

Aldgate Connect

Public Realm Vision and Strategy

Exploration of Design Interventions and
Establishing Project Priorities

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FOREWORD

Gensler were appointed by the Aldgate Connect Business Improvement District to develop a strategy for one of the key aspirations of the business community, the enhancement of the overall quality of the public realm within the Aldgate area. Over recent years Aldgate has benefited from considerable improvements to its public realm but much still remains to be done. The creation of Aldgate Square has provided a powerful exemplar of the value of enhanced, activated, and well-maintained public spaces and the square has now become emblematic of the renaissance in the Aldgate area.

The rapid growth of both commercial and residential development in the area over the last decade has led to a significant increase in the working and residential population. Aldgate has also experienced an unprecedented increase in visitor numbers associated with new hotel developments and the growing recognition of the proximity to some of London's most important tourist attractions. The increased pressure on the public realm and the noticeable gaps between various improvement initiatives underpin the need for a comprehensive strategy for the whole area.

Central to the strategy was a detailed analysis of the issues and opportunities across Aldgate which, together with a targeted stakeholder engagement, enabled a clear set of priorities for public realm improvement to be developed. This strategy consolidates the recent improvements that have been made and ensures that a more connected public realm across Aldgate can be achieved. A priority for the strategy was creating an appropriate hierarchy of public space but also ensuring that there is a focus on the essential connections to adjacent neighbourhoods, with a special focus on the critical gateways into the area. The strategy allows for phased incremental enhancement of the quality and perception of this strategic part of central London and will, in turn, continue to reinforce the area as an increasingly popular place to live, to visit, and to do business.

Eco Zhang, Senior Urban Designer, Perkins+Will

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Chairs of the Aldgate Connect BID Public Realm Steering Group

INTRODUCTION

The Aldgate Connect Business Improvement District (BID) engaged Gensler to develop a public realm vision and strategy for the wider Aldgate BID area with concepts for pedestrian, streetscape and public realm enhancements working in close consultation with stakeholders.

Located between the City's Financial District to the west, hotspots such as the Tower of London to the south, and the growing residential districts of Tower Hamlets to the east, the Aldgate area encompasses a 45-hectare area that offers a diverse mix of offices, retail services, homes, and cultural and community facilities. Located in this iconic area of London, Aldgate straddles two boroughs - the City of London (CoL) and the London Borough of Tower Hamlets (LBTH).

Aldgate has been listed as an area of change by the City of London and an Opportunity Area by central government since 1980, with private investors now developing in a major way. The area has seen a range of fast-paced changes and developments and the radical transformation is on-going, with ambitious development projects and large-scale infrastructure improvements in the pipeline.

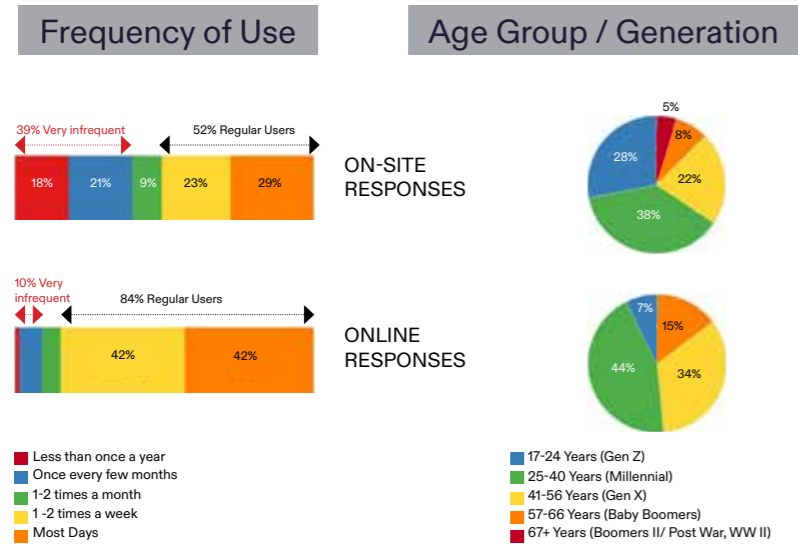
Like many inner-city communities, Aldgate was historically damaged by a combination of lack of open space and poorly planned post-war road infrastructure. Over recent years, both boroughs have been working hard to reverse these problems. Interventions such as the new Aldgate Square are a shining testament to how cities can reclaim streets and re-purpose land for the whole community to enjoy.

This study aims to develop a comprehensive public realm strategy that considers street and space upgrades that work towards achieving the wider Vision. The study intends to provide a robust foundation of Framework Principles to guide public realm interventions that allow for activation and extension of cultural life for everyone, joining all the various dots and creating a strategy that serves all community stakeholders who live, work, study and visit the area every day.

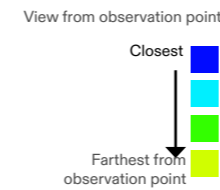
The Vision and Strategy builds upon our extensive baseline studies, surveys and consultations with various stakeholders, including the Aldgate Public Realm Steering Group, local institutions, residents, developers, City of London, London Borough of Tower Hamlets, Transport for London and the Greater London Authority. These were all carried out in the initial stage of the study, as captured in our Baseline Study Report and summarised in the first section of this report.

Seeing a huge investment in business and residential development has finally put the spotlight on the area, and this momentum needs to be utilised. There is also a wider context of major infrastructure investments such as Crossrail and upgrades by Transport for London. This is the ambition of the Aldgate Connect Business Improvement District and an aspiration of both LBTH and CoL, to ensure a high-quality environment that serves businesses and communities. This once-in-a-generation opportunity calls for a joint approach to the ongoing improvements of the streetscape and public spaces of Aldgate.

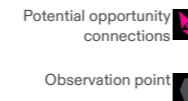
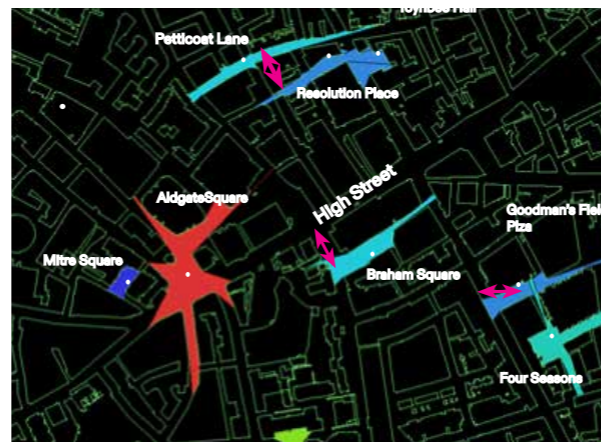
Demographics & Key Perceptions



Spatial Analysis



A: Field of view for an observer passing by Aldgate high street / Whitechapel High Street



B: 360 degree field of view from the centre of the open space

Stakeholder Engagement



- The Aldgate School
- St Botolph's without Aldgate
- Toynbee Hall
- Whitechapel Gallery
- David Game Collage
- Local councillor
- Small and large businesses
- London Metropolitan University
- Greater London Authority
- London Borough of Tower Hamlets
- City of London
- Merchant Land
- British Land
- CDL
- Ploberger Group
- Clarke Heron
- Fraser Property
- Newton Perkins
- Berkley Group
- 4C Hotels
- Urbanest
- Brockton Everlast
- Residents

Virtual Stakeholder Workshop



Stakeholder Workshop - Interactive Mapping Output (Miro)

Our initial engagement was in the form of an on-street and online survey, based on the Experience Index (EXI) framework developed by Gensler's firmwide research team. The EXI Survey results help us to identify pain points and strengths of the place by capturing and measuring experience and perceptions of different user groups in Aldgate. It focuses on key themes such as culture, physical attributes of the space/place, and purpose of space.

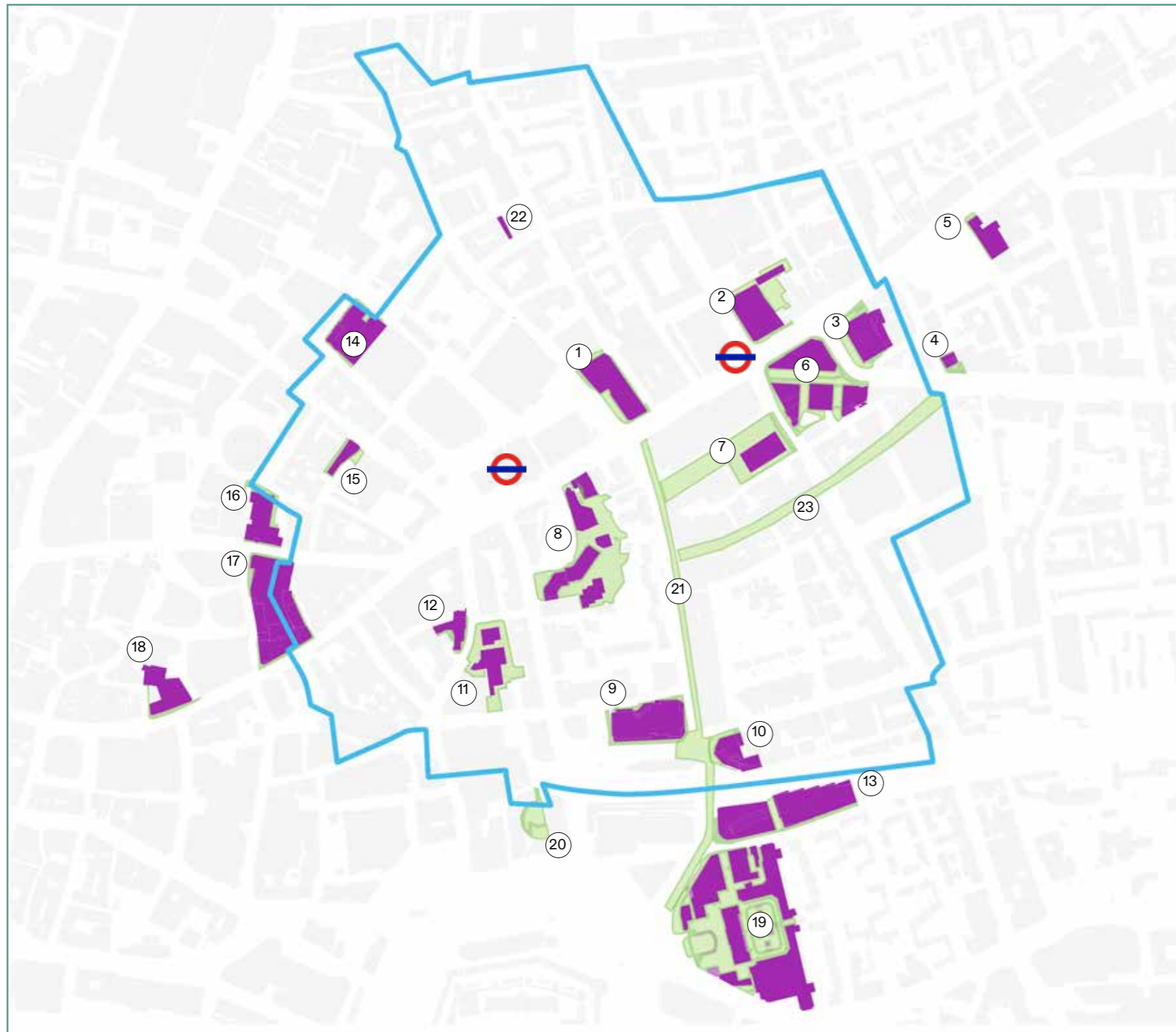
These themes are used to identify, prioritise and start ideating strategies for how best to express the location's unique culture and characteristics into a best-in-class design experience.

One of the main aims of the spatial analysis is to identify opportunity areas favoured by the existing spatial configuration and relationships between different spaces (nodes and connections) within the wider Aldgate Connect BID area that have the potential to contribute to an active social dynamic.

Overall street network was analysed to identify natural movement lines and a visibility study of the site was conducted to understand the most visually accessible spaces, as these are likely to invite more pedestrian traffic and dynamic activity. The findings of the spatial analysis informed the overall design decisions and formulation of the wider public realm strategy.

As part of our audit, Gensler facilitated a series of stakeholder events and interviews, incorporating a diverse group of local stakeholders. The aim of the sessions was to enrich the research and observational work by hearing about people's experience of, and insights into, the Aldgate area.

The discussion focused on three topics, the NOW - highlighting opportunities and constraints, the NEAR - identifying work in the pipeline, and the NEXT - determining long-term aspirations for the area. The discussion was facilitated through an interactive, visually engaging presentation using Miro, where the participants were able to document their contributions and experiences.



This section summarises Gensler’s key findings from our Stage 1 Baseline Study and stakeholder engagement process. The Aldgate Connect BID area has undergone an enormous transformation over recent years, with ambitious developments and greater diversity of uses, putting even more pressure and demand on the public realm in the area. In Stage 1, we examined the current public realm conditions and provided a strategic overview of the key issues and opportunities of the site. Further detail and information can be found in Gensler’s Stage 1 Report.

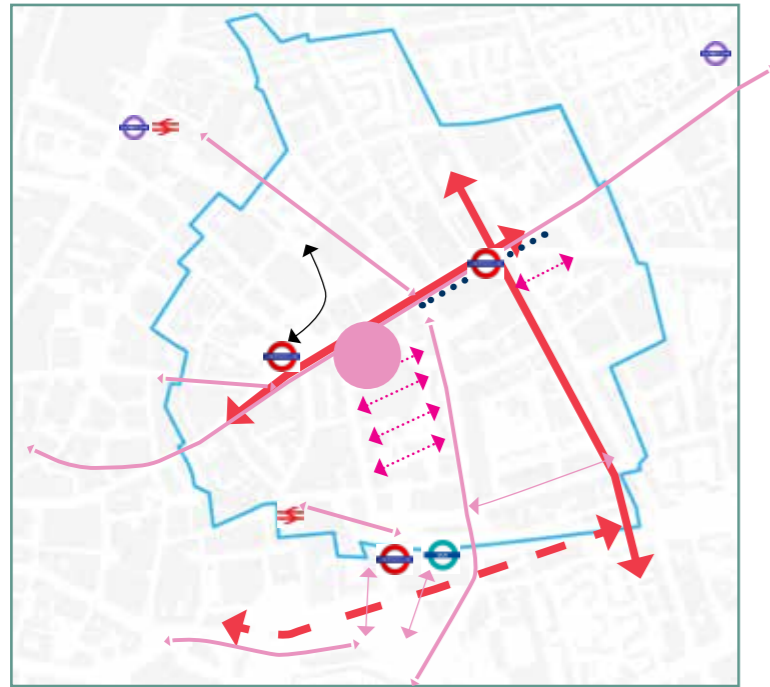
The diagram to the left illustrates the ongoing developments and public realm improvements in the Aldgate area.

