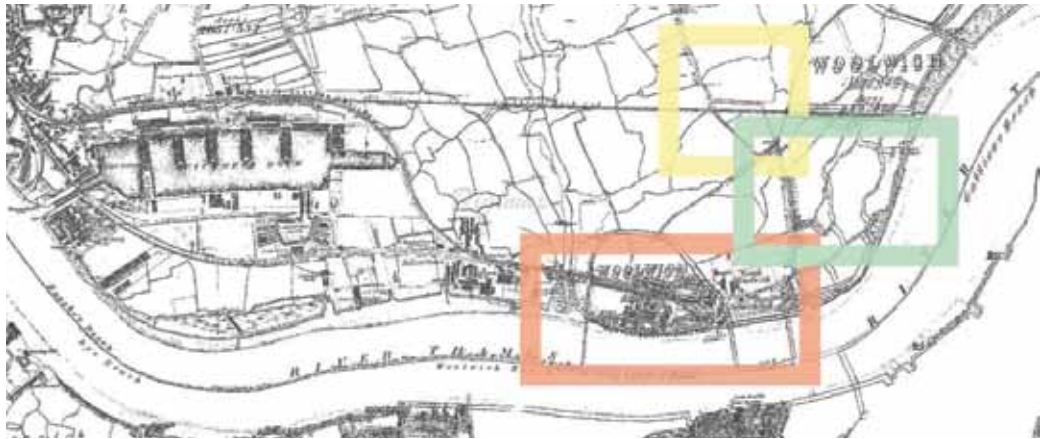
- The major challenge is to ensure that the planned housing areas (Map 5) can effectively include affordable housing, as it's the will of Newham's Council.

ENSURE
housing
affordable

1850
 Industrial development
 - Attracting workers from across Britain
 - Low quality housing
 - Marshland around the newly built factories became housing slums
 - Strong community mobilization
 - Formation of Unions

1890
 Deprivation
 Relocation of the shipping industry

1850

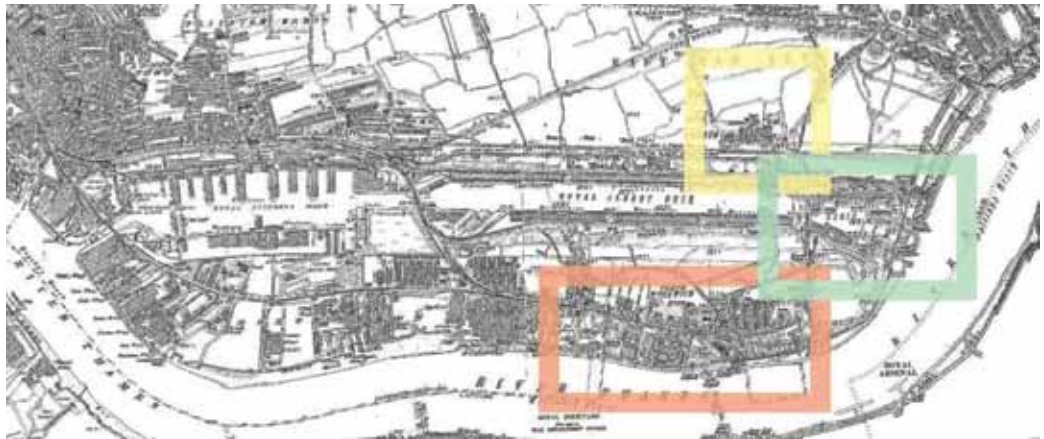


Growth of Royal Victoria Dock as a major gateway and the surrounding newly developed warehouse buildings.

The industrial village of Beckton beside the great works of the Gas Light & Coke Company, which opened in 1870. Here, workers lived in high quality company houses in Windsor Terrace, many of which are still standing. The first council houses were built in 1901 when East Ham Urban District Council built 132 'Artizans' dwellings in Savage Gardens, New Beckton and in 1903 a further 80 homes were built in Brooks Avenue.

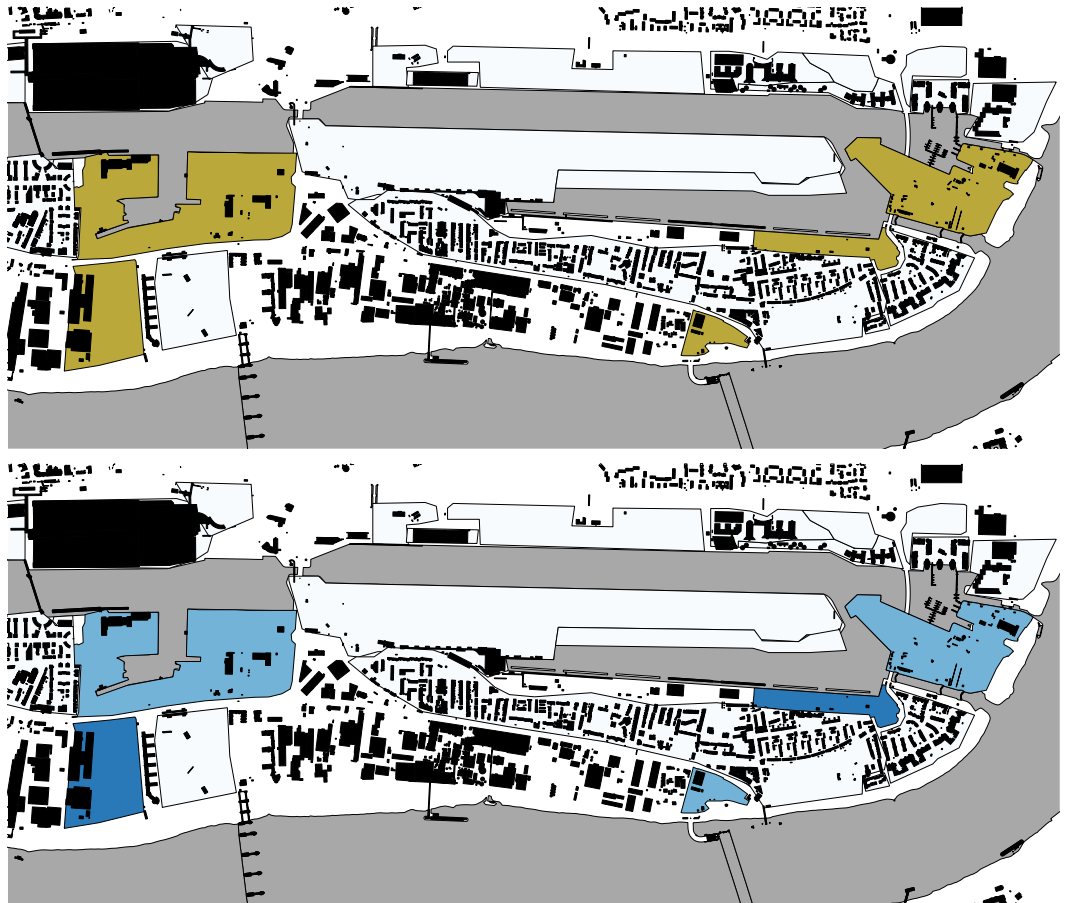
Residential units were built in the vicinity of the main factories near Royal Victoria Park in the form of terraced housing known as 'slums on marsh'.

1890



Map 4- Historical evolution of the area between 1850 and 1890

Legend
 - vacant
 - mixed use
 - none
 - housing



Map 5- Vacant lands and future development plans

2.2 Leftovers and Thresholds

a) Transitions from leftover to threshold

- "The Royal Docks were from the very beginning a threshold. Witness to the offloading and on loading of tones of cargo and millions of people" (D'Addabbo, Fois, Gyftopoulou, Jamar, Kuhnlein, Miranda, Piccioli, 2014, p.10)

- " By 1960s the formerly fetishized infrastructure was abandoned, a post-industrial, postcolonial leftover." (Ibid., p.11)

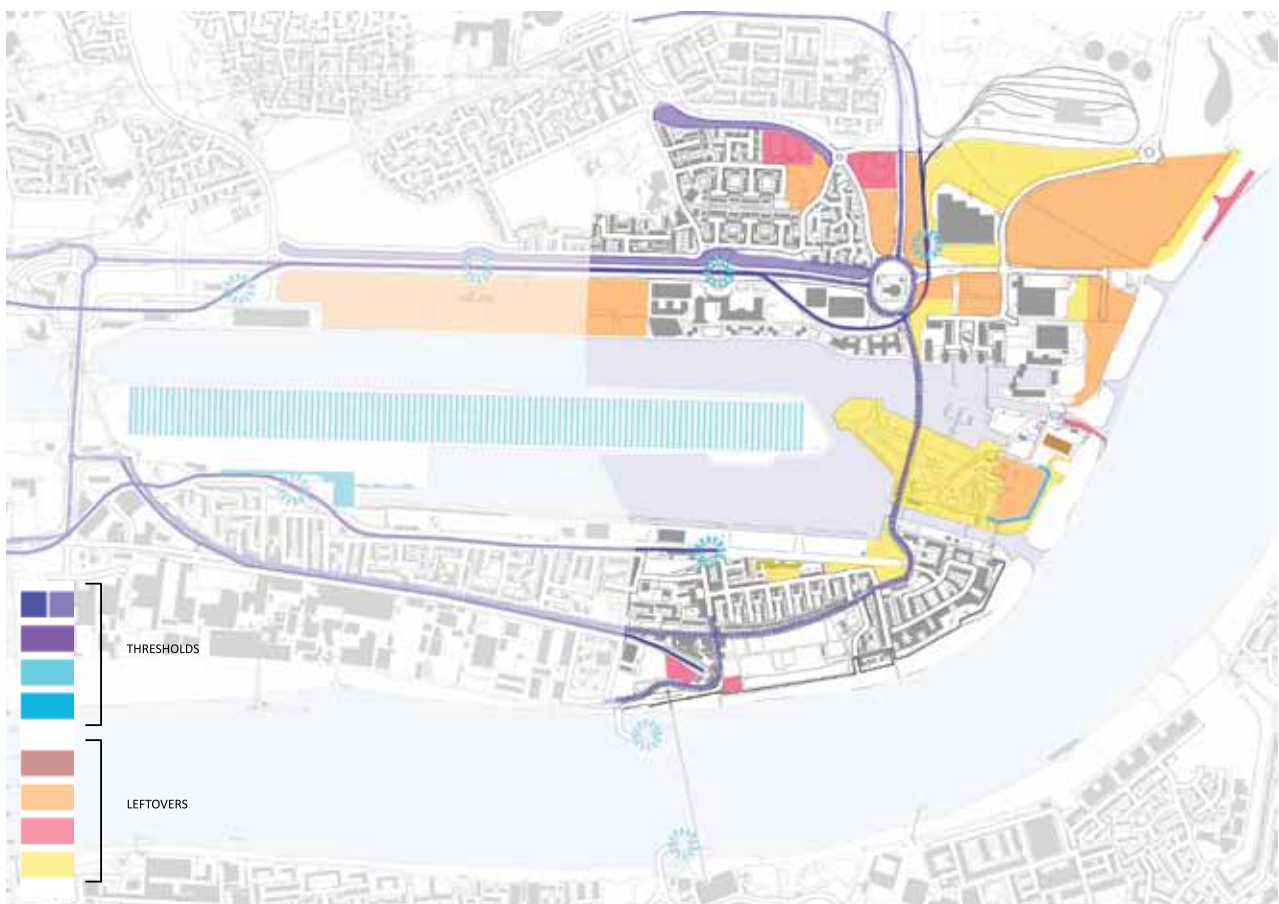
- During the Thatcher years, the area evolved again, reborn as a threshold operating as a "local airport" (...) London's spatial node in the global finance network." (Ibid.)