1. 2 Middlesex Street
2. 101 Whitechapel High St
3. 59-63 Whitechapel High Street
4. 34-40 White Church Lane & 29-31 Commercial Road
5. 2 Whitechapel Road
6. Aldgate Place
7. Braham Street TFL Memorial Park
8. 15 - 16 Minories
9. 1 Portsoken Street
10. 31-33 Prescott St
11. Roman Wall House, Vine St
12. Boundary House, 7-17 Jewry St
13. 85 Royal Mint Street
14. 115-123 Houndsditch
15. 33 Creechurch Lane
16. 100 Leadenhall Street
17. 40 Leadenhall Street
18. 130 Fenchurch Street
19. Royal Mint Chinese Embassy
20. Crescent
21. Cycle Lane to Mansell Street
22. Leyden St Cafe / Toilet
23. Alie Street Traffic Improvement

MAP KEY

- Aldgate Connect BID Boundary
- Proposed/ recently completed new development
- Proposed/ recently completed public realm improvement

1 Connection

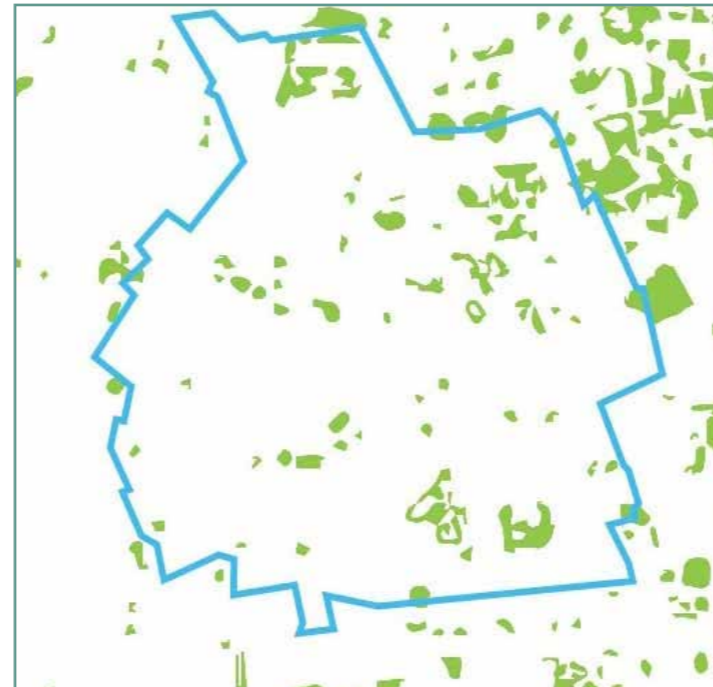


Aldgate benefits from great connectivity

The Aldgate Connect BID is located in zone 1 on the border of Tower Hamlets and the City of London. There are five public transport stations (train, underground and DLR) in and around Aldgate and two Elizabeth line stations are to be opened soon. In addition, Aldgate also benefits from multiple daytime and nighttime bus routes that service it. However, none of the stations are interlinked, and the wayfinding between stations is poor.

Tower Bridge and Thames River are both within close walking distance, and walking from Tower Hill to Liverpool Street Station only takes an average of 15min, which people are rarely aware of. There is an emerging cycling infrastructure in Aldgate, but many traffic incidents happen around those areas. Overall, despite its outstanding geo-location, the active modes of transport are insufficiently provided for.

2 Green Infrastructure



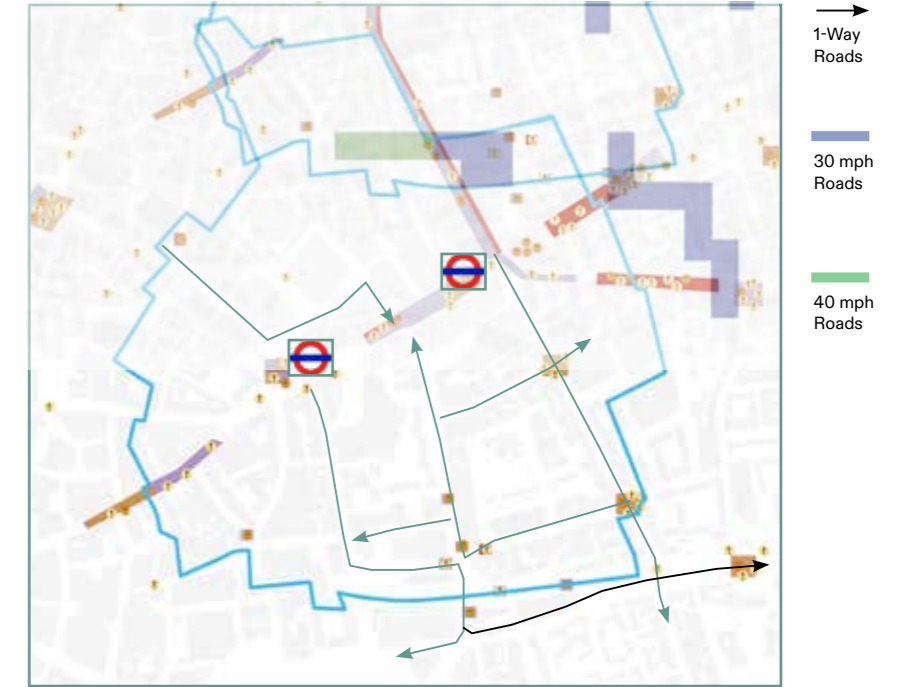
Aldgate lacks open space and green assets

The lack of public open realm and green space in the Aldgate area is noticeable against the wider context of London's green-space capacity. The City Plan 2036 states that this area has one of the lowest proportions of open space in the City.

The quality of the main open spaces in Aldgate Connect BID area varies widely. Although Aldgate Square and Goodman's Field have improved the public realm offer significantly, other public spaces like Resolution Square and Braham Street Park are not well designed and suffer from management issues.

Aside from design and management quality issues, green spaces in the area provide insufficient active play functions for children, teenagers and adults.

3 Vehicle Influence

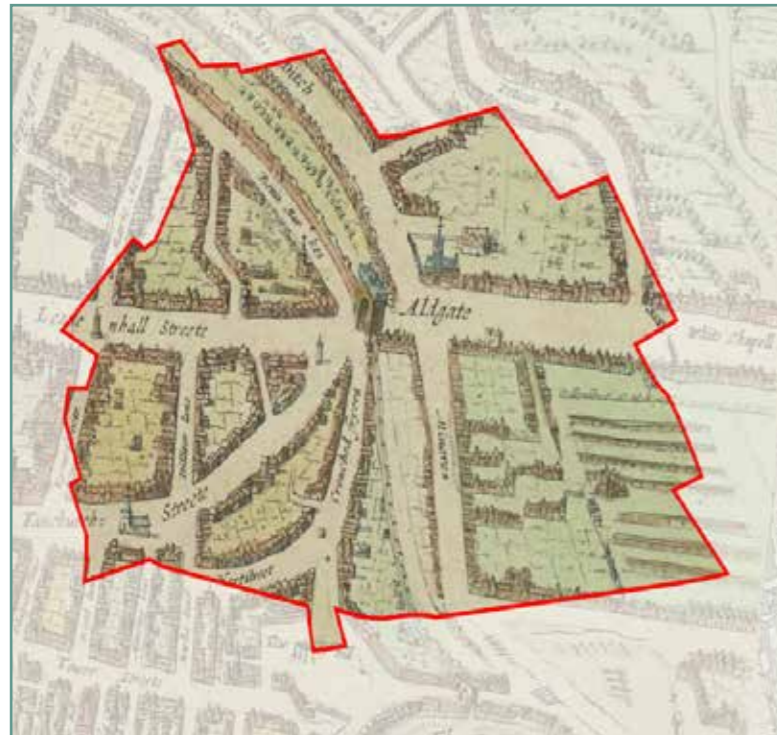


Public realm dominated by vehicular traffic & one-way systems

Aldgate is noticeably an area dominated by vehicular traffic, with large roads of up to four lanes on some streets, creating air pollution, high noise pollution, and congestion that claims priority over pedestrian use, leaving some zones with a weakened sense of place. These traffic heavy streets are discouraging for cyclists and pedestrians, further deteriorating the perception of the area. The removal of the Aldgate gyratory and the creation of Aldgate Square has significantly improved the overall quality of Aldgate High Street over the past years.

However, the main roads in Aldgate are still widely dominated by vehicles. Despite the strong east-west route, north-south connections are of insufficient quantity and quality. This means that many streets within the BID can be hostile for cycling as there is no segregation for cyclists provided and travel speed and volume on the one-way system is relatively high.

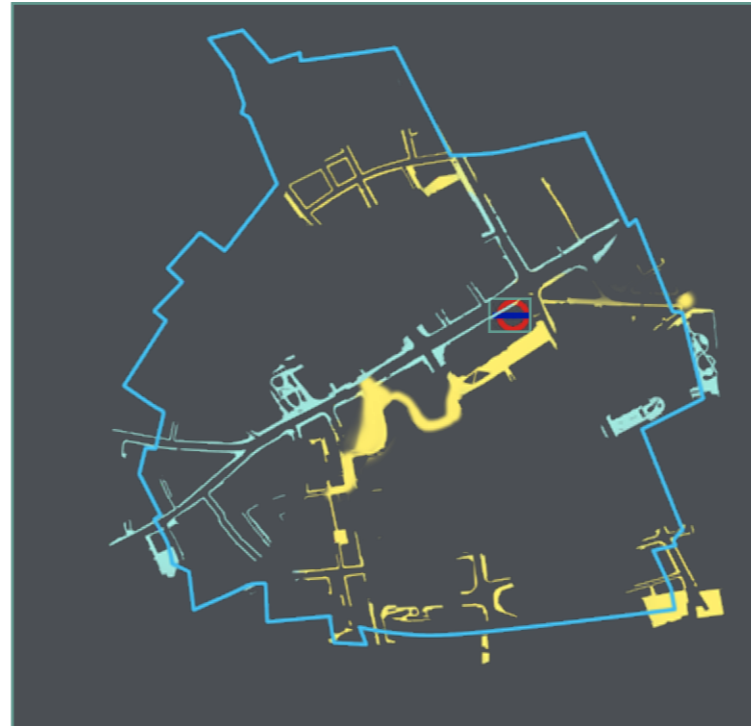
4 Heritage



Historic Assets are overlooked

Dating as far back as the Roman era, the Aldgate area has long been rich in historical significance, having time and time again been a landmark for historical events and crucial to the development of the City of London, affording this site a dynamic urban fabric. This distinction, along with the borough's many growing developments, presents ample opportunity to highlight and celebrate Aldgate's past while inspiring its future.

5 Streetscape



Inconsistent streetscape, lighting & wayfinding

The overall streetscape in Aldgate is dominated with hard materials, with minimal greenery and inconsistent tree planting. Whitechapel Road, in particular, suffers from significant street clutter, rubbish and lack of activation. Straddling across two boroughs, the Aldgate BID streetscape has two sets of standards. Whilst the City of London's part of Aldgate requires specific streetscape materiality, Tower Hamlet's part of Aldgate has a different requirement. As a result, Aldgate does not have an integrated streetscape.

In terms of lighting, Aldgate is considered well lit in most places, with only a few below-average locations, especially the railway undercroft.

6 Growing Cityscape



Transformation of the area with ongoing developments

Aldgate, partially covered in the City Fringe Opportunity Area, is in the midst of a transformation which is completely changing perceptions of the area. The creative and ambitious nature of surrounding neighbourhoods, such as Shoreditch and the City, have infused the community with life and activity, generating huge development interest in one of London's most historic districts. The land use of Aldgate today is further diversifying. Residential (including student accommodation), commercial, offices and hotels are the top four types of land uses in Aldgate.

Gensler has carried out several engagement meetings with stakeholders to understand the future development and projects in the pipeline. Certain areas in Aldgate will see a transformation of the pedestrian experience. There is an opportunity to create connections between and beyond those areas, forming a meaningful journey throughout the BID.

PUBLIC REALM

VISION & STRATEGY



VISION

ESTABLISH ALDGATE IN
ITS ICONIC LOCATION
AS A WELL-CONNECTED,
COHESIVE COMMUNITY
KNOWN FOR ITS
INTRICATE NETWORK
OF GREEN SPACES, AND
CELEBRATION OF ITS
UNIQUE ARTISTIC AND
CULTURAL HERITAGE.

This study presents a comprehensive public realm strategy that considers street and space upgrades that work towards achieving the wider Vision for the Aldgate Connect BID area. The study provides a robust foundation of Project Objectives and Framework Principles to guide public realm interventions that enhance the overall public realm quality, and allow for activation and extension of cultural life for everyone. It is aimed at joining all the various dots and creating a strategy that serves all community stakeholders who live, work, study and visit the area every day. A series of strategic interventions are identified across the BID area that suggest long-term major projects, a series of projects around key character areas, and smaller temporary activation projects, all aimed at achieving our Vision.

OBJECTIVE



① A well-connected district supported by multiple active modes of transport

Aldgate benefits from its strategic location and great connectivity. To respond to post-covid social and economic recovery, a network of accessible streets and attractive spaces with active functions will help to attract people as the office economy reopens. Continue the reorganisation of the Aldgate one way systems and give streetscape back to cyclists and pedestrians to encourage city life.

② Spaces for art, culture and social exchange

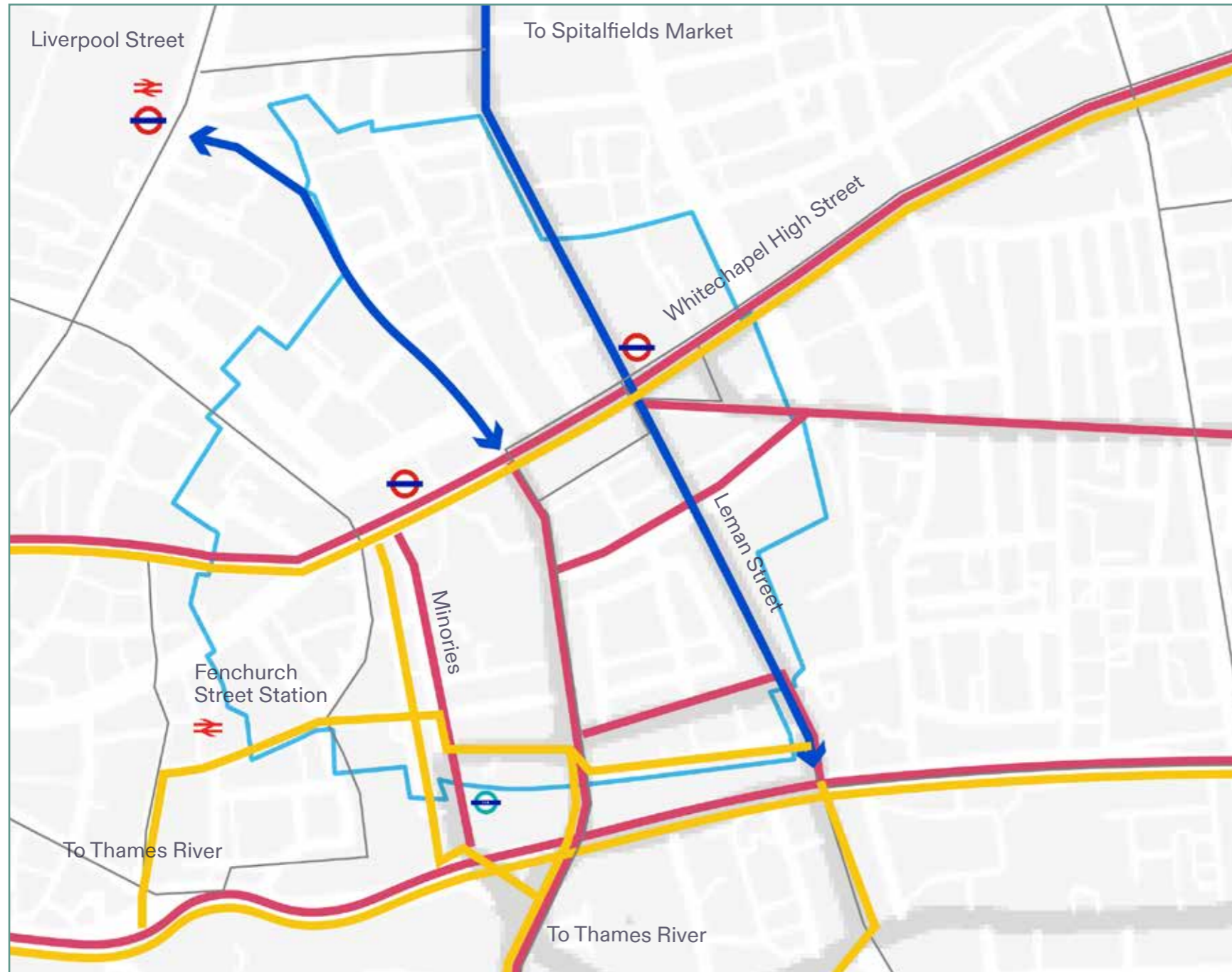
Art, education, culture and technology play an essential role in Aldgate. Art institutions such as the Whitechapel Gallery have been an anchor point for years, while smaller galleries are starting to emerge in the area. Creating public open spaces to support activities and programs will promote Aldgate as a cultural hub and enhance its identity. Public art installations can be impactful catalysts to change perceptions and create new urban landmarks.

③ Improve the quality of existing open spaces and introduce new public areas to form a meaningful green-space network

Open space and urban greening play a vital role in the health and wellbeing of the population, including those who may only be visitors. While recently delivered schemes such as Aldgate Square have made great strides, other areas are in decline. It is the ideal time, with a number of major developments in the pipeline, to capitalise on investment in the neighbourhood and provide a coherent strategy to deliver more usable public spaces. Amenity spaces should be inclusive and welcoming to all users. Open spaces are precious in the city centre; therefore, the offering should be flexible, high-quality and inclusive.

④ Enhanced settings and celebrate heritage assets

Aldgate has many heritage assets and important historical sites, such as Whitechapel High Street, the Roman Wall, Petticoat Lane and connections to the River Thames. These heritage nodes and routes should be reinvented, emphasising place-making to reiterate their historical roles.



Depending on the current condition of the streets, five levels of interventions* are considered to improve the streetscape:

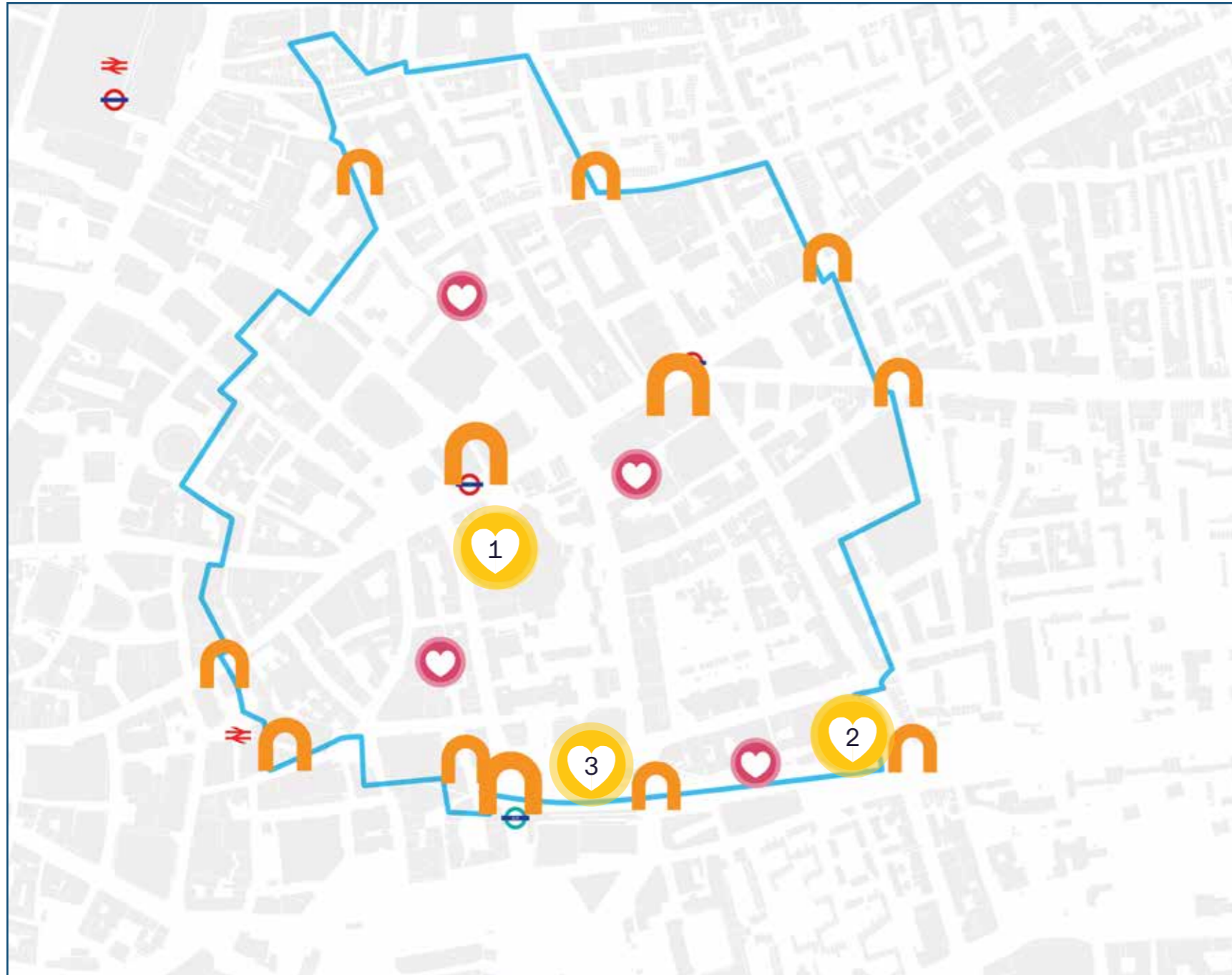
- ① Tidy up
- ② De-clutter
- ③ Relocate or merge functions
- ④ Rethink traffic management options
- ⑤ Recreate the street

The reversing of the extensive one-way systems in Aldgate is a major project.

* London Plan 2036, Healthy Street Guidance and Streetscape Guidance by TfL and Post-Covid Social Economy recovery recommendation by the Steering Group, refer to Stage 1 study for detail.

Apart from that, four other strategies should also be considered to be promoting Healthy Streets in Aldgate, which are:

- ① **Rebalancing user needs**
Creating 'people friendly' streets with the focus on pedestrian experience and needs. Strategically set out routes to connect to a wider active user street network.
- ② **Facilitating local businesses**
Available spill-out space is lacking at Aldgate. Waste collection and other supporting facilities need to be enhanced.
- ③ **Good ordinary**
Following TfL's 'good ordinary' recommendation, consistent and well-designed standard components should be applied to enhance the quality of the area. Underused and broken street furniture should be removed to provide more spaces for meaningful uses, especially on Aldgate / Whitechapel High Street, Lemn Street and Commercial Street.
- ④ **Accommodating all users**
Besides pedestrians and cars, cyclists should also be considered when upgrading the streetscape. In certain areas like Aldgate/ Whitechapel High Street, Commercial Street and Lemn Street, where accidents frequently occur, consider increasing cyclist priority.



This principle aims to establish a cohesive identity, and sense of arrival and belonging at Aldgate.

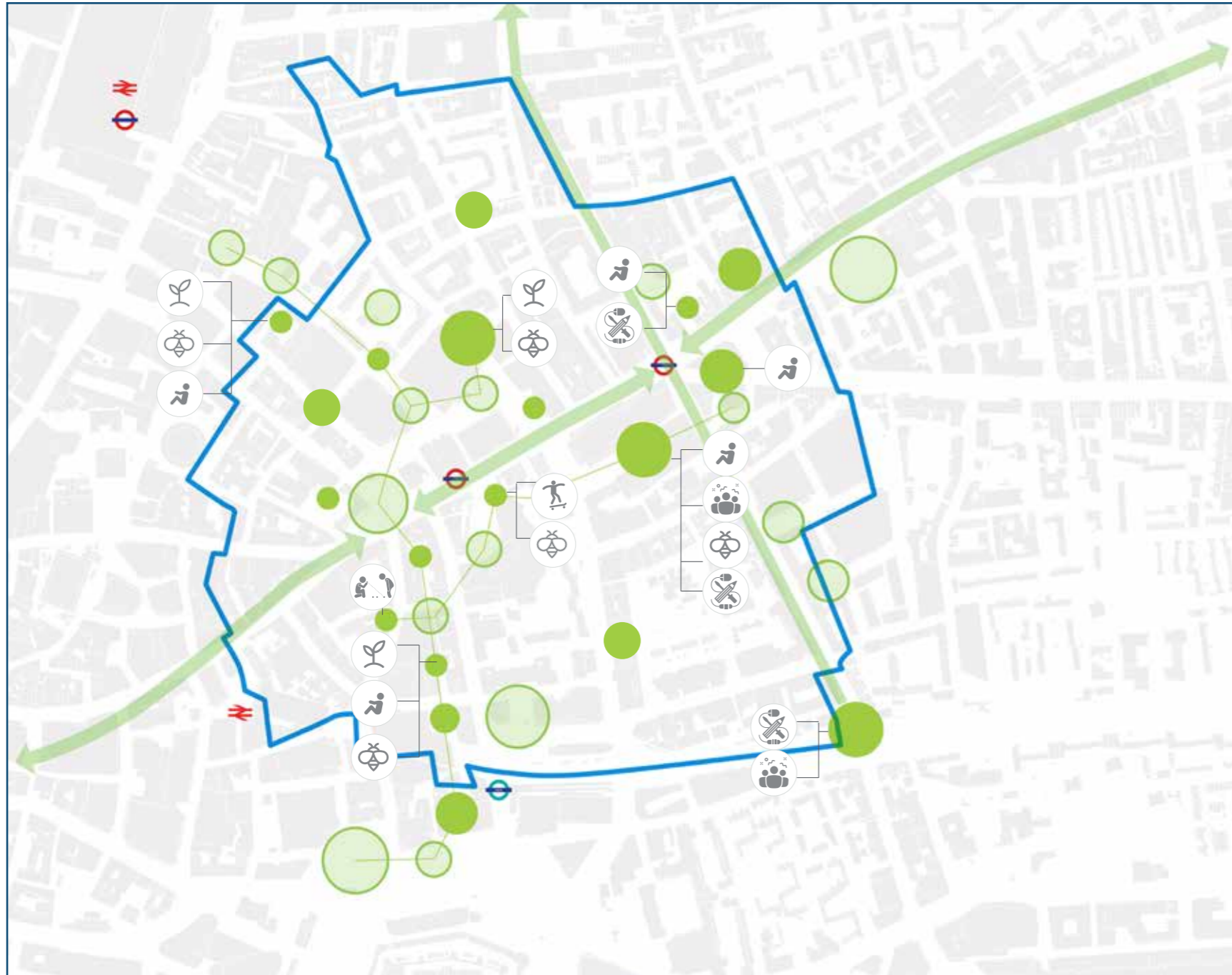
Gensler have identified several gateways to the Aldgate area including six railway archways/ bridges with potential for positive enhancements, such as lighting, art and public activity. This would enhance the connection to the Thames (noted as a key recommendation from the Aldgate Connect Public Realm Steering Group). Other gateways are strategically set at public transport stations and arrival points to the BID.

Apart from establishing the identity, creating destination spaces for the community, workers, students, and visitors is also important. The destinations are the new heart of Aldgate, which bring people together and provide a multi-functional purpose* for the diverse users at Aldgate.

*Feedback from stakeholder engagement sessions with art, cultural and educational institutes: Open spaces should have multiple layers and be flexible to suit different user demands.

MAP KEY

- Aldgate Connect BID Boundary
- ⌒ Gateways - Activation Destinations
- ♥ Community Destinations
- ⊙ Play Area
- ⊙ Skate Area
- ⊙ Park



There is a clear ambition to green up public space throughout Aldgate, as demonstrated by the completion of Aldgate Square. The introduction of high quality, meaningful, fun and engaging public realm interventions aim to enhance biodiversity value and stitch together the broader London green network.

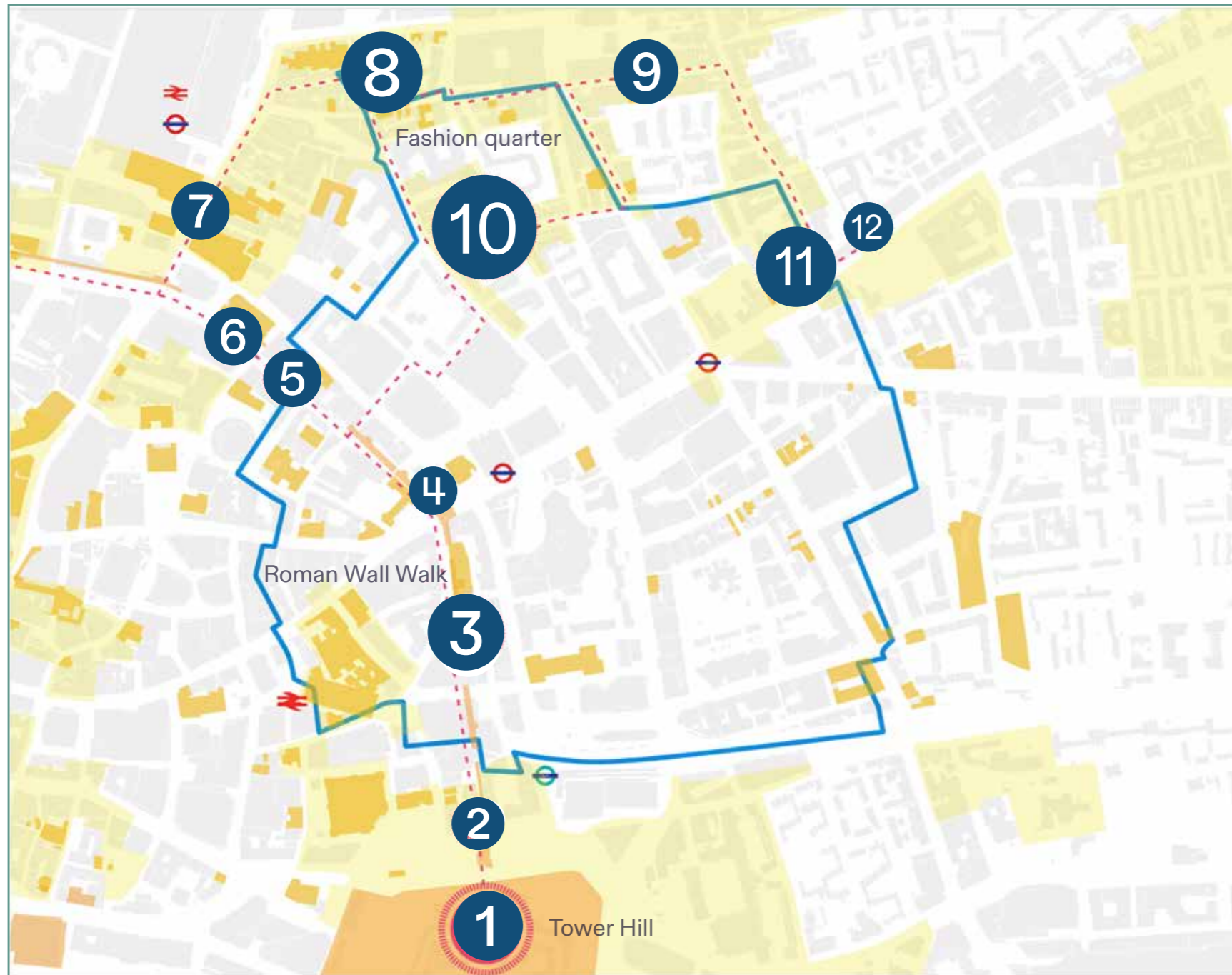
The key strategies* are:

1. Improving the quality of existing pocket parks and introducing more greening.
2. Building functional green infrastructure, including art installations, playful streets, community hubs/ exchange centers to support urban wellbeing.
3. Using pocket parks as educational platforms to promote urban planting, skill exchange and circular economy.

*Recommendation from London Plan 2036, Healthy Street Manual by TFL, City of London local plan, Tower Hamlets local plan and Aldgate BID vision.