- Today, a big proportion of the area can be considered within a leftover category. (Map 6)

threshold

leftover

enclaves



Map 6- Leftovers and Thresholds identified in the area

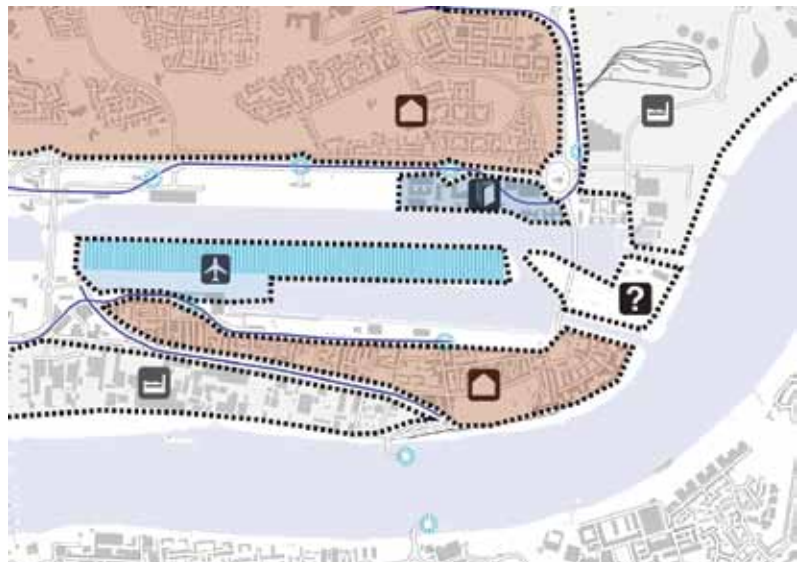
b) Enclaves and fragmentation

- "That [today] the area at large is both, leftover and threshold fits within Castells' concept of spaces of flows. City Airport is an infrastructural node, while North Woolwich, A. Island and Beckton are "fragmented, localized and thus increasingly powerless". (Ibid., p.12)

- Many of Leftover spaces that have been re-developed can be read as enclaves; "spaces where public use is carefully controlled and specifically motivated" (Ibid.)

- "Enclaves generate thresholds, where identities are checked and reinforced creating an Other that is excluded and outside." (Ibid.)

- The mix between large leftover areas shown in figure (planned for future developments), the presence of water also as a leftover and current developments built as enclaves (figure), at the end results in a lack of continuity between the urban residential fabric (serving the local domestic scale) and the urban fabric that serves (or served) a larger scale.



Map 7 - Identified Enclaves



Map 8 - Water as leftover

2.3 Urban Fabric and Landmarks

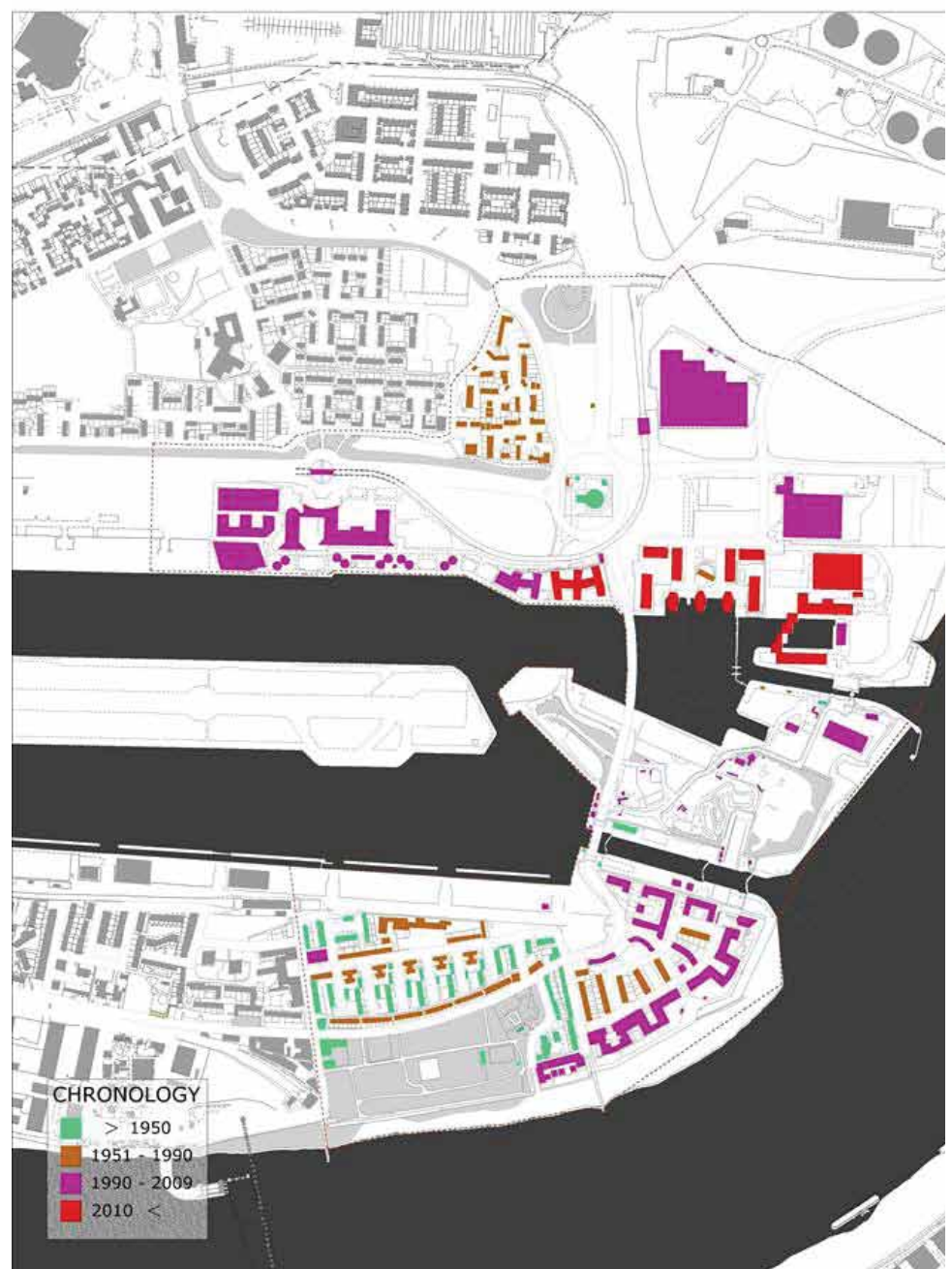
Discontinuities in urban fabric

• The study area shows significant discontinuities, limitations, and thresholds (Abdulghani, Ahumada, Bongomin, Lu, Maffei, Sweitzer & Taximov, 2014, p.2)

• The disjointed historical development of the area affected negatively the local flow within the site and lead to the segmentation of the area. (Map 9) (Ibid.)

discontinuities

disjointed



Map 9- Historical development of the urban fabric

2.4 Public and Open Spaces

a) Isolated public spaces

- The identified public spaces seemed very constraint in each of the specific sub areas that were analyzed (Map 10)

- The only public space that allowed connections between them was the main road which, due its current urban standard responds more to motorized modes of transport (city objectives) than to local pedestrian or cyclist movements.

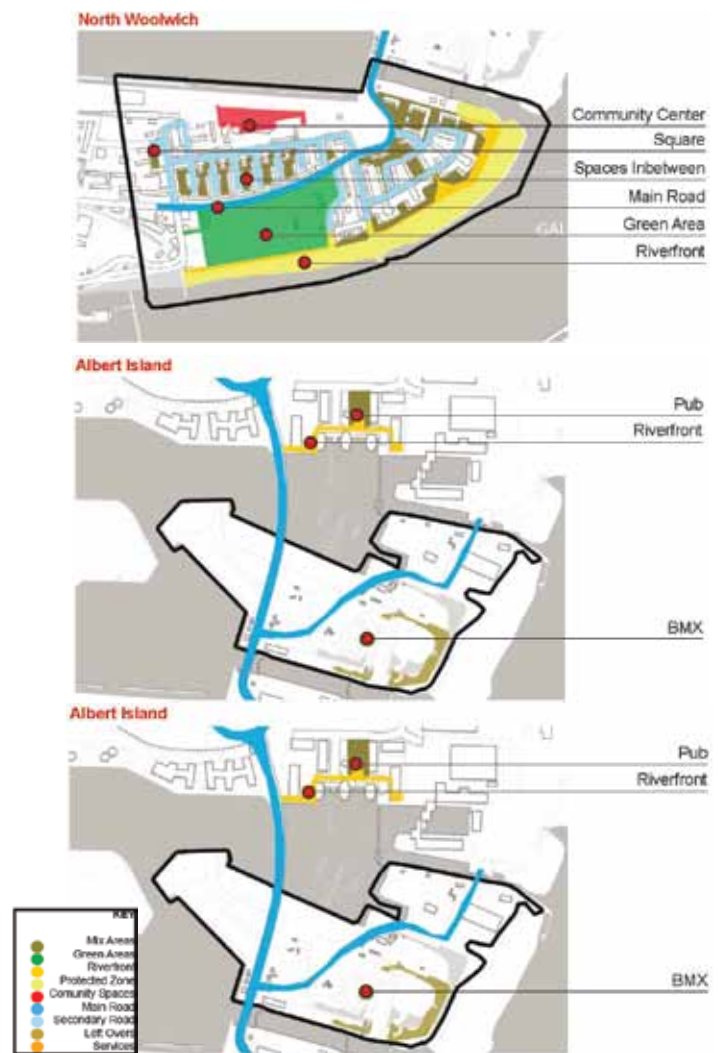
b) Social perceptions as connections

- The three areas have a different function and character but they have links between them and in some cases their function is complementary.

- The initial perception of the iste was that the space is strikingly fragmented and disconnected, the fieldwork showed that this perception was not entirely precise. People do move through the 3 different areas to go to UEL, the pub, their house, the DLR station ... However the connections between the areas are not working properly. (Abouselhossein, Bonet, Carrera, Lee, Mamo, Troncoso & Velasco, 2014, p.15)

- A key question is how the existing "social" relations, can be reinforced, becoming also physical, in order to overcome the spatial fragmentation.

constraint
only
road



2.5 Culture and Economies

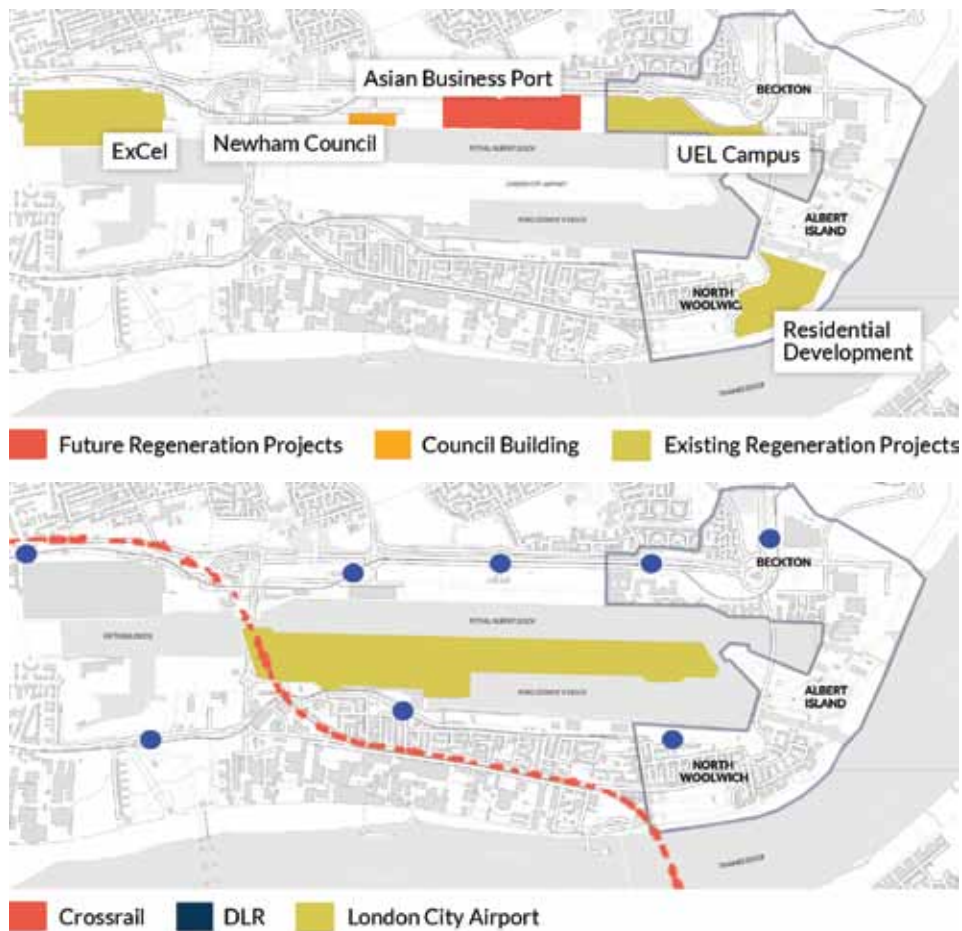
Economic spaces vs social spaces

• “Of all the factories that lined the docks, it was at Tate and Lyle’s where you could earn the most generous wages and enjoy the best social life. The work was hard, but Tate & Lyle was more than just a factory, it was a community, a calling, a place of love and support and an uproarious, tribal part of the East End” (Barrett and Calvi, 2012 in Antona, Mayaki, Makar, Du, Mora & Zölzer, 2014).

• Taking the above quote into consideration, it’s worth to ask Who truly benefits from these [new] developments? (Map 11)

• There appears to be a disconnection between future economic plans for the area and the needs and desires of the residents that currently live there. (Ibid. p.13)

who
disconnection
economic
concern



2.6 Infrastructure and Mobility

a) Transport priorities and power relations

• Different means of transportation have separate priorities of use. The existing condition on site shows that some modes of transportation were given more importance than others. (Figure 4)

• The several actors involved in the site of study, and the efforts for investments is translated physically in the priorities of transport. As mentioned in the introduction, the 2012 Olympics accelerated the works on the crossrail, this is a proof of manifestation of power on land.

• The future development of the site and the area is shaped by its nature as a transport hub and transit zone, with mega-infrastructure such as Crossrail construction, airport expansion and tunnel and bridge road work. Transit is inherent in the idea of a transport network and should not be fought against.

• However, the transport should also serve those who work in the site and provide mobility for those who dwell there. In other words give attention to the pedestrian and cyclist scale.

priority
power
transport
serve
dwell

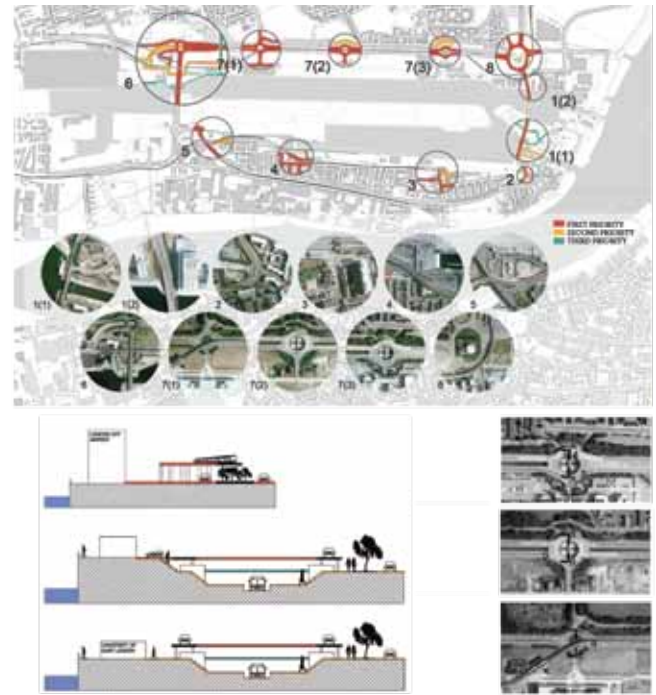


Figure 4- Priorities and Power relations

b) Embodied transport network

• The site's nature as transit area and a transport hub has created an infrastructure system with excellent inter-regional connectivity, on the one hand, yet created and reinforced local immobility on the other hand (Figure 5). There is a lack of connectivity between the bigger systems and the smaller systems (i.e. neighborhood scale).

• It's in the micro practices that embody the current transport network (pedestrian and cyclists) where the lack of connectivity becomes more evident. The overwhelming amount of signs reinforces the lack of connectivity by making movements through the site more difficult.

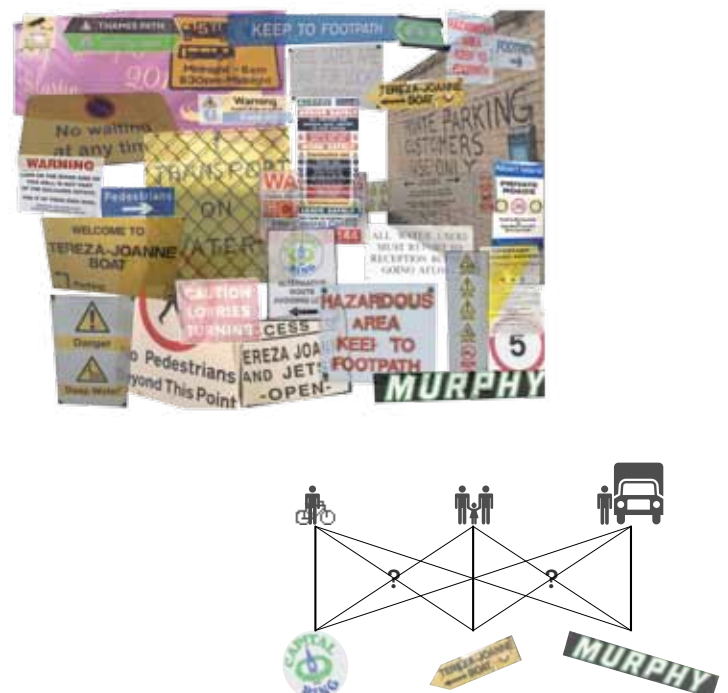


Figure 5- Signs and navigation problem

3- SYNTHETIC REFLECTION ON OPPORTUNITIES & CONSTRAINTS

3.1 Urban analysis sum and SWOT

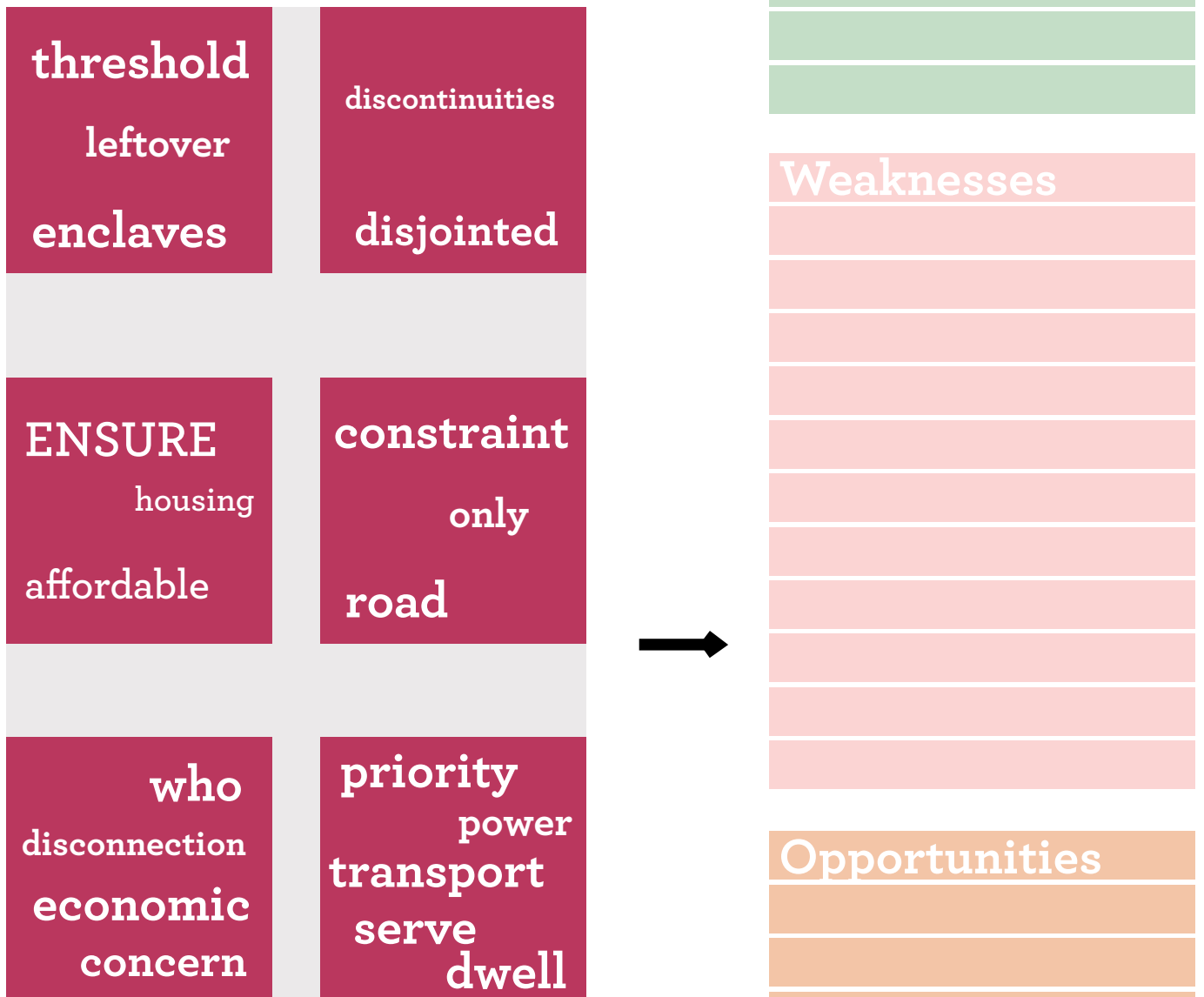


Figure 6- Diagram of Synthetic analysis

As shown in the diagram above (Figure 6) from the urban analysis we came up with key words per each lens. From these reflections we elaborated a set of Strengths, Weaknesses, Opportunities and Threats (SWOT). In the following page it is shown how the SWOT analysis leads to questions that later on will produce the vision. (Figure 7)

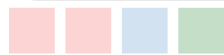
It is important to point out what are the main elements from where the questions come out because these will be those elements that will be tackled by the interventions. Referring to the following diagram it is clear how the weaknesses are the most connected to the questions, hence this will be the same with the guidelines for the strategies.