MAP KEY

- Aldgate Connect BID Boundary
- Potential Green Corridor
- Proposed Pocket Park
- Existing Pocket Park
- Seating
- Grow
- Children Play
- Makers/ Art
- Event
- Biodiversity
- Activities



Heritage plays a vital role in the identity of Aldgate today. Its assets are to be promoted as key focal anchors for its visitors and the community of Aldgate by creating historical experience routes, improving connectivity across the area.

To promote the heritage assets, key pedestrian routes should be enhanced through shop front activation, public realm improvements during day and night, and a series of walks and events. For example, Middlesex Street and Vine Street along the Roman Wall, which have been overlooked for years, could be improved and form part of a historical experience route connecting Aldgate to the river and Liverpool Street station.*

*Key recommendation from stakeholder engagement with local authority and Aldgate Connect Public Realm Steering Group.

MAP KEY

 Aldgate Connect BID Boundary

 Heritage Sites

- | | |
|-------------------------|-----------------------------|
| 1. Tower Bridge | 7. Liverpool Street Station |
| 2. The Crescent | 8. Spitalfields Market |
| 3. Roman Wall House | 9. Fashion Street |
| 4. Saint Botolph Church | 10. Petticoat Lane |
| 5. Mitre Square | 11. White Chapel Gallery |
| 6. Devonshire Square | 12. White Chapel Road |

PROJECT INTERVENTION



OVERVIEW

The following section takes a more pragmatic look at specific interventions and initiatives that are proposed to achieve this public realm vision. These are based on the four framework principles that have been outlined in the previous section and which, in turn, were derived from our baseline analysis and engagement process.

The initial analysis and stakeholder engagement has shown that there are many ongoing projects and initiatives throughout the Aldgate area that impact on the public realm. Those are either already underway or planned, as well as ideas for improvements that have been made by a range of different organisations.

The proposals outlined in this document seek to identify how we can build on the transformation that is already on its way, creating connections and synergies which result in a more meaningful wider impact and aid in achieving the vision.

The scope of ideas for improvements is extensive and the Aldgate Connect BID covers a wide area that differs significantly in nature and character, as well as across the many stakeholder groups. One of the BID's priorities is to identify future catalyst projects, which they can champion and work towards implementation. Therefore, Gensler have clustered the interventions under four character areas, which have been informed by the list of projects already under way, the Aldgate Connect BID's priorities, the wider stakeholder feedback, and the potential for positive impact.

However, there are opportunities for larger, overarching projects that would create a more holistic, strategic response to the public realm improvement. These are considered more complex and challenging in terms of their implementation and delivery, requiring further assessment studies, as well as the local authorities and public agencies to take the lead. The BID can utilize its influential position to facilitate discussion on these major projects and establish even broader aspirations, which this study cannot address further due to their complex nature.

There is also an opportunity for more small, incremental activation and community projects, that can have an immediate impact on improving the perception of the public realm, active spaces and bind the community together.

This section provides an overview of the public realm enhancements proposed for those four character areas. This will be followed by a prioritization of those interventions against a set of criteria, as defined in collaboration with the client team, which will divide them into three categories - the major projects, catalyst projects in support of key character areas, and activation/community projects.

Major Projects

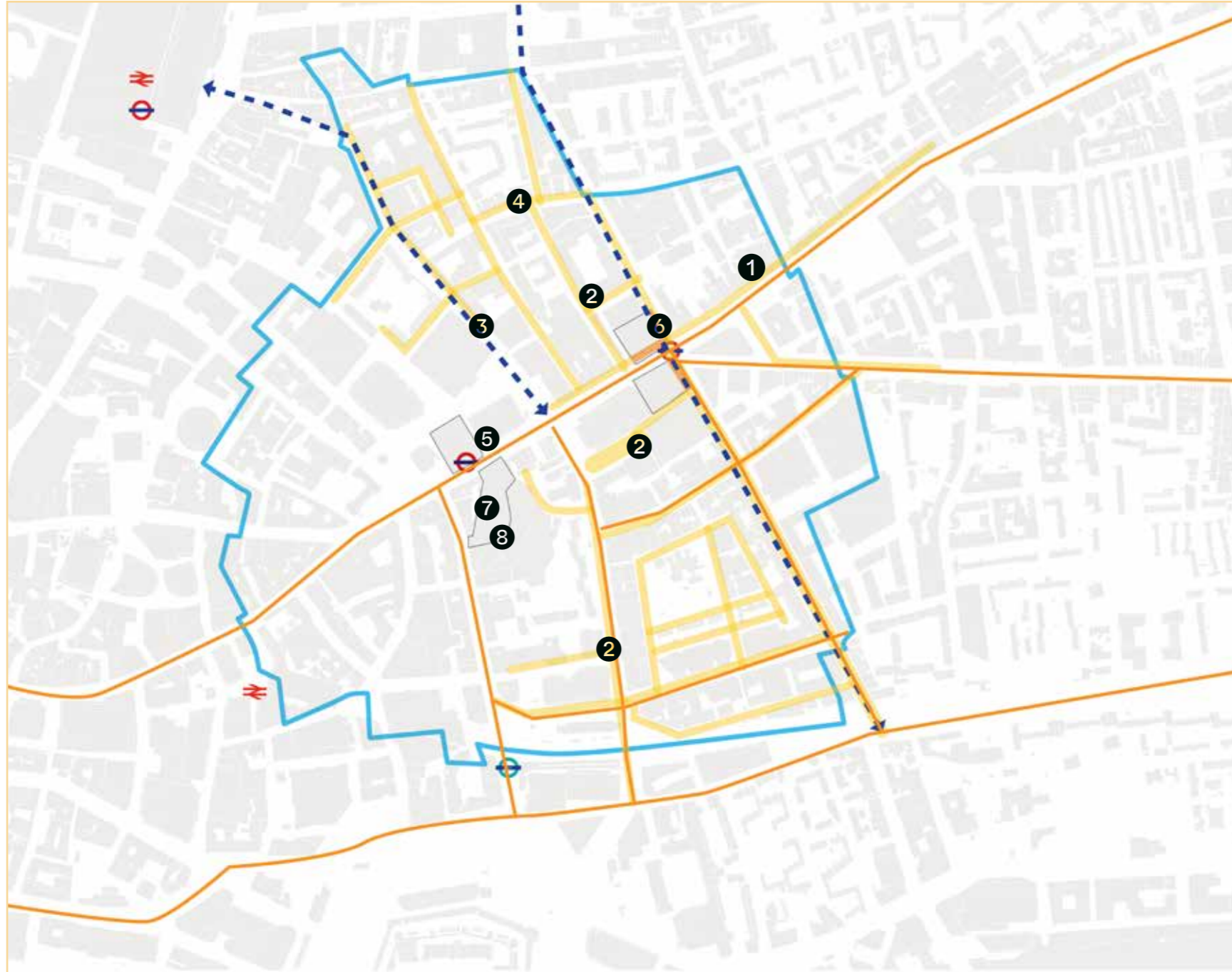
These interventions are projects that have a significant impact beyond Aldgate. The projects include traffic realignment, which would improve the traffic arrangement locally and extends to the wider network. Other projects like streetscape upgrading and maintenance to areas with poor quality will enhance the overall impression of Aldgate and strengthen Aldgate's identity.

Character Areas

The chosen Character Areas in Aldgate are of distinct nature and have the potential to have a significant impact on the identity of Aldgate. A series of catalyst design interventions for public realm upgrades have been identified that are required to manifest their distinct character and achieve a change of perception to the wider area.

Activation/ Community Projects

Activation/Community Projects are incremental smaller projects which are easy, quick wins to carry out. They are the key to binding the community together and activating the spaces.



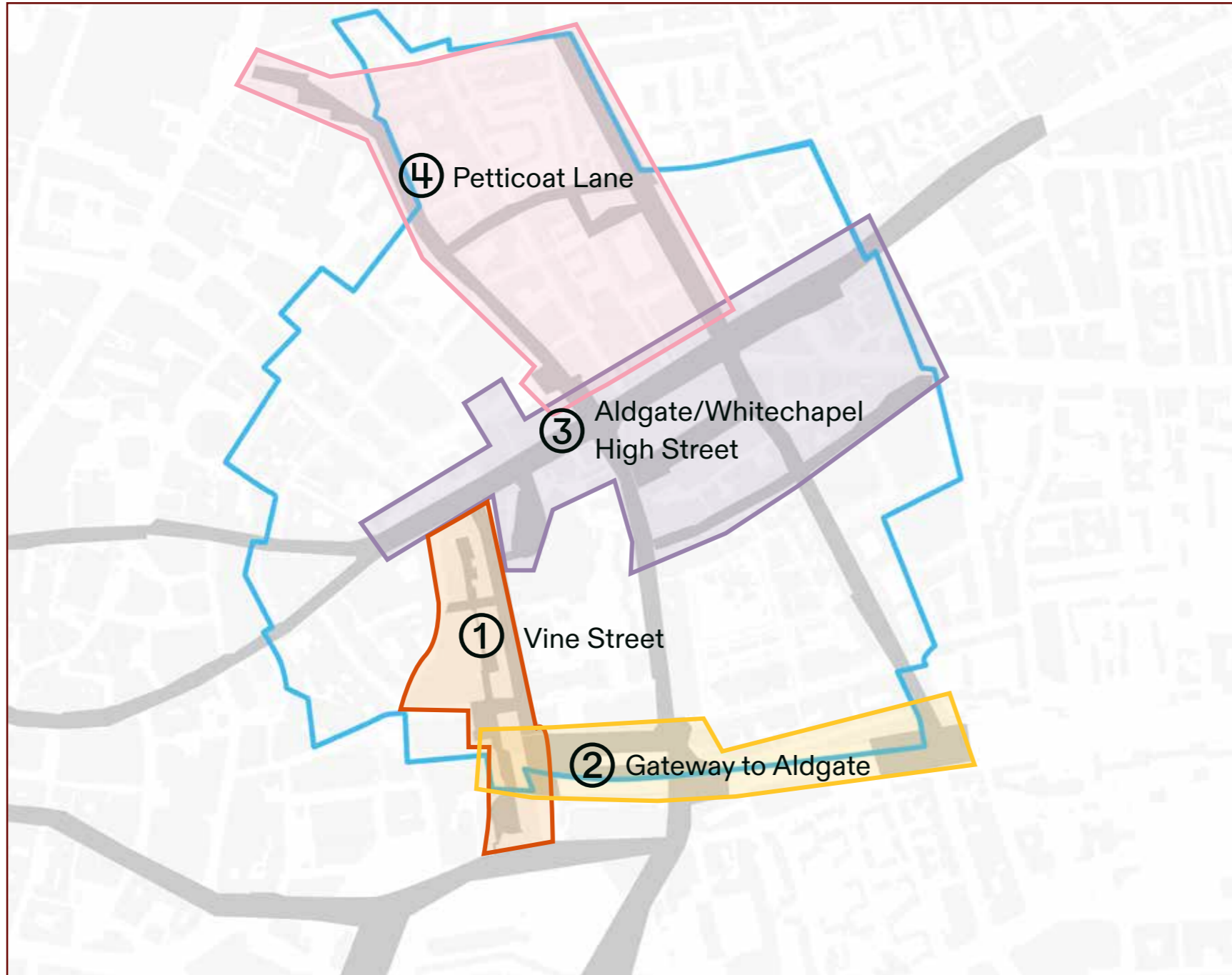
Major Projects

Based on our baseline studies and engagement meetings with various stakeholders, several recommendations and projects are proposed for the BID's consideration. Some of the projects are localised, whilst others are overarching projects that need to be considered strategically across the wider study area and, in return, have a long-term transformational impact on Aldgate. The projects include:

- ❶ Traffic Alignment
- ❷ Streetscape Materiality
- ❸ Cycle Infrastructure
- ❹ Maintenance
- ❺ Tube Station Accessibility Improvement
- ❻ Station Activation
- ❼ Bus Garage Activation
- ❽ Bus Garage Transformation

MAP KEY

- Aldgate Connect BID Boundary
- Affected Streets



Our study has identified a series of interventions for public realm improvements. For ease of orientation, we have grouped them into four geographical character areas, where we see the design recommendations having the most significant impact. These spaces were analysed based on our framework principles, which we see as encompassing themes that impact on most spaces in the study area.

Vine Street

Vine Street has a rich historical heritage including the remains of the Roman Wall. The existing urban fabric gives the street a human scale. Vine Street is a great site to showcase Aldgate’s history and DNA. With a public realm upgrade, Vine Street can become the pioneer site to respond to the walkable city concept from the London Plan.

Gateway to Aldgate

The gateway to Aldgate is currently dominated by vehicles. It is a great site to manifest gateway opportunities, establish Aldgate’s image and offer meaningful functions to underused, partially empty open spaces.

Aldgate/ Whitechapel High Street

Aldgate and Whitechapel High Streets form the main commercial artery through the study area and one of the desired outcomes was to reintroduce and reinforce the High Street spine across the local authority boundary. It is currently suffering from pollution and heavy traffic, as well as inconsistency in its streetscape treatment. Our proposals are aimed at mitigating traffic impact, enhancing the overall quality of the streetscape and elevating the human experience.

Petticoat Lane

Petticoat Lane was the most prosperous urban life and fashion market in the past, but it has lost its popularity. The regeneration of Petticoat Lane Market and associated initiatives can help deliver a greener future for this iconic destination.

MAP KEY

- Aldgate Connect BID Boundary
- Intervention Locations

VINE STREET

EXISTING CONDITION



Running along the Roman Wall with its old city layout and historical buildings, Vine Street has a great setting and acts as a key node connecting Thames River and Tower Hill area to Liverpool Street Station.

Recent developments adjacent to Tower Hill Station have provided routes into the southern end of Vine Street, presenting a very clear opportunity for meaningful pedestrian focused interventions.

1



2



3



4



5



6

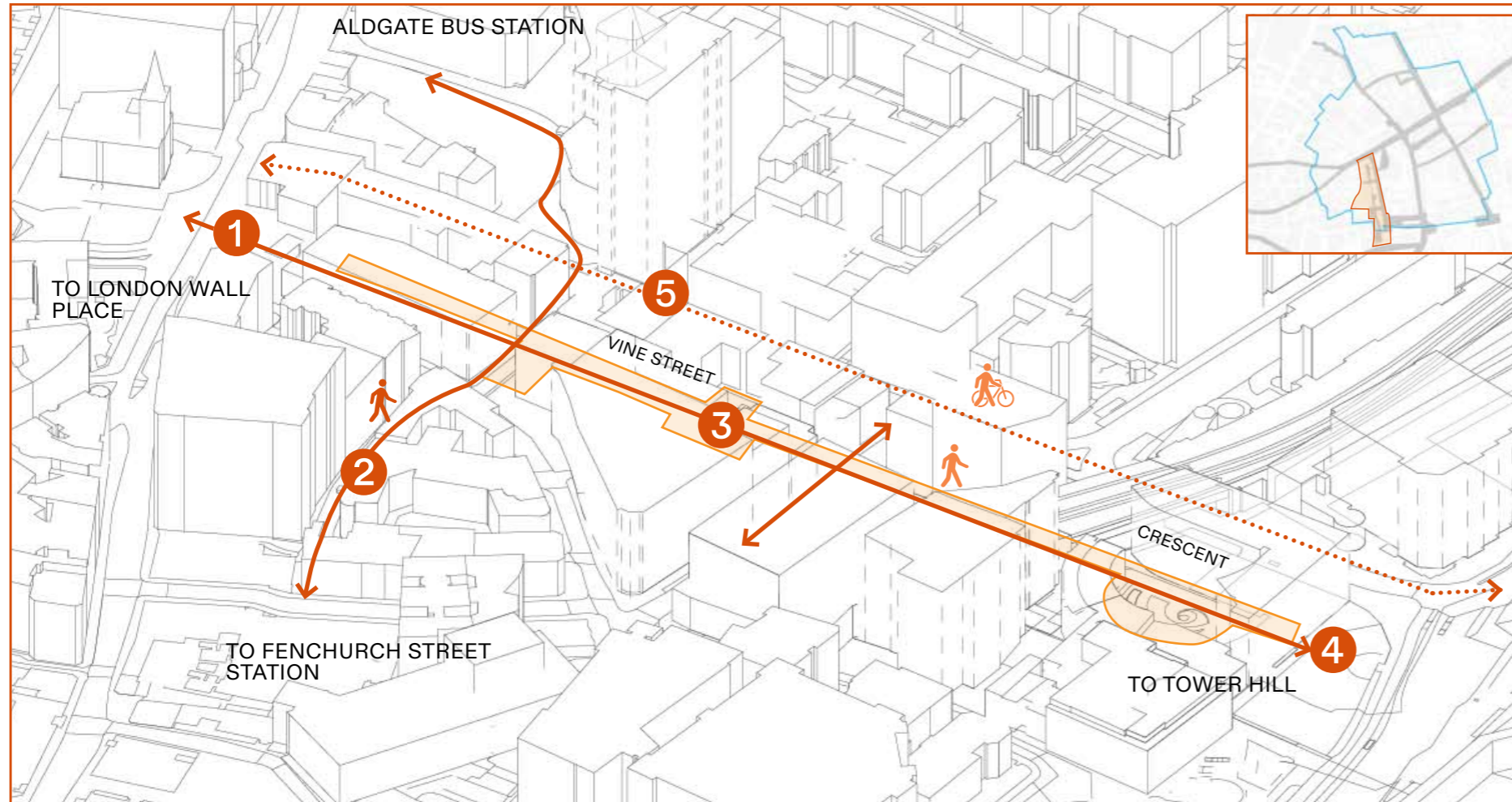


7



VINE STREET

INTERVENTIONS



Reinventing and reconnecting a historic route to the Tower and the river that celebrates the area's heritage.