Diverse cultural mix of people (“raw material” for an attractive identity)
Presence of parks
The waterscape of the Thames as a unique element
Regional connectivity: DLR, bus system, tube, overground
Safety regulations restrict the wider usage of Albert Island
Lack of leisure activities for the youth (especially during the night)
Limited spaces and services for children
Lack of religious spaces for migrants
Lack of cultural and economical spaces for exchange
DLR as main mode of transport is considered expensive by the residents
An overcrowding of signs creates confusion for the users
The existing pedestrian pathways are of lower priority
Fragmented cycling route
Large scale physical barriers
The perimeter of the airport includes derelict land
Weak connection and access to the Thames
High unemployment
Relatively high rated of criminal activity
The dockland area is desirable for future investments
Well established fundraising and charity action by communities
Better regional commuting
Rich historical background on which a unique identity can be reinforced
The Newham council aims at building a resilient inclusive community
Prioritization of modes of transportation threatening pedestrian and cyclists
Future expansion of City Airport, expanding noise and air pollution
Increasing unemployment
Development of the area as a sum of isolated enclaves
Constantly rising land values which may exclude low income population
Future socio-economic diversity can stimulate isolated developments

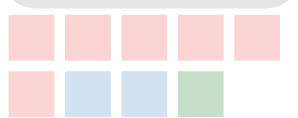
How to ensure the adequate integration of new **social houses with other developments?**



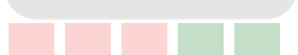
How can local inhabitants **integrate leftovers and enclaves in their everyday life practices?**



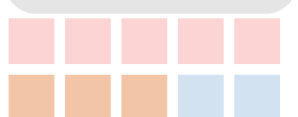
How can **discontinuities of urban fabric be overcome?**



How can the area move from a series of “**isolated**” public spaces to a **network of them?**



How can the new developments **strengthen a sense of community and local identity?**



How can the transport network properly serve **regional objectives and local needs?**

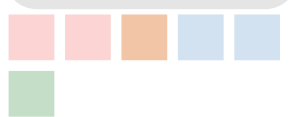


Figure 7- SWOT leads to Questions as a conclusion

3.2 Tackling the SWOT

The SWOT is not only the starting point for the development strategy, as it was shown at the end of the urban analysis. At that stage the SWOT was leading to key questions that then become a vision, principles and guidelines. Continuing with the process the design response starts and it is in this point that the SWOT comes back as issues tackled by the intervention. So the SWOT is developed at the beginning of the design response framework and tackled at the end of it. (figure 8)

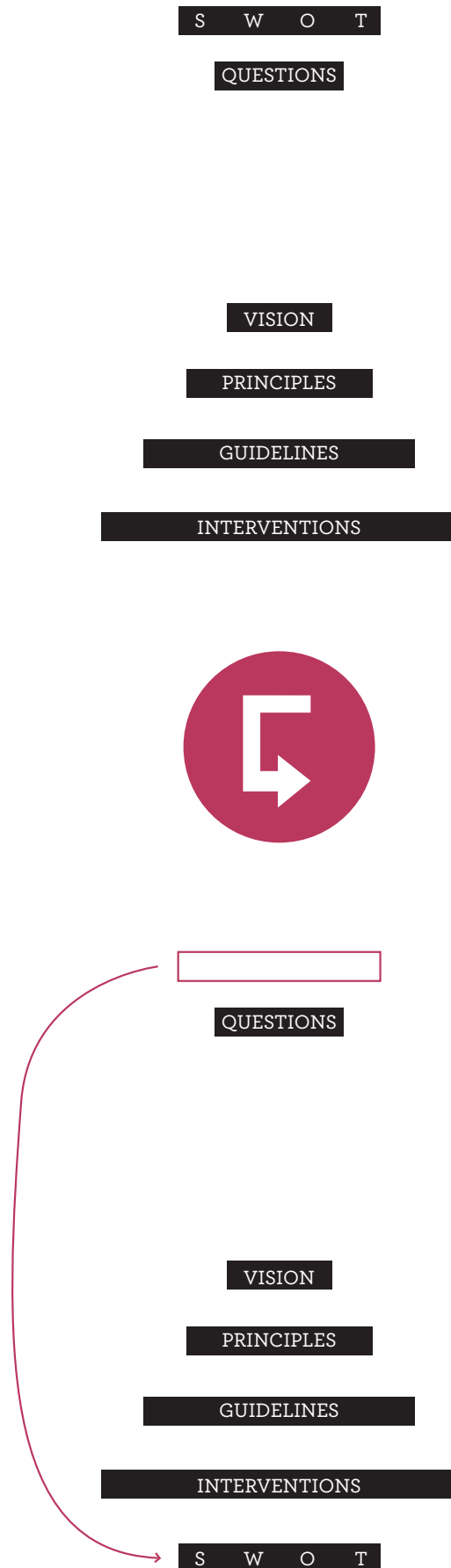


Figure 8- Diagram tackling SWOT

4- VISION FOR THE FUTURE & GOALS

4.1 Vision Statement

Our vision is to acknowledge the fact that different actors and interests exist in the area and to make this existence a harmonic co-existence. This is done by creating a platform for local residents and workers to shape the development of the site in negotiation with authorities and commercial stakeholders, and by improving communication between neighbours, overall bridging the gap of connection between the fragments of the site and its different transport infrastructures. In this way, the vision is to develop the site as a unique and attractive example of the integration of local residents' and workers' aspirations and larger citywide objectives.

4.2 Goals

Our vision can be synthesised in two key goals:

- 1. Create leverage for local residents' and workers' to co-shape the site*
- 2. Bridge the pieces of the fragmented site and its infrastructures*

Both goals can be reached through socio-spatial interventions, but we argue that neither of them can be reached if the development is sought through social interventions only or through spatial interventions only.

Understanding the second goal; the fragmentation of the site is both physical and socio-economical and any intervention should seek to bridge both. Similarly for the first goal; the spatial aspect should not be thought simply as co-shaping the spatial development, through social or economical interventions. There is also a spatial aspect of creating leverage. Furthermore, the co-shaping of the site is not limited to the spatial development.

Finally, it should be stressed that the two goals support our vision not as parallel pillars but as highly interdependent arches. The bridges are built through the co-shaping of the site also the leverage for the co-shaping is created by the bridges in a continuous and amorphous dialogue.



Figure 9- Bridging human and physical assets

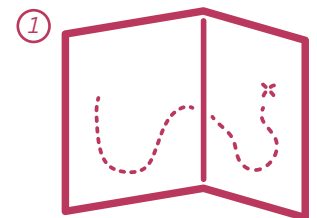
5- DEVELOPMENT PRINCIPLES & GUIDELINES

5.1 Principles for development

Inherent in our vision are certain principles that should guide any intervention in the area and inform the guidelines. These principles and their theoretical anchors are outlined in this section of the Development Framework. The vision takes precedence over the principles and all principles should be understood on the foundation of this vision

1. Legibility in the local

- Physically; the ease of interpreting the infrastructure and the visibility of intersections
- Socio-political; the transparency and awareness of the institutional structure for development



The areas of Beckton, Albert Island, and North Woolwich is witnessing a rapid change translated with new development projects. The Olympic stadium was a milestone in the process of change and development, a catalyst in the regeneration. Major infrastructure projects speeded up and in the area of study we notice its effect on the creation of segregated local areas versus well-connected regional areas. As a guiding principle for future development projects “legibility” comes as a key element, for the various user groups of the site, e.g. residents, students, workers, visitors, on the one hand to be able to navigate through the site and make use of the assets it has to offer and on the other hand to shape those assets. Clear signage, visible paths, visible intersections and access points are essential in establishing the physical legibility of the site.

This physical legibility is an essential part of bridging the pieces, and may in turn create leverage for co-shaping development. To this, comes an equally important aspect of “legibility”; the legibility of the legislative and institutional framework for development. The development of the site is currently shaped by a complex set of commercial interests and governmental bodies, Newham Council, Greater London Authorities, and various quangos. In order to meet our vision of co-shaping the site it is vital that the framework is legible to all stakeholders, local and regional, that a transparent procurement is achieved, and building on the World Bank's (2003) that mutual accountability is achieved.

2. Inclusive development for community cohesion

- Processually; proportionate decision-making power in the development
- Spatially; the creation or regeneration of room comprehensive social exchange

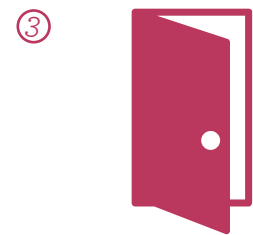


New developments should take into account the desires and aspirations of the local residents' community by giving those affected by the development proportionate decision-making power over the development, drawing on IAP2's (2007) core values on Public Participation. In this way the new spaces created should ensure that they are inclusive physically and socio-economically of the existing communities so that the new developments will not be perceived as islands.

Considering the site's regional strategic position, it should be stressed that the affected stakeholders, are to be found on multiple levels. Thus our principle draw on a common critique of localism and stress that both stakeholders in and outside "the community" should participate in the development (see for example Doberstein 2004, Poolman & van de Giesen 2006, Robinson & Berkes 2011). Here the keyword is "both," as it central to our vision to enhance the influence of the stakeholders within the site. Drawing on the potential of the users' movements in the production of space, as highlighted by Lefebvre (2009/1978), interventions may go towards creating socio-political network which can claim proportionate decision-making power in the multi-level participatory process.

3. Pluralism in accessibility

- Physically; the access for and priority of different modes of transport and for people of all abilities
- Socio-economically; the access to facilities, infrastructure and activities for people of all income groups and cultural backgrounds



Towards our goal of bridging, it is central to make the site accessible. Some parts are simply inaccessible. Many are not accessible to people of all abilities. While these are points to be addressed, accessibility for us go beyond. We seek pluralism in accessibility, i.e. accessibility for multiple modes of transport. In this we draw on Gehl's (2010) example of who obstruct whom, e.g. is the cycle path continued across the sideway, in negotiating the priorities. The vision is not to establish a consensus but to accommodate for the pluralism in aspirations, as in Mouffe's (2000) concept of pluralism.

The same principle applies to socio-economical accessibility, where certain assets of the site not are accessible to all, e.g. the DLR, which are too expensive for some residents. Central infrastructure and activities should be made accessible to all. Again accessibility in our vision goes beyond this, and the development should reflect a multiplicity of aspirations of the diverse local stakeholders.

4. *Revealing the identity of the site*

-Creating one strong identity from the multiplicity

④



Being an ethnically diverse area with a rich history as a transportation/industrial hub gives the area a potential for a strong identity. The future development projects should take in consideration the characteristics of the site and build upon them. This could be achieved through engaging with the communities and understanding their livelihoods. This is anchored in a central critique of localism; the locals are not a homogenous entity, i.e. we cannot collate the different local stakeholders under the label of "the community" (see for example Chanan 1999, Cooke & Kothari 2001, Mohan & Stokke 2000).

This complicates the first goal of creating leverage for the locals, as it intrinsically leverage for a multiplicity of different actors. This complexity goes towards the pluralism inherent in our principle of pluralism in accessibility but it is also a potential strongpoint for the identity of the site: To reveal the richness in cultures. To this comes the rich history of the area. Together this should be used to collectively create a strong identity, in which the locals can find leverage.

5.2 Guidelines for development

The barriers, connections, and paths in Table 1 is a concretisation of our vision and its inherent principles. The guidelines should not be understood without this underlying vision. The barriers, connections, and paths are expressed spatially in Map 13 but it should be stressed that, to truly achieve our visions, the connections should be made both spatially and socially.

Considering the key parts of the existing development framework and proposed developments (as presented in Map 12) together with these barriers, connections and paths, we derive seven characteristic intervention zones in the study area. The guidelines for these zones are detailed in Table 2. It should be stressed that the vision takes precedence over the zoning, i.e. integration takes precedence over the borders of the zones that should be considered amorphous. Thus, an intervention may work across and/or beyond the zones.

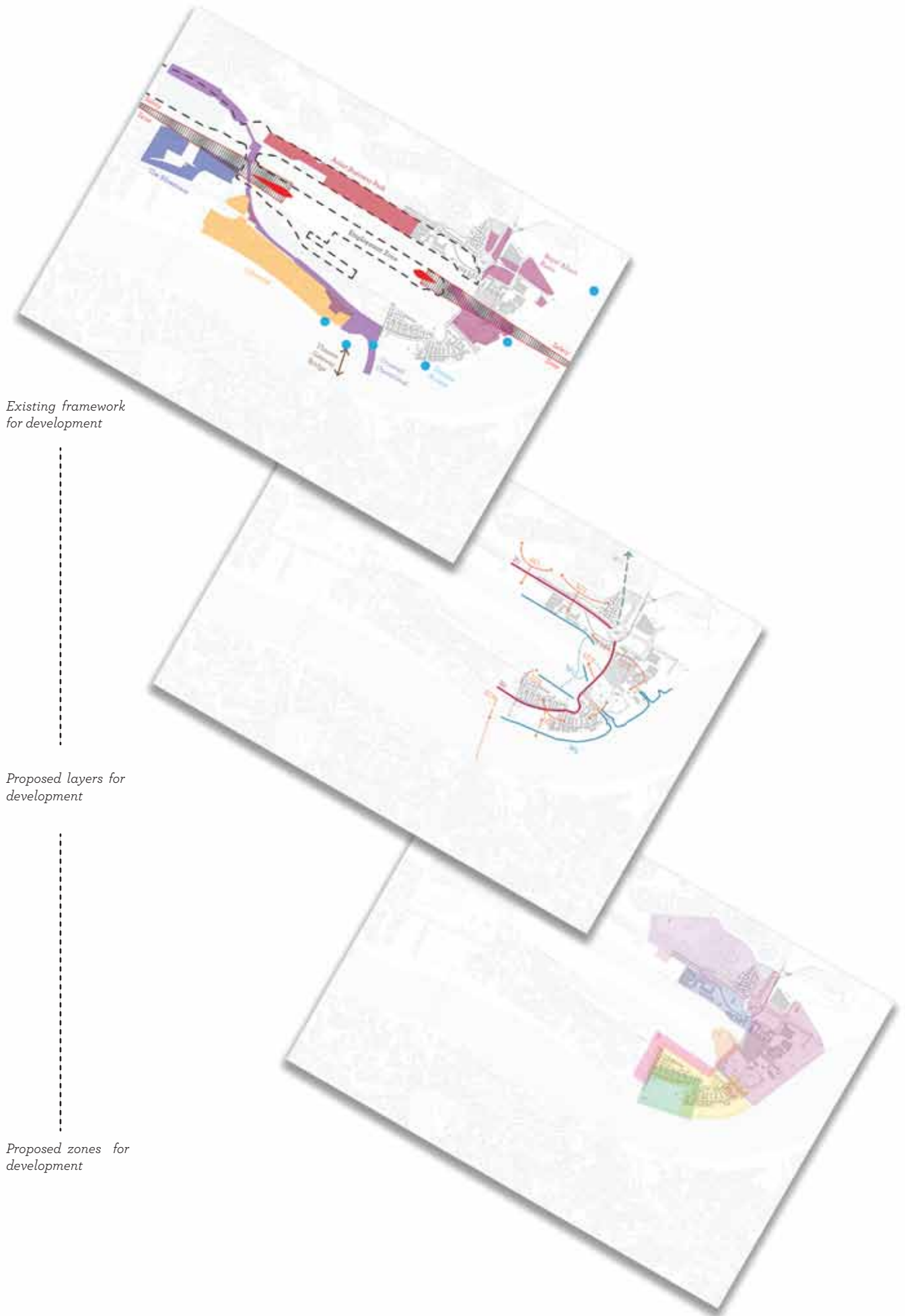
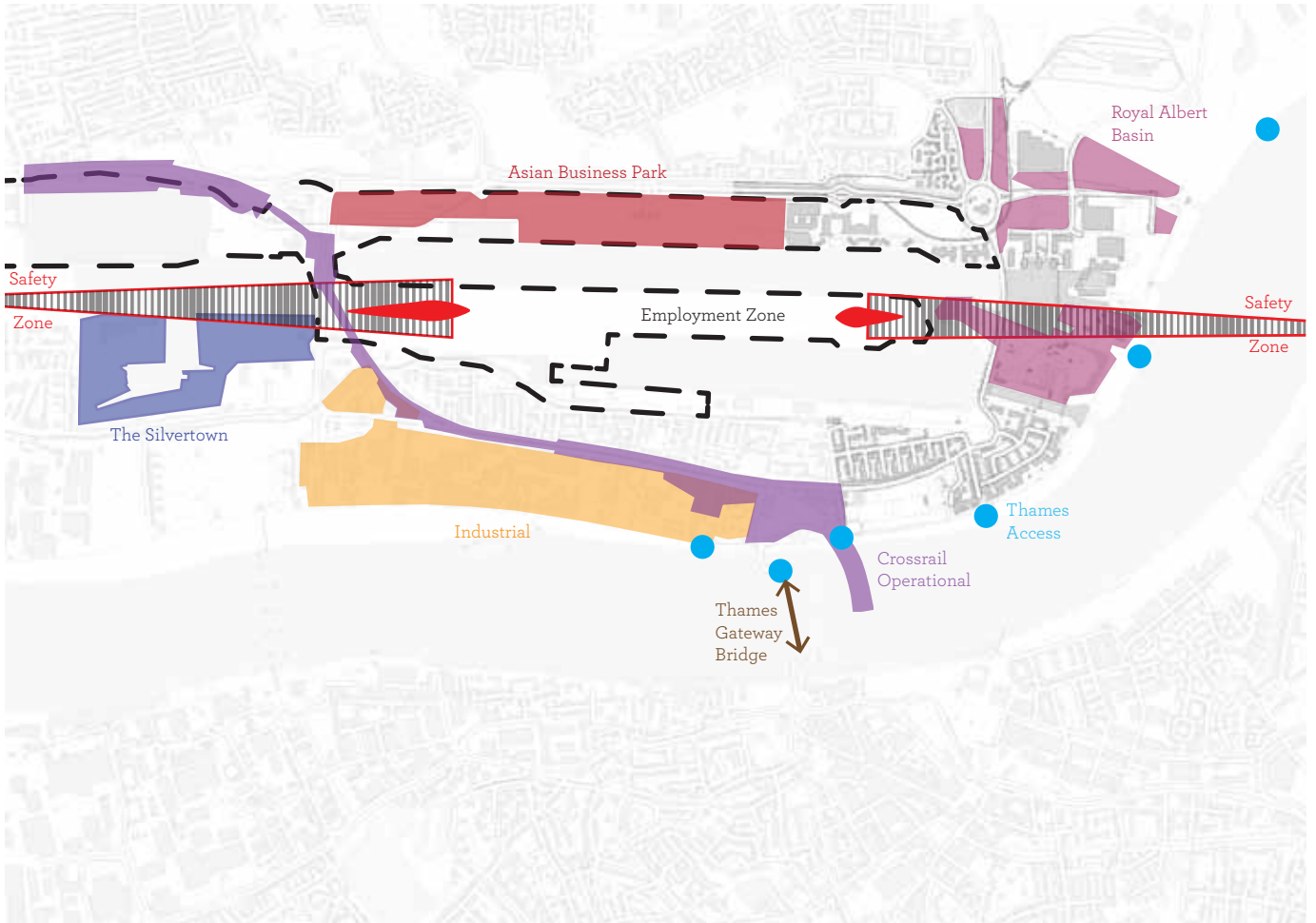
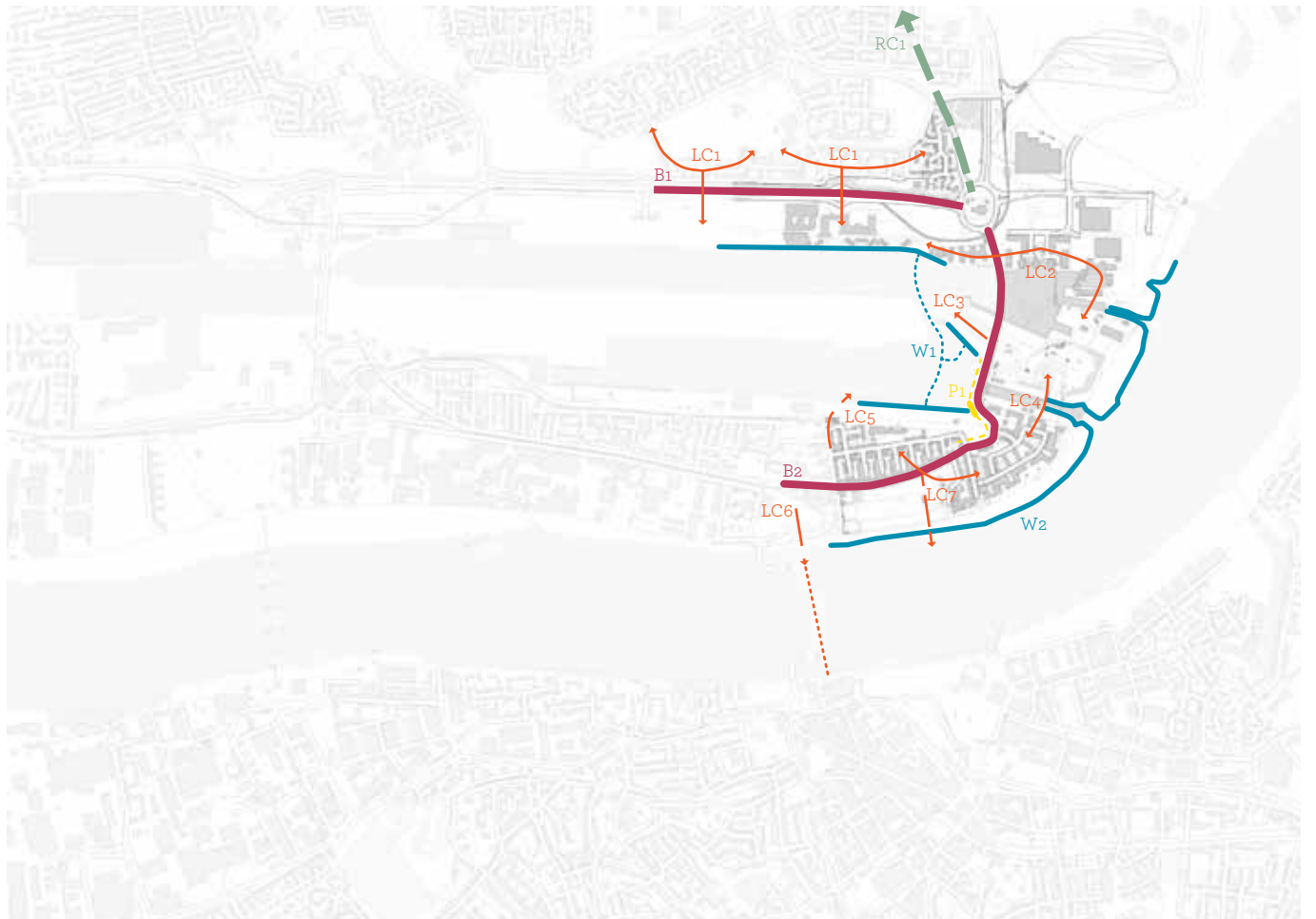