The proposal is to upgrade hard and soft street material, creating a network of pocket parks with activations supported by tours and programs. The interventions aim to establish Vine Street as a key north-south route forming a historical journey through and beyond Aldgate.

Further upgrades to the streetscape, in particular lighting, are recommended to the lanes and alleyways that are running east-west to improve connectivity and overall attractiveness for pedestrians.

Apart from researching the local plan, guidelines, future developments and proposals in Aldgate, the design team has also considered adjacent site studies. For example, the Eastern City Partnership public realm study and appraisal recommended upgrading Fenchurch Street Station with additional soft landscape and pedestrianisation to the area. Boundary House development also proposed a new pedestrianised connection along Carlisle Avenue to India Street. To align Aldgate to the adjacent proposals, we suggest pedestrian-friendly streets from India Street to Aldgate Bus Station and beyond.

Intervention	Description
1 North-South Connection	Enhance the north-south connection from Tower Hill through Vine Street to London Wall Place. Create direct access from Vine Street to Aldgate Square, if possible.
2 East-West Connection	Improve the east-west permeability and accessibility to and through Vine Street. Interventions include upgrading the lanes and corridors from Vine Street to Minories, improve lighting and introducing traffic calming measures to the crossings.
3 Temporary Traffic Calming and Public Realm Upgrade	Roll out traffic-calming days with events and programs with the aim of pedestrianising the whole of Vine Street to Tower Hill connection with permanent public realm interventions as a long-term ambition. Create a pedestrian-friendly link from Lemn Street through Aldgate Bus Station to Fenchurch Street Station.
4 Historical Trail	Promote exploration tours and wayfinding interventions based on the theme of exploring Aldgate through time. Curate activities, pop-ups and tours along Vine Street.
5 Minories and Lanes	Soften Minories with soft landscape and tree planting. Introduce parklets to food, beverage and retail frontages. Revitalise the lanes and corridors between Vine Street to Minories to enhance the connections.