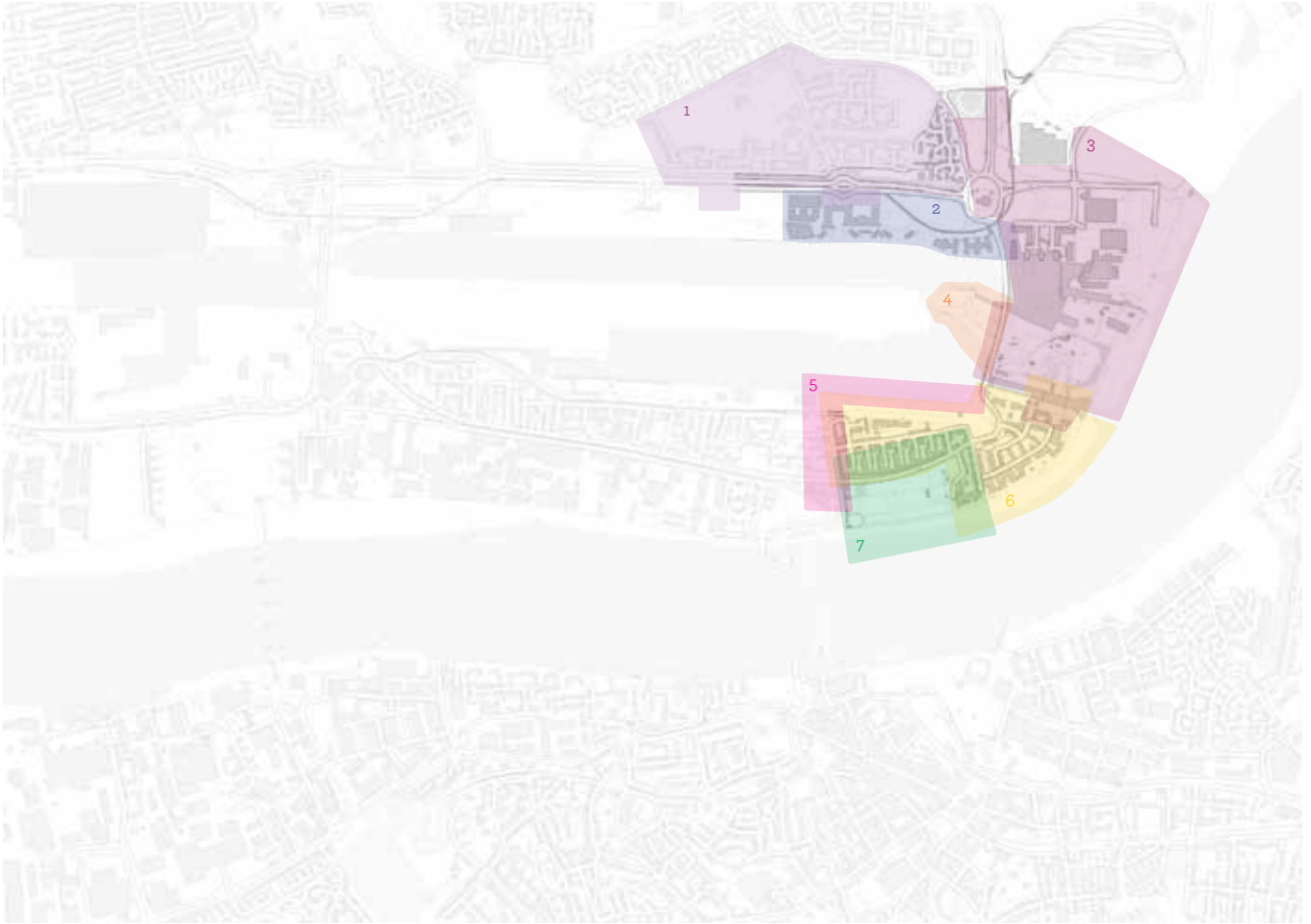
Figure 10- Sequence of framework maps



Map 12- Existing framework for development



Map 13- Proposed layers for development



Map 14- Proposed zones for development

No.**Guidelines for development****B1**

Barrier 1, is the Royal Albert Way, which separates Beckton from the Asian Business Park and the University of East London

- Create physical connection between North and South
- Consider the balance between disrupting the Royal Albert Way and connecting across it, giving reasonable priority to the North-South connection
- Create activities which gives incentives to cross the boundary

B2

Barrier 2, is a stretch of the North Circular, thus a vital part of the regional vehicular network

- Enhancing the legibility of the pedestrian/cyclists/vehicular intersections
- Create room for shifts between vehicular and pedestrian transport, e.g. visitor parking
- Improve the continuation of the pedestrian flow along the North circular, e.g. at P1
- Consider the balance between disrupting the North Circular and connecting across it, giving reasonable priority to the North Circular or creating the connection on another level, e.g. underpass
- Consider the location of the Thames Gateway Bridge (cf. Map 12) in dissolving the B2
- Create activities which gives incentives to cross the boundary

LC1

Local Connection 1, is the connection between Beckton and the Asian Business Park and the University of East London

- Create physical crossings of the B1
- Create magnets to guide the flow of the connection, e.g. a café or other interventions to facilitate an exchange North and South of Royal Albert Way.
- Create a strong visual presence of the gateways

Table 1 - Barriers, connections, and paths

No.	Description	Guidelines for development
LC2	Local Connection 2, is the connection between University of East London and Albert Basin	<ul style="list-style-type: none"> • Accentuate the pedestrian scale • Facilitate the Reach Bar and Kitchen as an existing magnet and enhance the link • Create physical link, accessible for people of all abilities, across the channel between Royal Albert Dock and the River Thames • Ensure a clear pathway through the new development in Zone 3
LC3	Local Connection 3, is the connection across the bridge to the Western tip of Albert Island	<ul style="list-style-type: none"> • Create physical link between the bridge and the Western tip • Clear fences and signs, to create a sense of welcoming • Create a natural flow from Zone 3 to Zone 4.
LC4	Local Connection 4, is the connection of Albert Island with North Woolwich, currently provided physically by the sluice gate	<ul style="list-style-type: none"> • Create physical link accessible for people of all abilities • Facilitate the Thames Pathway and the improved W2 as a connector of the residential communities • Create cultural or economical drivers for exchange
LC5	Local Connection 5, is the connection of the Pier Road high street with a potential promenade in Zone 5, via the DLR station, King George V	<ul style="list-style-type: none"> • Create physical link across the airport grounds, ensuring continuation of their activities • Spark a cultural dynamic between the high street, currently in decline & the new promenade
LC6	Local Connection 6, is the connection of North Woolwich with Woolwich Arsenal via the foot tunnel	<ul style="list-style-type: none"> • Highlight the presence of the foot tunnel, guiding the pedestrian circulation • Create cross-river activities
LC7	Local Connection 7, is the inter-connection of the neighbourhoods in the Eastern part of North Woolwich, i.e. in Zone 6, and a potential improvement of the connection with the river Thames	<ul style="list-style-type: none"> • Facilitate the Royal Victoria Gardens in Zone 7 for inter-neighbourhood activities for Zone 6 • Use a stronger physical, e.g.

Table 1 - Barriers, connections, and paths (continued)

No.	Description	Guidelines for development
		visual, connection to the river, to create stronger social connections in the area
P1	Pedestrian 1, is a particular weak point of the continuity of the pedestrian network	<ul style="list-style-type: none"> • Give priority to pedestrian network, i.e. disrupt vehicular sideway (but allow for passage) • Increase visibility of pedestrian connection
RC1	Regional Connection 1, is the potential connection of the Cycle Superhighway CS3 to CS4	<ul style="list-style-type: none"> • Create improved bicycle connection between CS3 and CS4 passing through the site
W1	Water 1, is a series of points at docks' quays	<ul style="list-style-type: none"> • Create leisure promenades • Direct layout to create visual connections across the docks • Create activities with the docks as the local focal point, e.g. dock-crossing activities on Saturdays when the airport close at 1 pm (London City Airport, 2014)
W2	Water 2, is a stretch of the Thames' riverfront as defined by Map 13	<ul style="list-style-type: none"> • Create inviting environment along the Thames Pathway • Highlight the access points to the Thames Pathway • Ensure continuity at "endpoints" • Secure access at the strategic access points, "Thames Access", cf. Map 12

Table 1 - Barriers, connections, and paths (continued)

No.	Description	Guidelines for development
1	Southern Beckton, as defined by Map 14	<ul style="list-style-type: none"> • Consider integration with Beckton beyond Zone 1 • Create cultural or economic activities to spark exchange with Zone 2 and thus establishing the LC1 socially • Integrate B1 and LC1 in the scheme
2	The University of East London	<ul style="list-style-type: none"> • Facilitate the pool of young students to generate activities for other young people in the area • Integrate B1, LC1, LC2, and W1 in the scheme
3	Albert Basin (cf. Map 12) & the areas in between, except Western part of Albert Island	<ul style="list-style-type: none"> • Ensure that the new Albert Basin is not created as a segregated area but actively bridging between Zone 1-2 and 6 • Attract new economic activity to the area and use it actively to create social interaction beyond Zone 3 • Integrate B2, LC2, LC3, LC4, W1, and W2 in the scheme • Capture revenue from property development to fund RC1 • Use value capture to fund development in zone 4
4	Western part of Albert Island, as defined by Map 14	<ul style="list-style-type: none"> • Develop a green refuge for leisure and relaxation for visitors and locals • Draw advantage from the Safety Zone, to create attractive open landscaping • Integrate B2, LC3 and W1 in the scheme • Use funds generated by property development in Zone 3 for developing this zone by the practice of participatory budgeting.
5	The local high street, Pier Road, and part of the docks, as defined by Map 14	<ul style="list-style-type: none"> • Rethink and reactivate high street • Develop new dockside promenade with continuation of high street activities • Integrate B2, LC5, and W1 in the scheme
6	Eastern part of North Woolwich, as defined by Map 14	<ul style="list-style-type: none"> • Deal with the zone as one and create physical and social links to merge the two residential areas

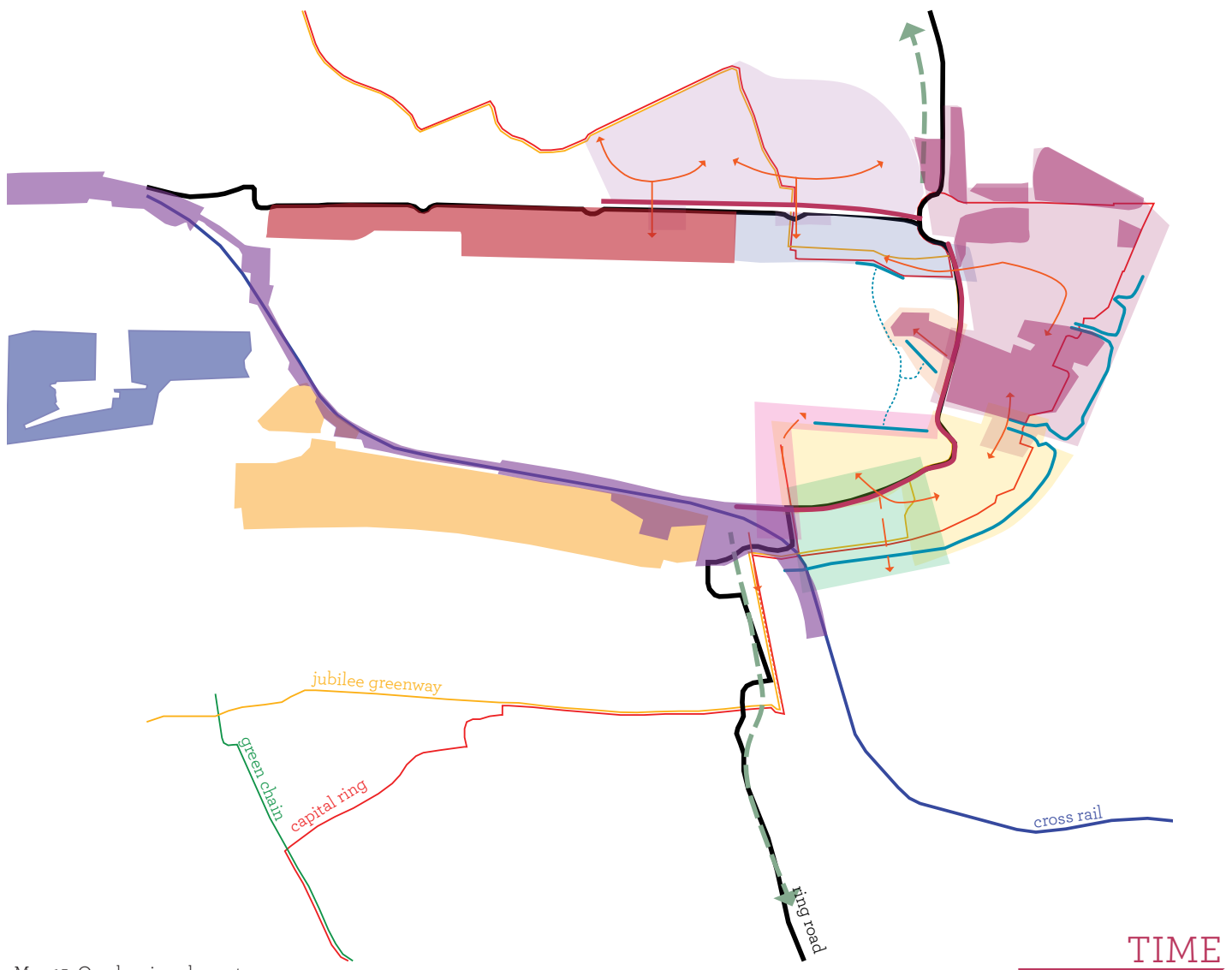
Table 2 - Intervention Zones

No.	Description	Guidelines for development
7	Royal Victoria Gardens	<ul style="list-style-type: none"> • Integrate B2, LC4 and LC7 in the scheme • Landscaping the park to create stronger connection to the river Thames • Establish new and support existing activities • Integrate B2, LC7 and W2 in the scheme

Table 2 - Intervention Zones (continued)

6- DESIGN RESPONSE

Overlapping the Elements



Map 15- Overlapping elements

The map above shows all the elements investigated and elaborated so far such as: existing framework for development (map 12), proposed layers for development (map 13), proposed zones for development (map 14) and the existing (jubilee greenway, capital ring, ring road, green chain) or planned (crossrail) networks in the area. This map is the base for each intervention, as including all the previous analysis allows a better planning of the design responses. According to this, in the following pages will be shown the principles and guidelines that each intervention tackles. In addition there will be some images showing suggestion of how the interventions would look like.

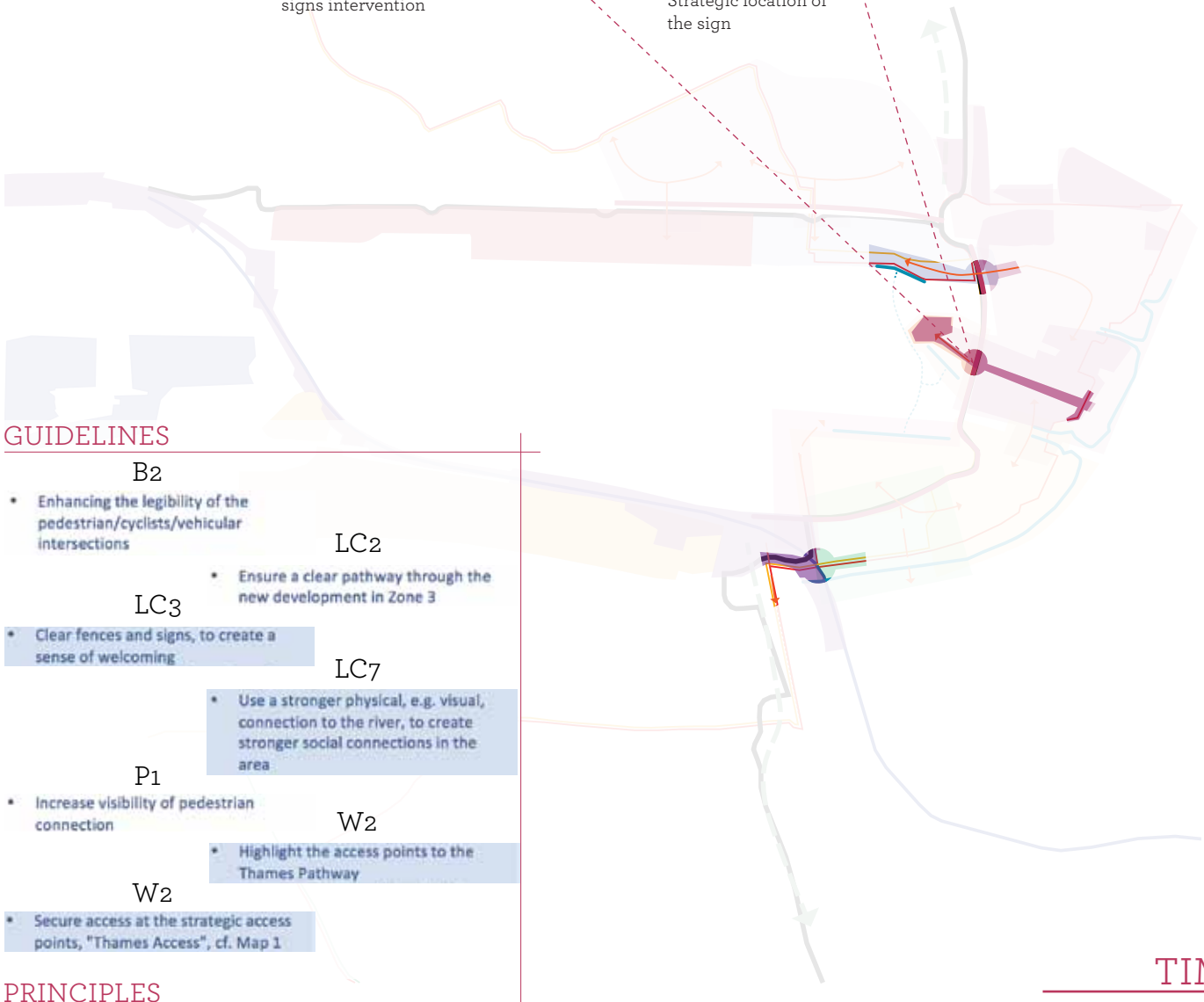
6.1 Signs



Figure 11- Example of signs intervention



Figure 12- Example of Strategic location of the sign



GUIDELINES

- B2**
 - Enhancing the legibility of the pedestrian/cyclists/vehicular intersections
- LC2**
 - Ensure a clear pathway through the new development in Zone 3
- LC3**
 - Clear fences and signs, to create a sense of welcoming
- LC7**
 - Use a stronger physical, e.g. visual, connection to the river, to create stronger social connections in the area
- P1**
 - Increase visibility of pedestrian connection
- W2**
 - Highlight the access points to the Thames Pathway
- W2**
 - Secure access at the strategic access points, "Thames Access", cf. Map 1

PRINCIPLES



Legibility



Community cohesion



Pluralism in accessibility



Revealing the identity

This intervention works with signs addressing what in the previous report has been defined “actor specific” characteristic. The idea is to break this exclusivity creating new signs in strategic points of the site (examples shown on the map) able to guide the different users to the existing networks of the area. So signs are not only meant to guide the user to follow a path where he/she is already on.