The World Car Free Day, London



Lunchtime Street, City of London

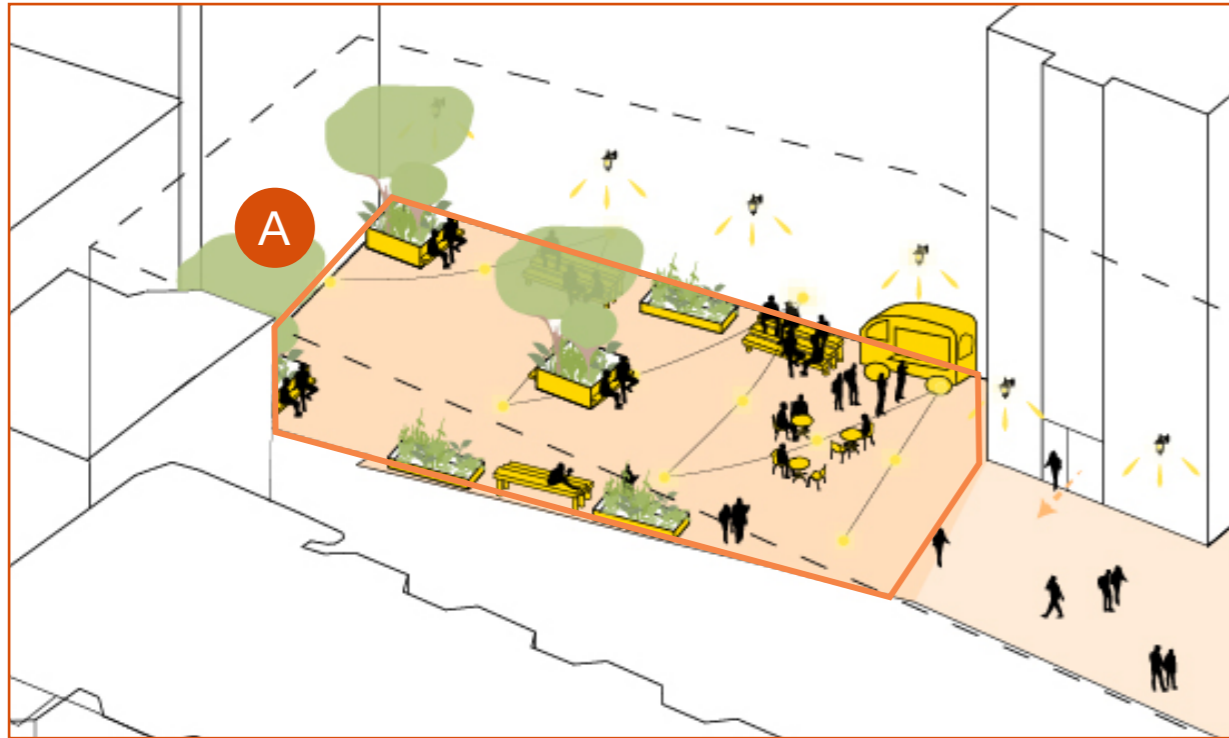


Kings Crescent Estate, Hackney

CONNECTION
SUSTAINABLE
STREET LIFE
ACTIVITY
EQUALITY & INCLUSION
LONG TERM
IMPACT

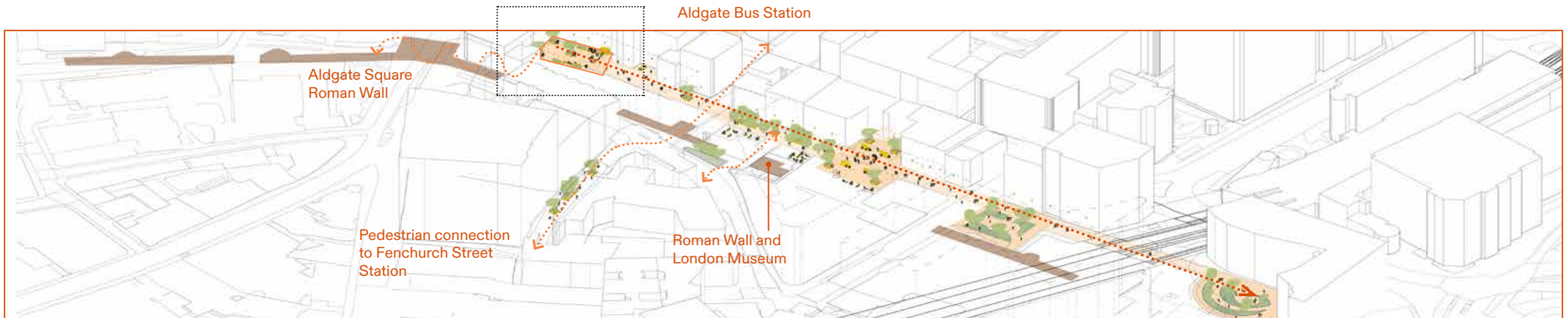
VINE STREET

A Vine Street North



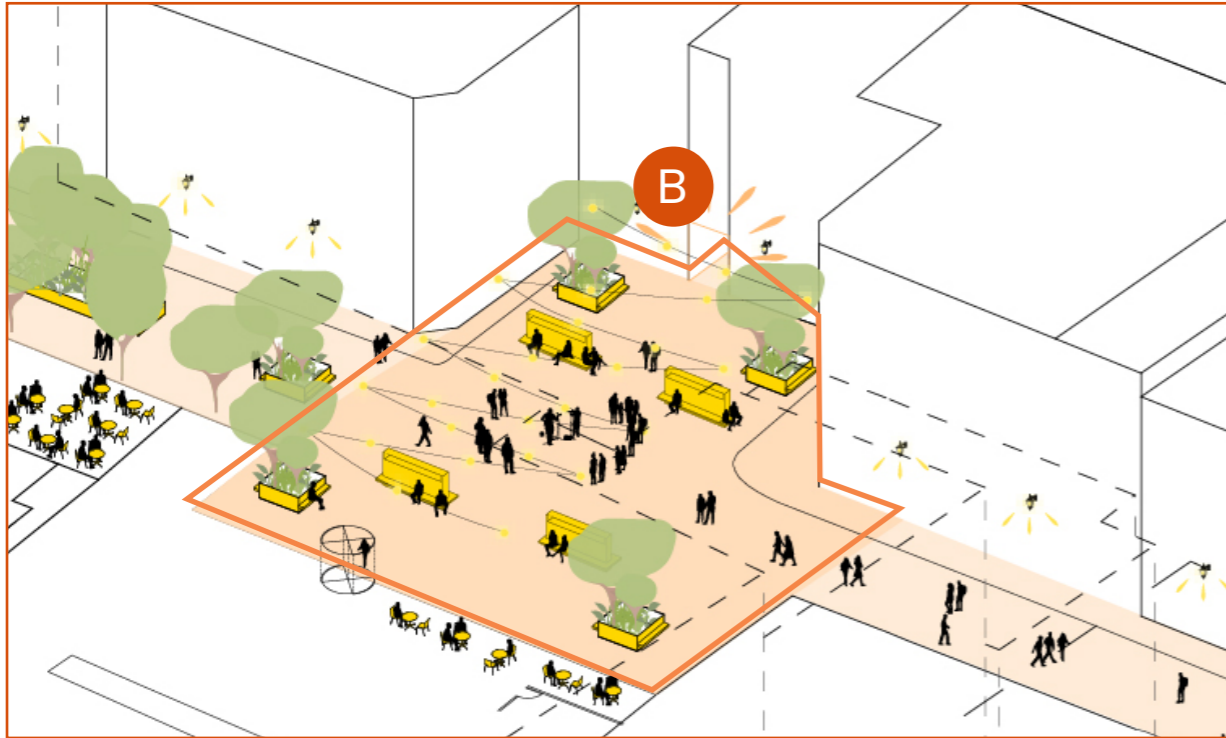
FOOD VAN
ADULT PLAYING
SEATING
PLANTING

A Vine Street North

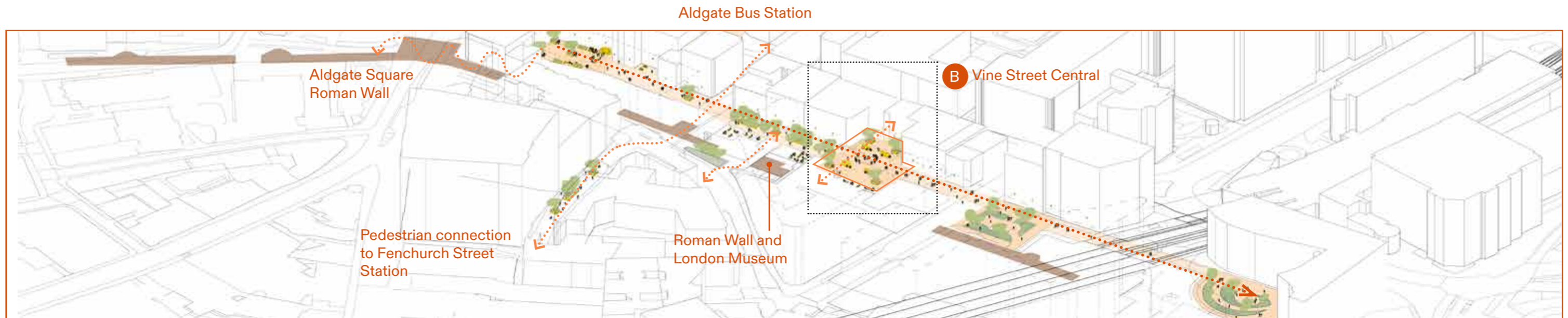


VINE STREET

B Vine Street Central

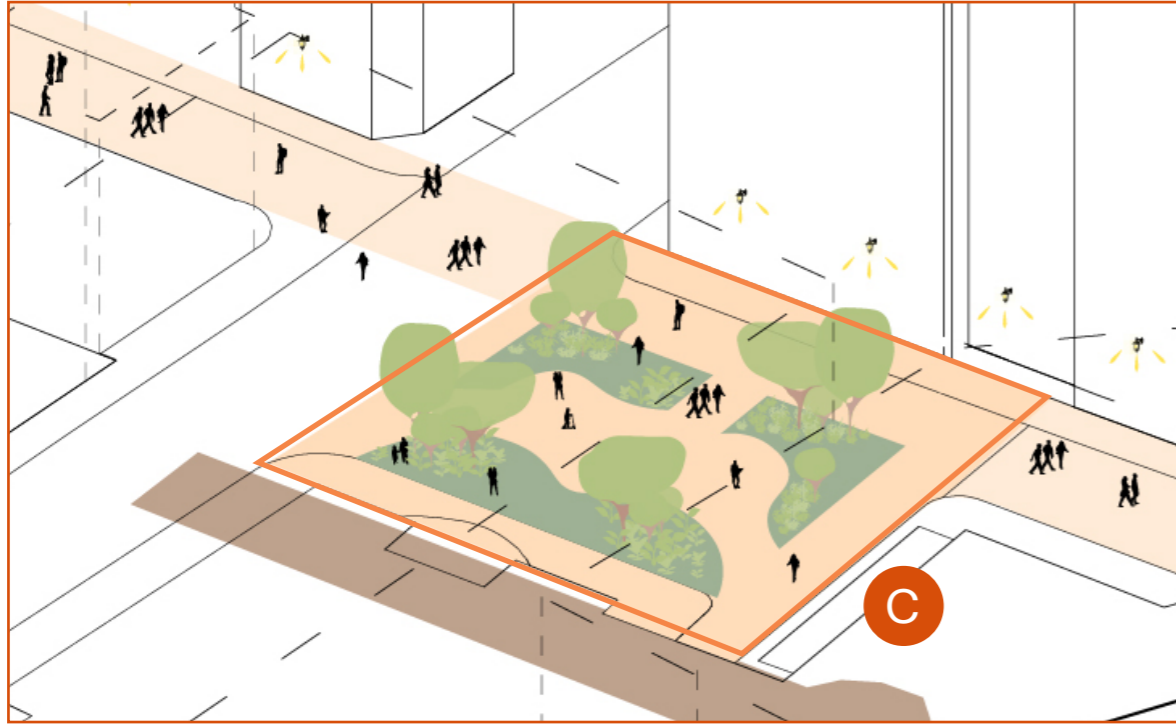


ADULT PLAYING
BOOK EXCHANGE
GATHERING
EXHIBITION SPACE

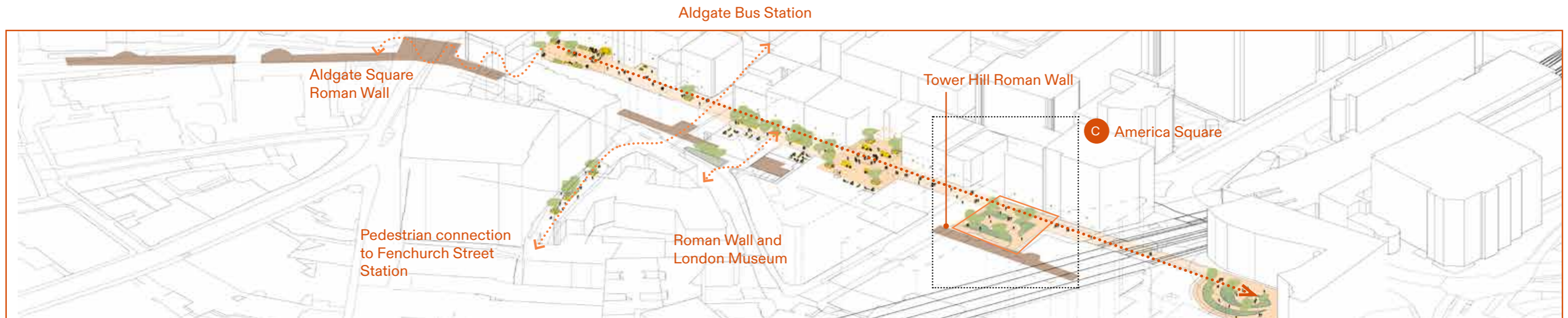


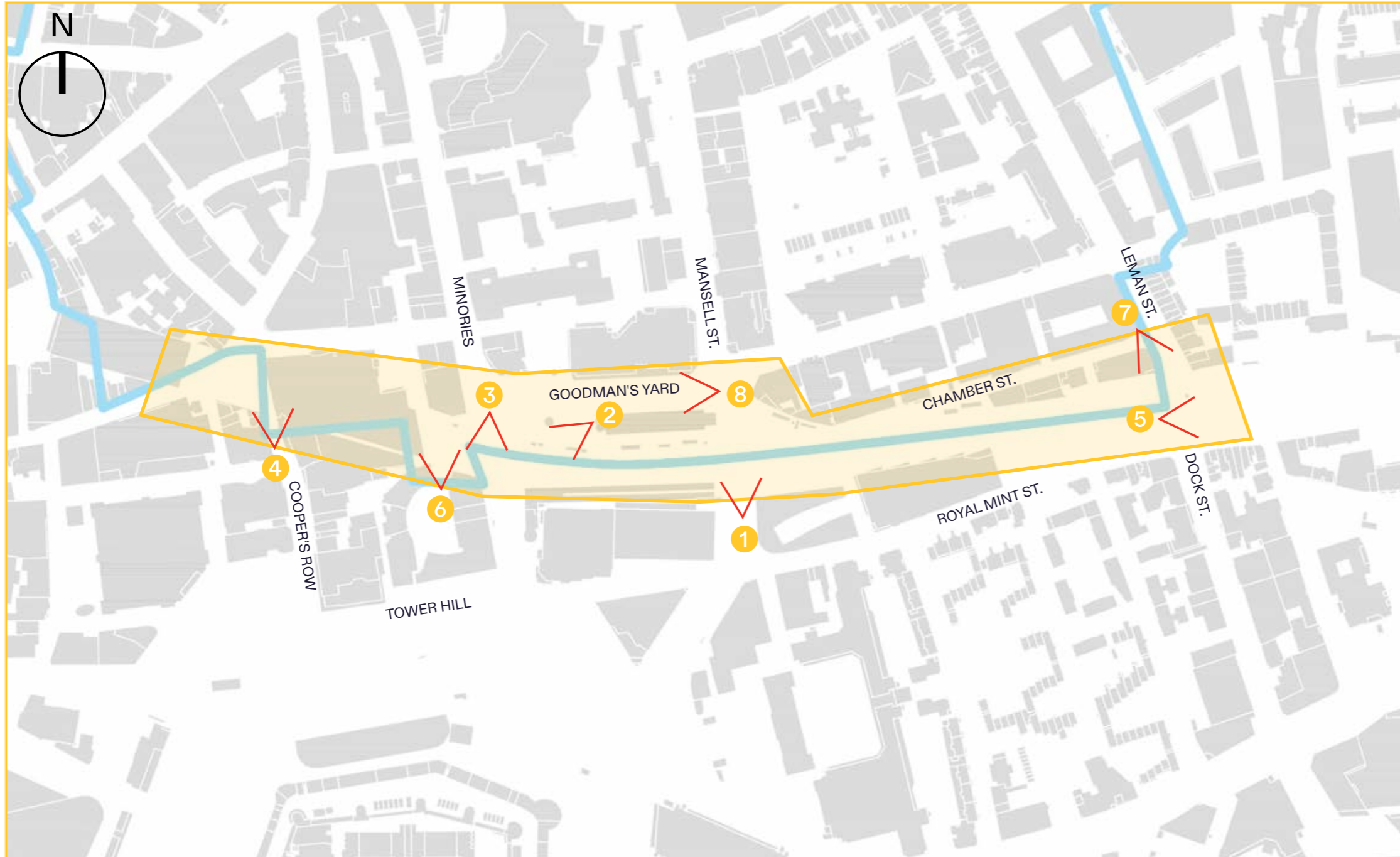
VINE STREET

C America Square



BIODIVERSITY
POCKET PARK
PERFORMANCE





Railway arches/ bridges to the south are key gateways into Aldgate. They are key nodes connecting the River Thames and Tower Hill to Liverpool Street Station and beyond. Currently, most of the public realm associated with these areas is dominated by heavy traffic. Some arches/ bridges at Copper Row and the Minories have active shop frontages but most are dark at night and suffer from antisocial behaviour.

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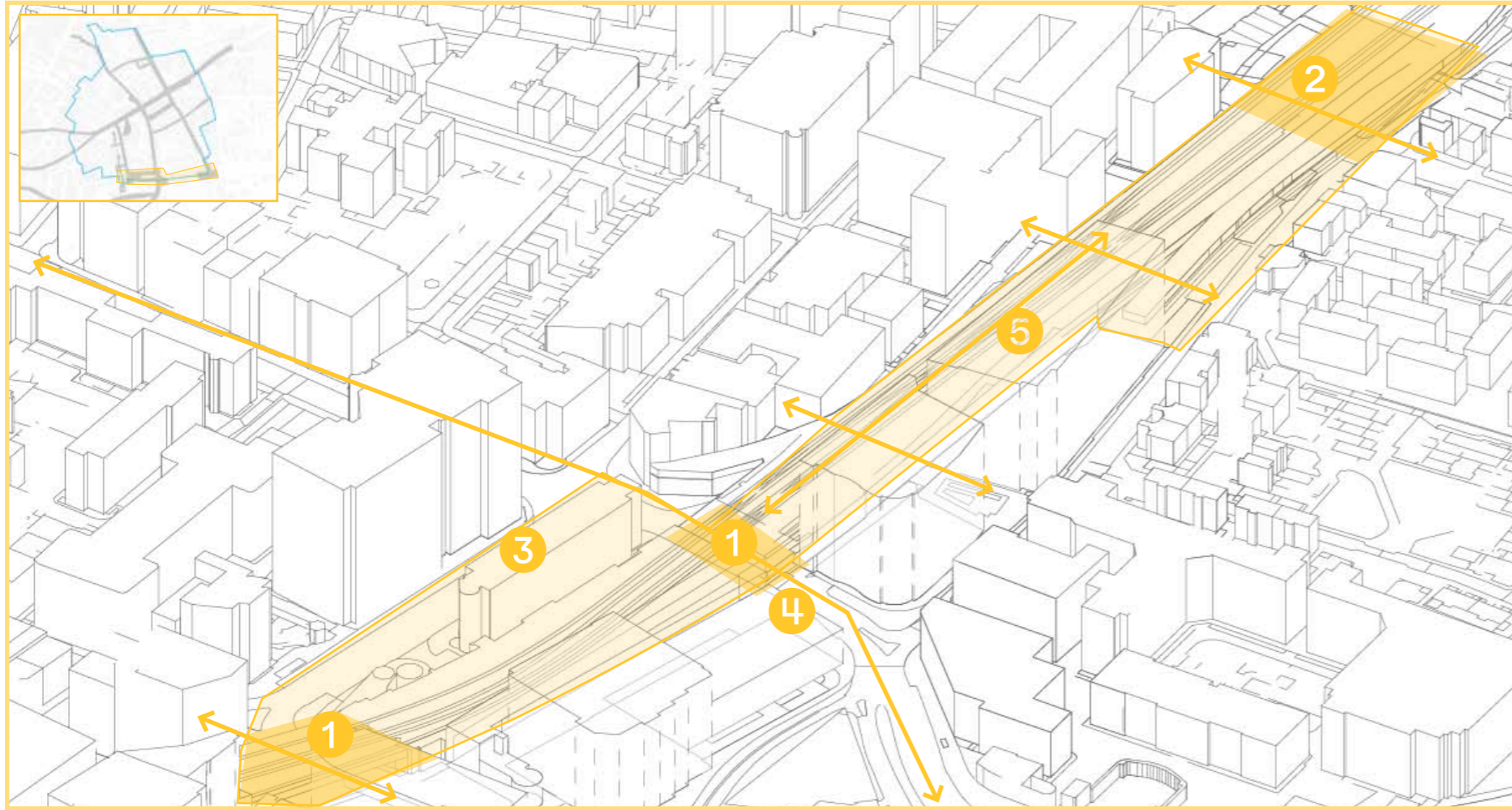


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8





A series of gateways to Aldgate establishing its identity and public offer.

Gateways: Key transportation thresholds to Aldgate, including railway arches/ bridges to the south of Aldgate, key road junctions to Aldgate boundary and tube stations.

The design uses a series of gateways to Aldgate to establish its identity and public offer. The approaches are:

- ① Install cohesive art and lighting in gateways to establish a cohesive identity.
- ② Re-purpose empty open space to provide functional public realm/ skatepark/ art space to the gateways where possible.
- ③ Establish potential traffic calming measures and reorganisation of the one way systems around relevant gateways to improve the experience when entering the Aldgate area.

Intervention	Description
① Art and light installation	Create inviting gateway feature to Mansell Street, Minories and Crescent archways.
② Activities at Railway Arches	Create sports area such as skateboard park, basketball court and workshops to activate the archways at Lemn Street / Royal Mint Street area.
③ Goodman's Yard Park	Reduce and realign the traffic route to Goodman's Yard to reduce the road width and increase the open space. Create a playful park at Goodman's Yard.
④ Minories Car Park	Re-purpose Minories car park to public realm / open space.
⑤ Traffic Alignment	Obliterate the one way traffic system along Mansell Street, Lemn Street, Goodman's Yard and Minories.