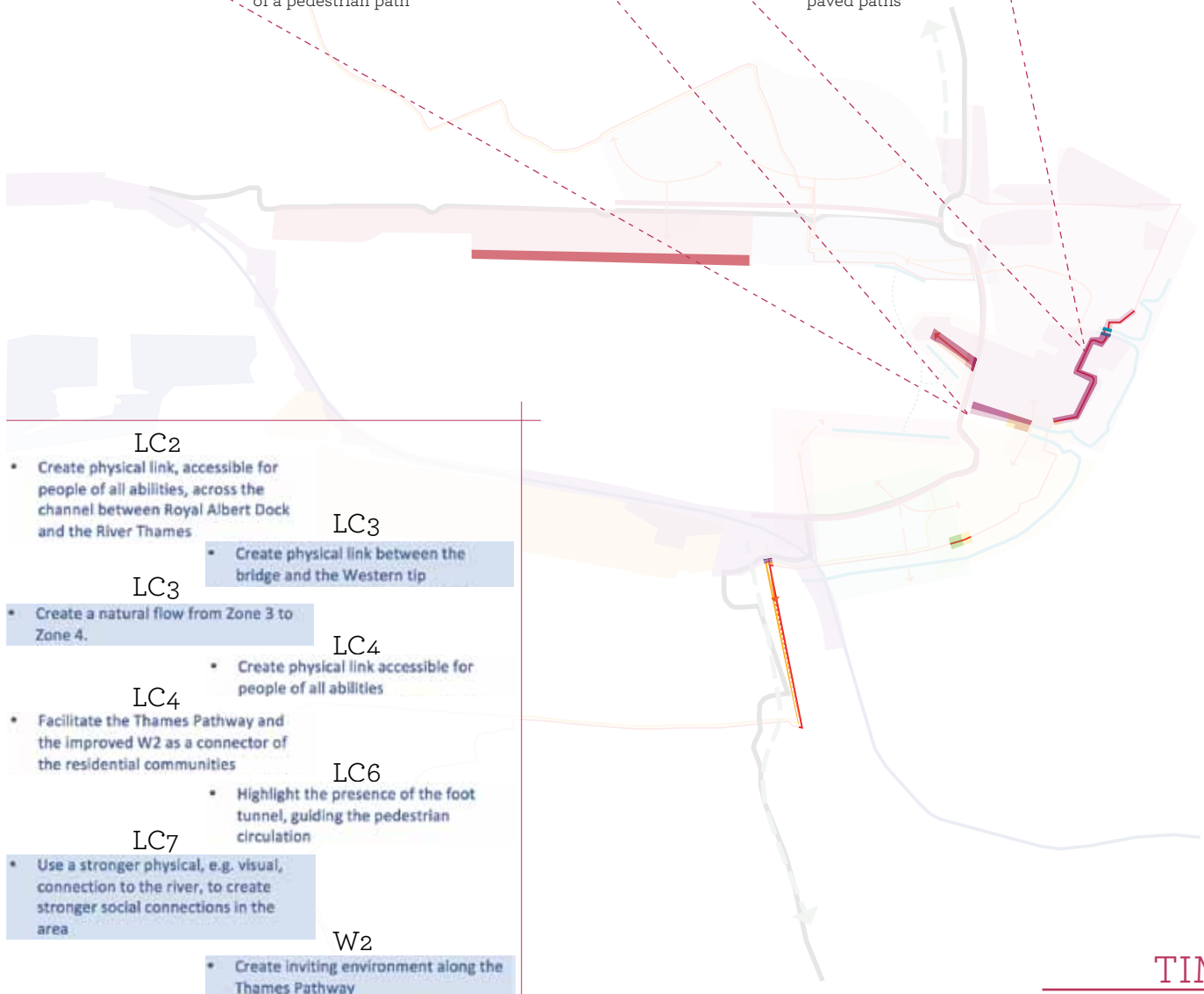
6.2 Re-vealing the Existing Networks



Figure 13- Refurbishment of a pedestrian path



Figure 14- Riverfront paved paths



TIME



Legibility



Community cohesion

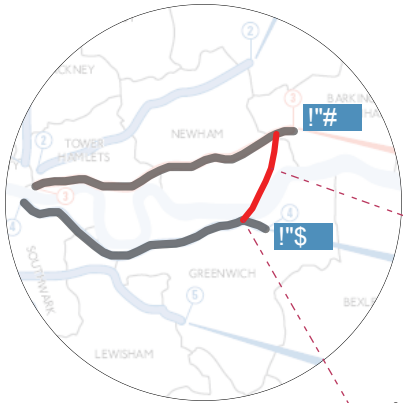


Pluralism in accessibility



Revealing the identity

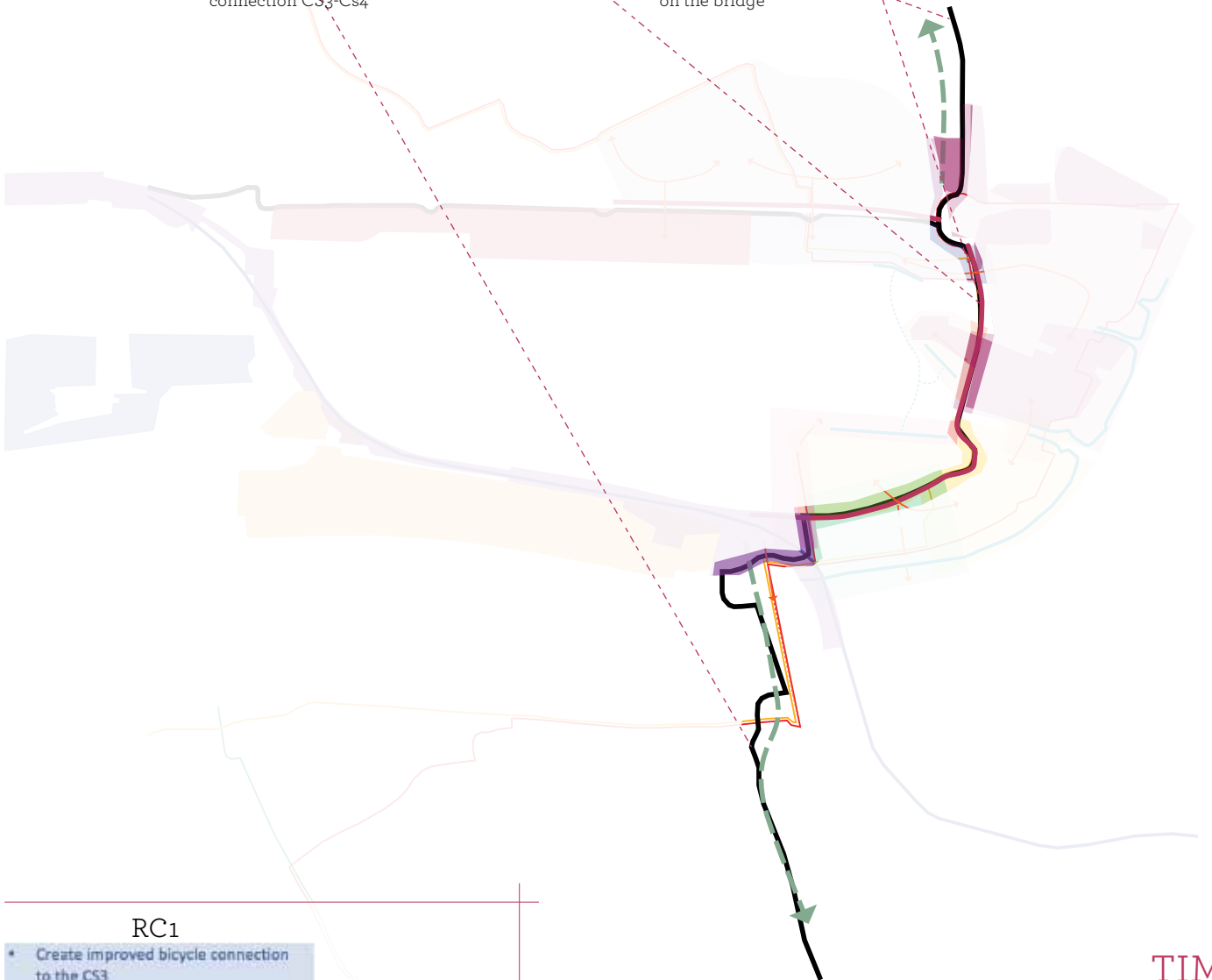
In many analysis ideas such as re-activating, re-generate, re-vealing came up and it is on this “re” idea that this intervention is unfolded. As shown before there are many existing networks in the site but some of them are fragmented and therefore it is necessary to put the pieces together. In order to do this simple intervention of maintenance will be done. In the map are shown some parts that needs this.



Map 16- Proposed connection CS3-Cs4



Figure 15- Cycling lane on the bridge



RC1

- Create improved bicycle connection to the CS3

TIME



Legibility



Community cohesion



Pluralism in accessibility



Revealing the identity

Connected with the maintenance of the existing paths will be done another kind of revealing of networks at the regional scale. One example of this is connecting the CS3 and CS4 (Barclays Cycle Superhighways). This connection will pass through the site and will work at the regional scale since these “superhighways” lead to the centre of London.

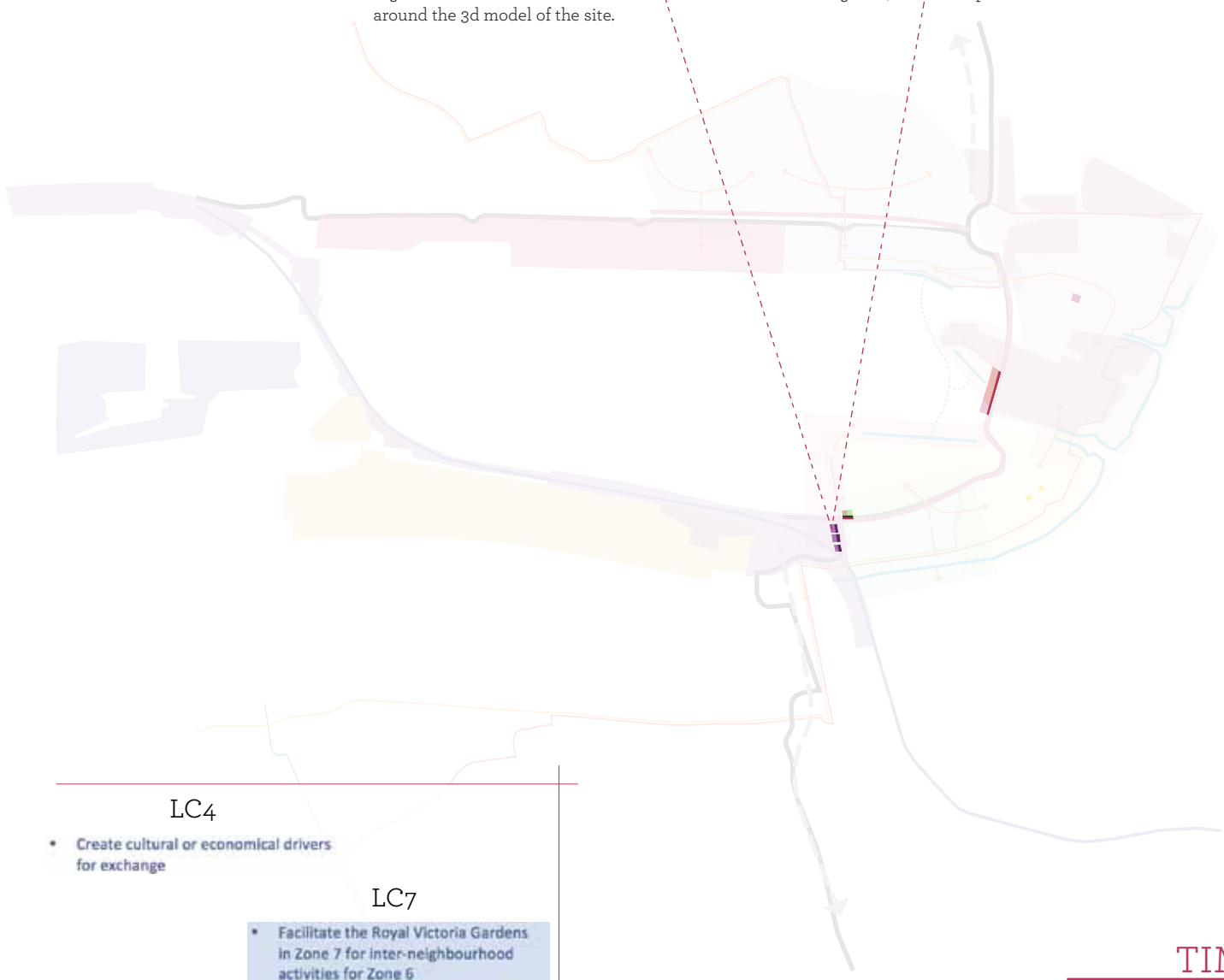
6.3 Supporting Local Economy



Figure 16- Platform for discussion around the 3d model of the site.



Figure 17- Local shop



TIME

Legibility



Community cohesion



Pluralism in accessibility



Revealing the identity

This intervention works with the local economical activities in relation to the new developments happening in the area. Setting a compensation program based on socio economic responsibility from the new developments to the existing local economical activities. This intervention aims to reduce the socio-economic gap existing in the area. An online platform to discuss this will be set.

6.4 Activate Through Activities



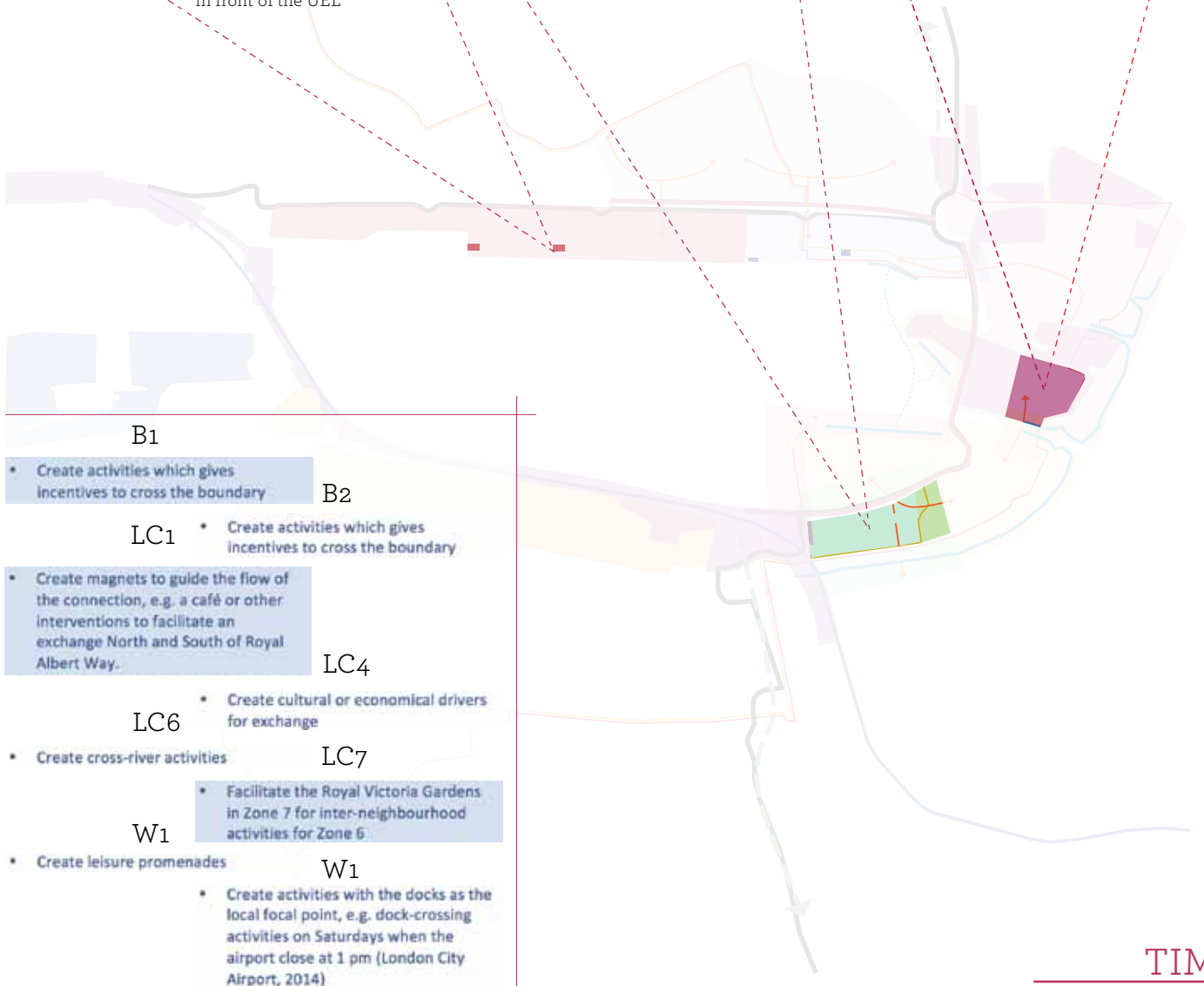
Figure 18- Leisure activities in front of the UEL



Figure 19- Cycling event



Figure 20- Skatepark



Legibility



Community cohesion

Pluralism in accessibility



Revealing the identity

This intervention aims to create new recreational activities in the area relying on the previous interventions. These activities address not only users from the area but also from all over London. In order to achieve this some of these activities will have a high character of uniqueness like skateboarding. Local actors, such as university students, will be involved in order to provide activities needed by them.

7- WRAP UP

The design response presented in this document is a suggestion of how the development framework for North Woolwich, Albert Basin, and Beckton would work, benefiting from the assets of the site: human assets (workers, students...) and physical assets (Thames river, transport stations...). The interventions are examples of how we envision North Woolwich, Albert Basin, and Beckton would change after following the proposed framework for development. The design principles and guidelines were unfolded under the vision to create a harmonic co-existence of the different actors and interests functioning on site. This is synthesized in two main goals: to create leverage for local residents' and workers' to co-shape the site and to bridge the pieces of the fragmented site and its infrastructures. And through the design interventions proposed the vision of harmonic co-existence would be achieved, starting with short term interventions and projecting towards longer term and permanent future change in the area that would tackle the issue of regeneration as an action taking into account the local residents and workers towards a harmonized living place.



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8.4 References

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