Low Line, Southwark



Skateboard park, South Bank



Basketball court, Hackney
Downs Studio



Shuffle club, Shoreditch

COMMUNITY
GATEWAY
SUSTAINABLE
STREET LIFE
ACTIVITY
EQUALITY & INCLUSION
SAFETY & WELLBEING
LONG TERM
IMPACT

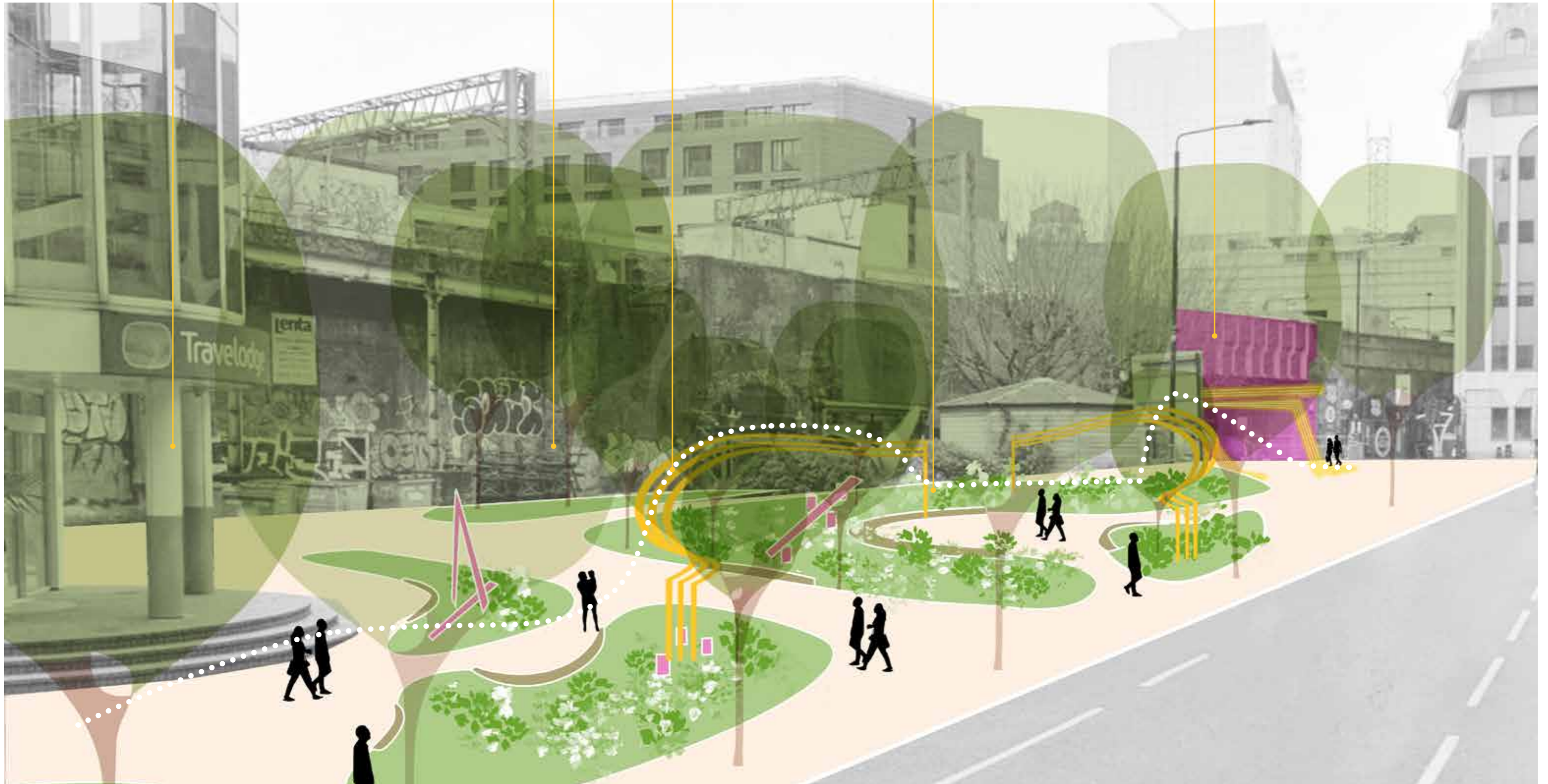
PLACE-MAKING & WAYFINDING

PLAY

TRACKING & DELIVERY

BIODIVERSITY

GATEWAY



GATEWAY TO ALDGATE

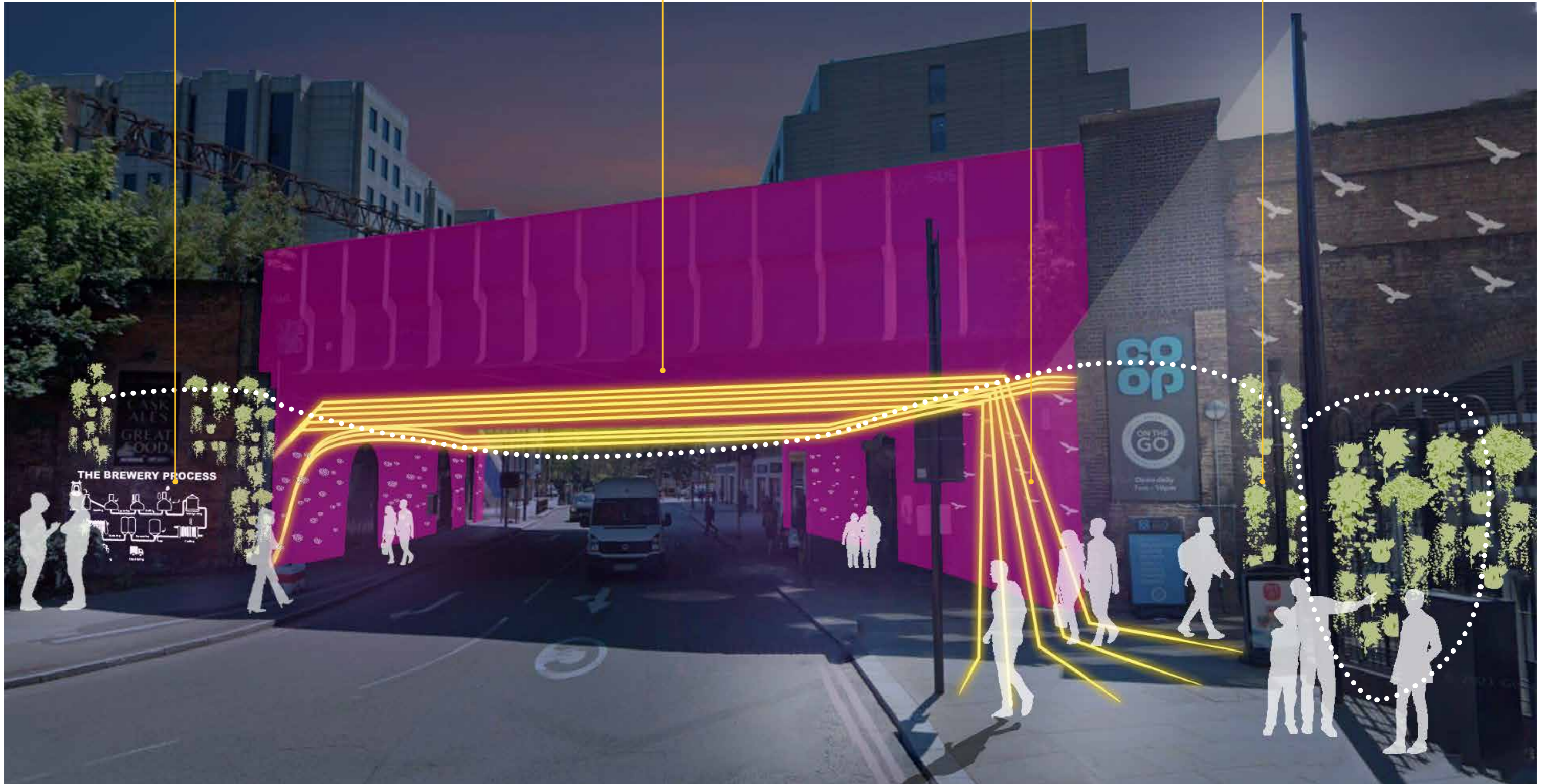
MINORITIES ARCHWAY

ACTIVATION & SUSTAINABILITY

GATEWAY & ART

LIGHTING & SAFETY

SUSTAINABILITY & COMMUNITY

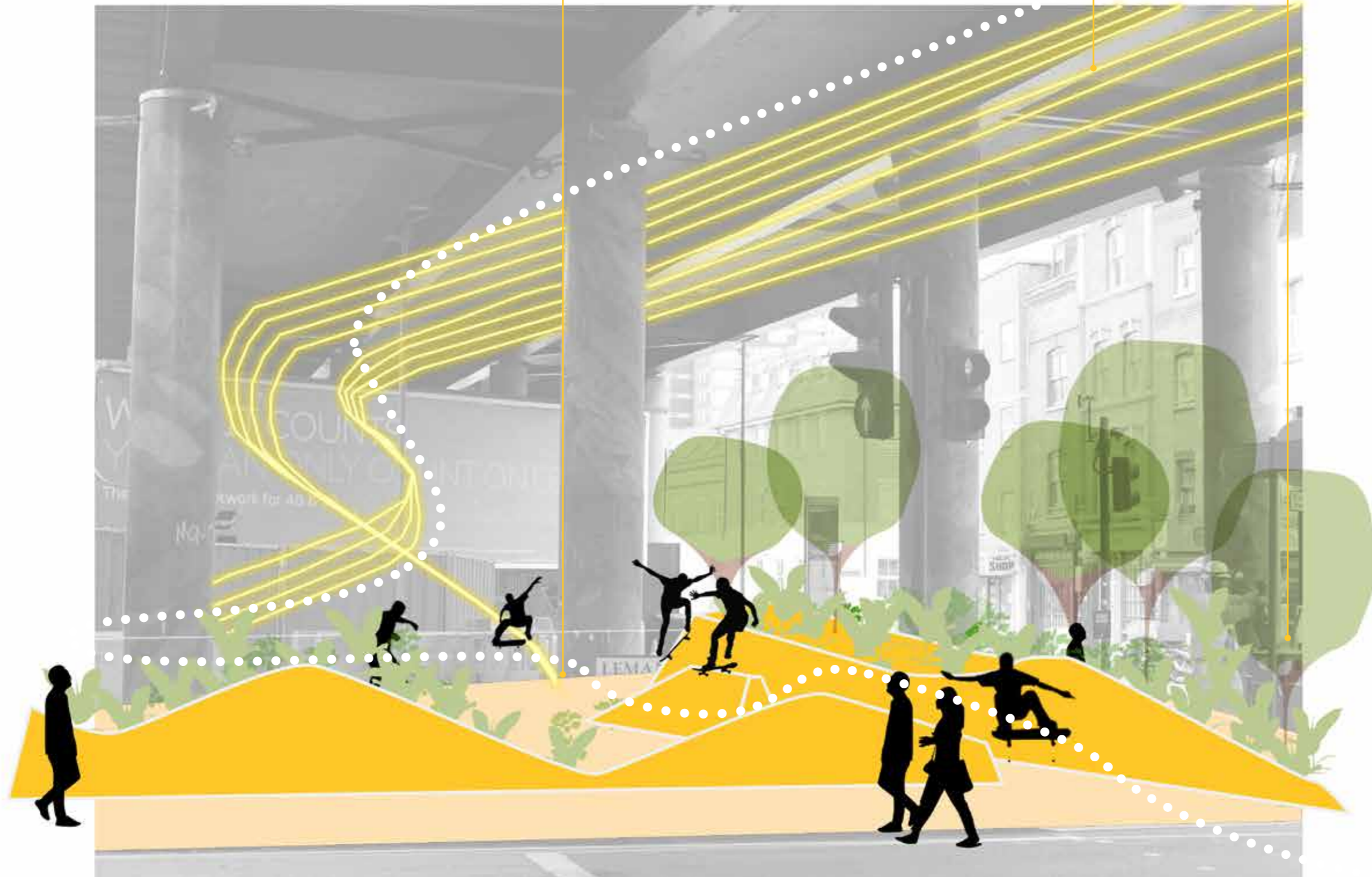


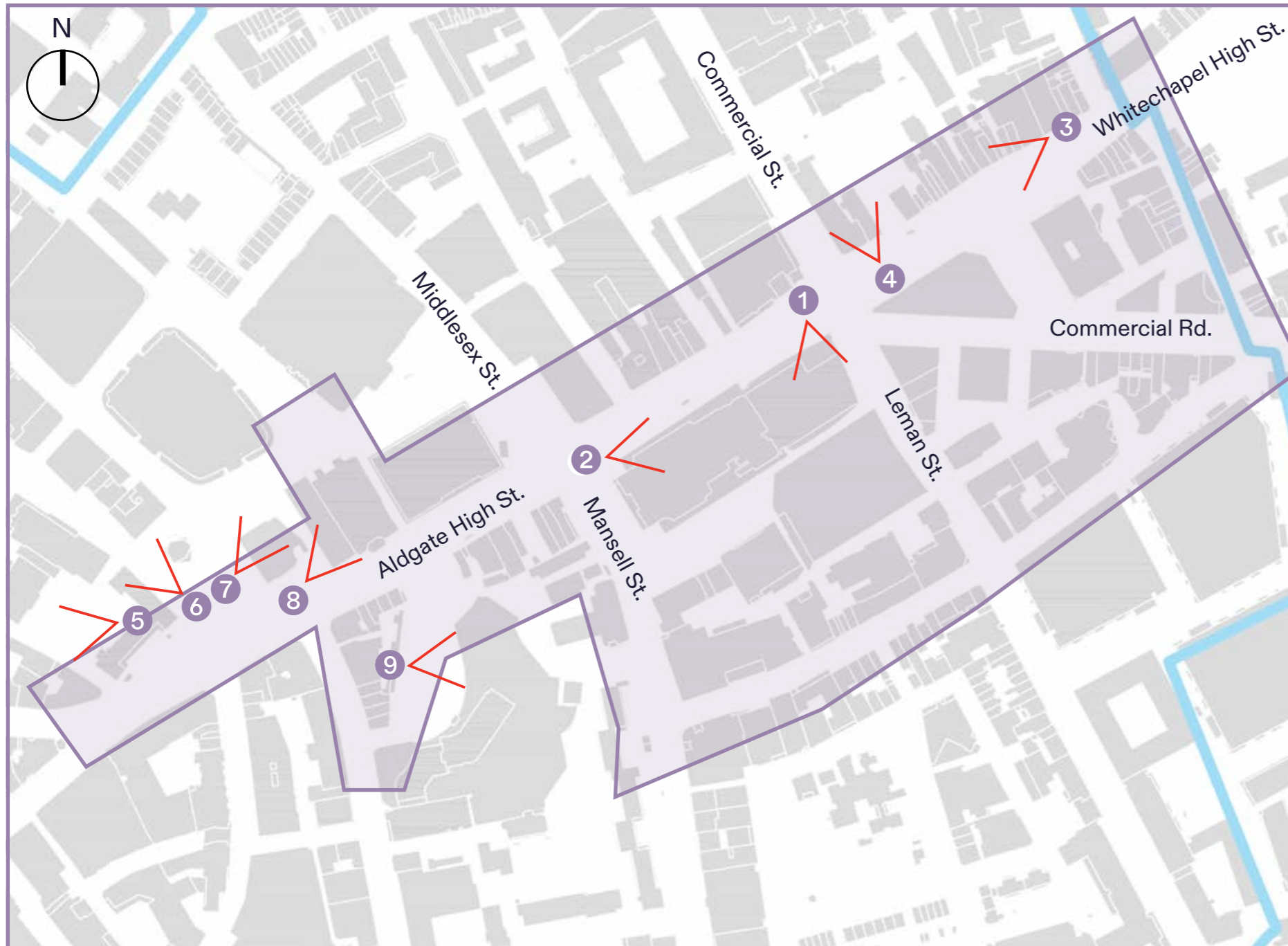
EQUALITY

PLAY & DESTINATION

LIGHTING & CONNECTIVITY

BIODIVERSITY





The three main streets of Aldgate High Street, Whitechapel High Street and Fenchurch Street have played important roles throughout history as key routes into the City of London. The interlink between Aldgate and Aldgate East tube stations remains a challenge, with visitors regularly finding it difficult to navigate this area. The area is currently suffering from pollution and heavy traffic as well as inconsistency in its streetscape treatment.

Aldgate Square has dramatically improved perceptions of the area and air quality, but other spaces such as Braham Street Park and Aldgate Bus Station could have more purpose and a more positive impact on the overall experience of living and working in Aldgate.

1



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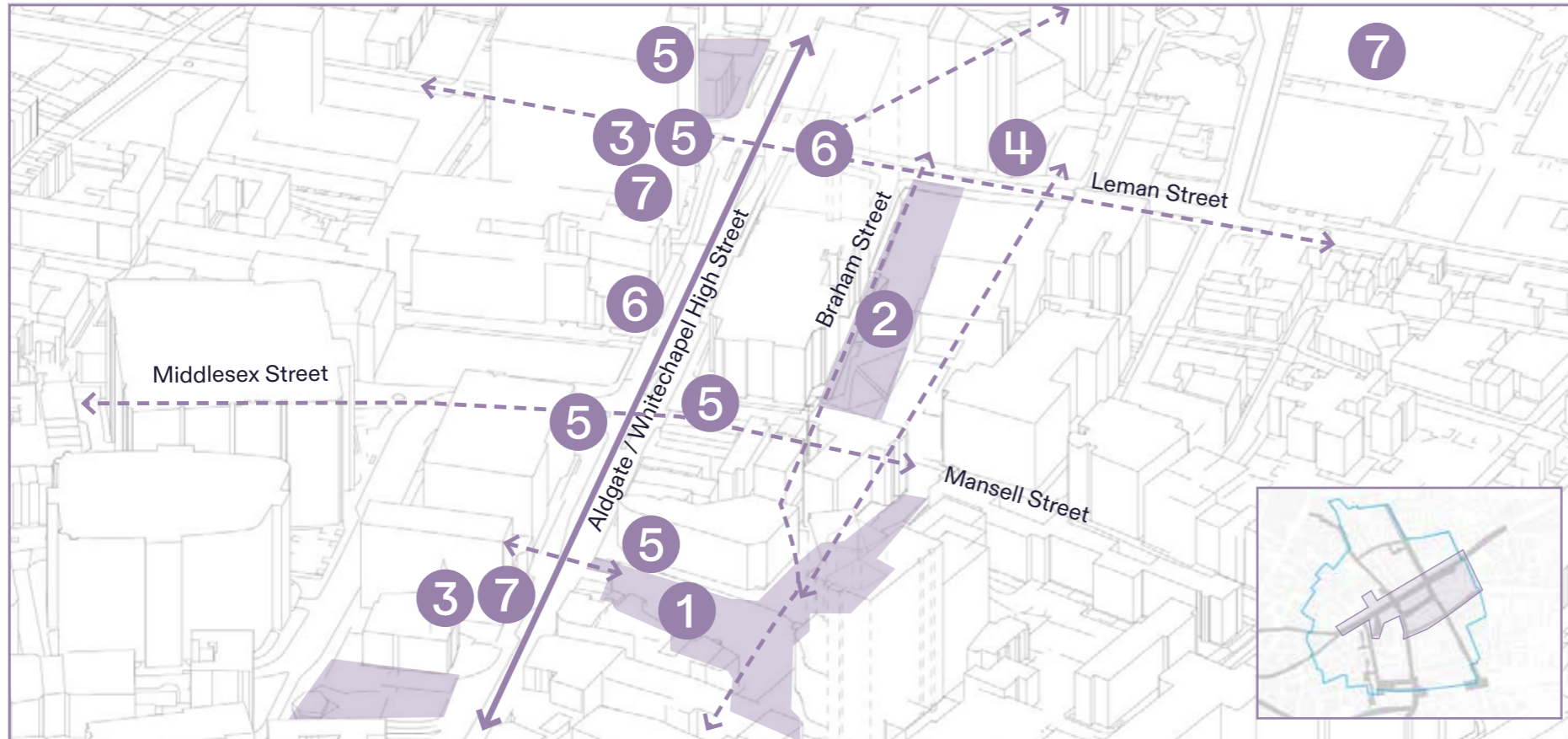


8



9





Creating a cohesive commercial artery and strengthening its civic and cultural importance for the community.

The vision is to mitigate vehicular impact on the High Street, upgrade streetscape, and create and enhance the place-making of the adjacent open spaces. As the main commercial artery, one of the desired outcomes is to reintroduce and reinforce the High Street spine across the local authority boundaries. Accessibility to both Aldgate and Aldgate East station should be improved by introducing disabled access.

Intervention	Description
① Bus Garage Activation	Creating a park with multiple layers of active functions along with art installations to transform the bus station into a true destination and assist the wayfinding strategy.
② Braham Street Park	Upgrade the park to match Aldgate Square standard and reactivate the park with programs and events.
③ Station Wayfinding and Accessibility	<ol style="list-style-type: none"> 1. Facilitate wayfinding and orientation through clear signage and consistency in the overall streetscape. 2. Introducing disabled access to both stations.
④ Lemman Street to Commercial Street	<ol style="list-style-type: none"> 1. Introduction of traffic calming measures to the crossing (consideration of diagonal crossing). 2. Upgrade the streetscape materiality to ensure consistency across the boroughs.
⑤ Pocket Parks	Create a network of pocket parks along Aldgate and Whitechapel High Street to improve wayfinding and to support the greening Aldgate objective.
⑥ Whitechapel Road, Aldgate High Street and Fenchurch Street Upgrade	<ol style="list-style-type: none"> 1. Introduction of soft landscape, tree planting and street furniture to enhance the overall streetscape experience. 2. Whitechapel/ Aldgate High Street crossing improvement. 3. Increase the frequency of streetscape maintenance.
⑦ Activation	Introduction of planters with seating, art installation or signage to key arrival points including Aldgate East and Aldgate stations to create gateway features and deter anti-social behaviour.



Station Activation



Movable Park



Parklets



Traffic Calming

CONNECTION
ART
GATEWAY
ACTIVATION
SUSTAINABLE STREET
WAYFINDING

SHORT TERM & LONG
TERM IMPACT

ALDGATE/WHITECHAPEL HIGH STREET

ALDGATE EAST STATION

BIODIVERSITY

GATEWAY

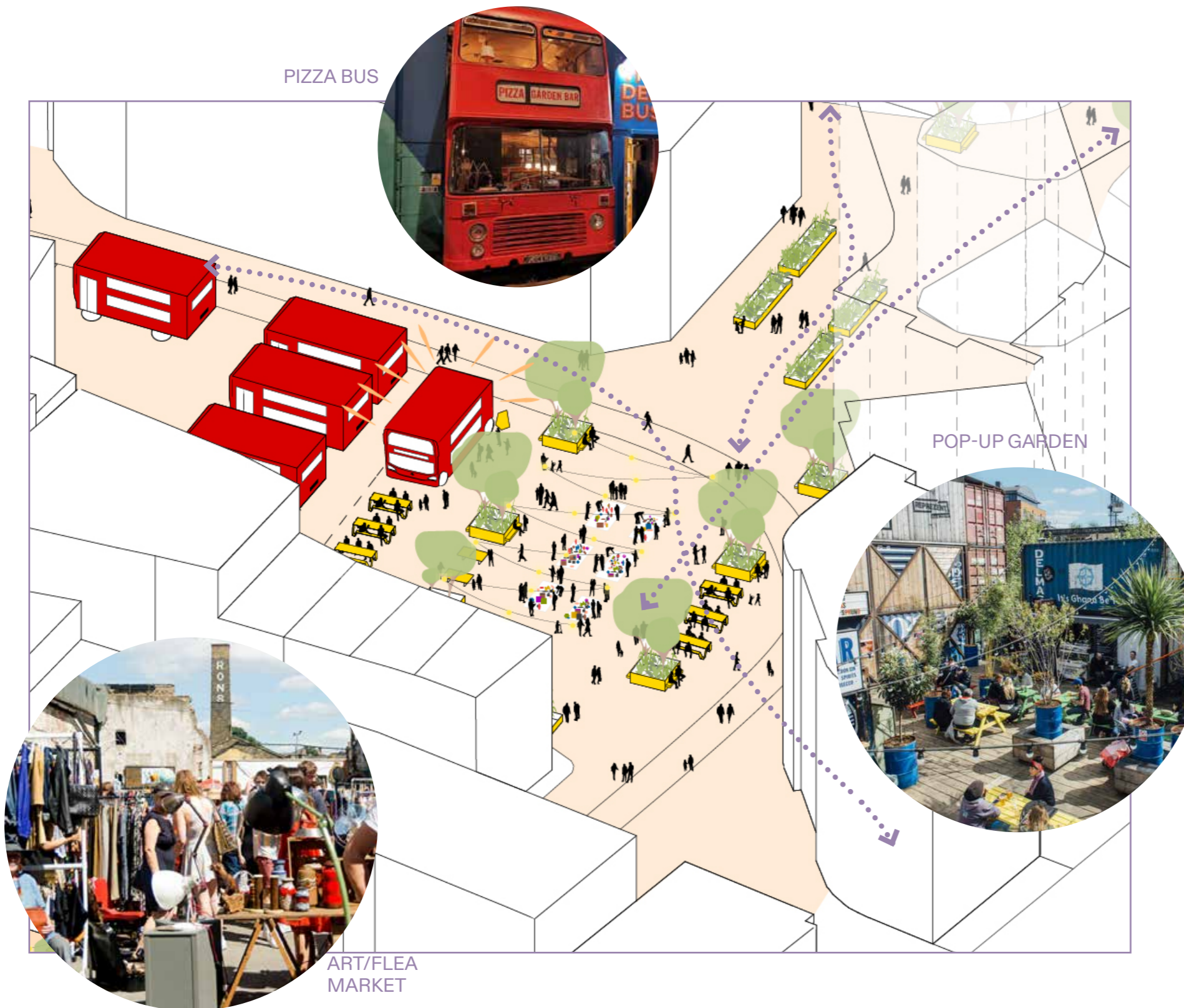
ART INSTALLATION

TRAFFIC CALMING THROUGH DIAGONAL PEDESTRIAN CROSSING

STRENGTHENING CONNECTION WITH FUTURE DIAGONAL PUBLIC REALM

ART INSTALLATIONS





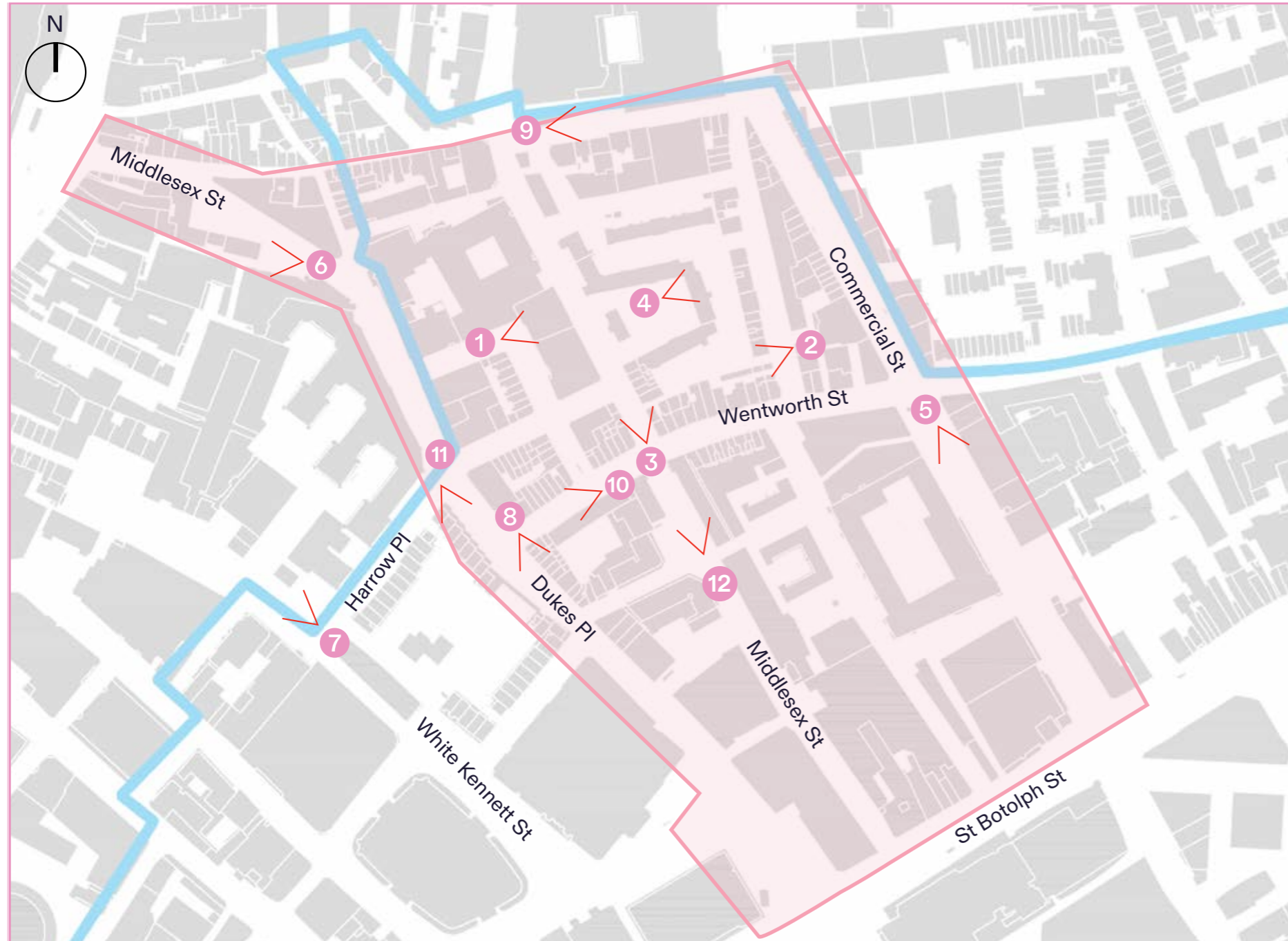
Key Interventions:

- Several programs / pop-up activations (for example markets, pop-up gardens, etc.) to activate the site with uses throughout the year
- Introduction of temporary green space solutions for biodiversity and air quality enhancement
- Reorganisation of bus movements to free up space for public space



PETTICOAT LANE

EXISTING CONDITION



Petticoat Lane is one of London's oldest and biggest street markets. It has lost its importance, and its area suffers from maintenance, licensing, and public realm quality issues. Some of the shops also experience the issue of declining numbers of customers. The urban fabric remains attractive, and the area has great potential to be upgraded and connected to Spitalfields Market and Brick Lane, to form part of a London Fashion journey.

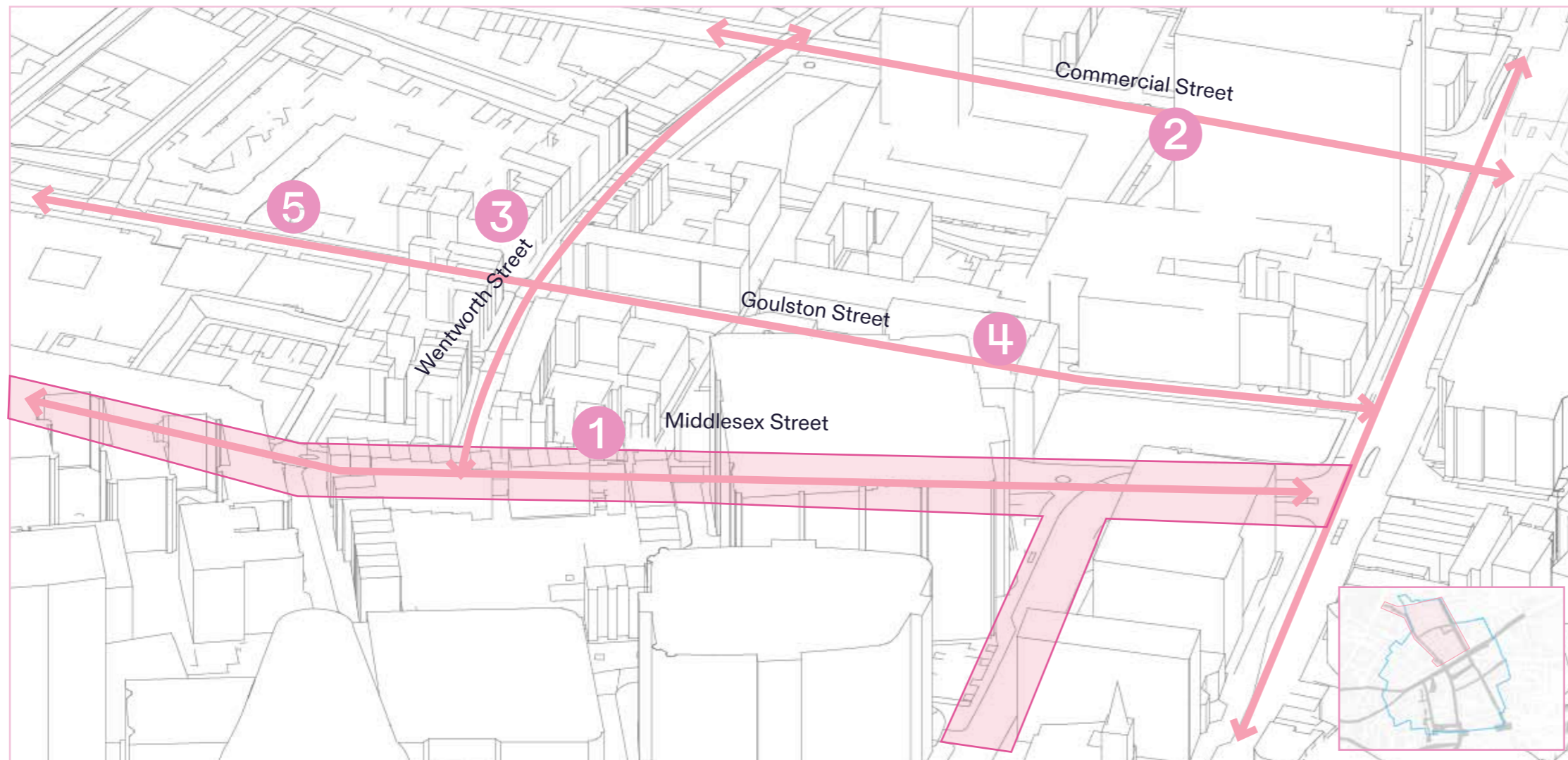
PETTICOAT LANE

SITE IMAGES



PETTICOAT LANE

INTERVENTIONS



Creating a hub for cultural and creative exchange.

The design aims to create a cultural and creative exchange at Petticoat Lane through streetscape upgrades, repurposing empty shop units and open spaces into community hubs, and introducing tours from Tower Hill, Vine Street, and Spitalfields to Petticoat Lane.

Intervention	Description
❶ Dining Quarter	Carry out a study to look at feasibility of permanent al fresco dining in partnership with the LBTH and CoL. Works commenced.
❷ History tours	Collaborate with travel agency and organise tours from Tower Hill, through Vine Street to Petticoat Lane
❸ Upgrade streetscape	Plant trees and introduce benches and street furniture with toilets etc. to upgrade the streetscape and enhance pedestrian experience
❹ Traffic calm the whole area	Reduce vehicular access
❺ Sustainable programs and workshops	Carry out a series of workshops, pop-up gardens, and installations focusing on sustainability and establish a sustainable fashion district at Petticoat Lane.

CONNECTIVITY

PUBLIC REALM UPGRADE

STREET LIFE

CULTURE

SUSTAINABLE STREET

CONNECTIVITY

SAFETY & WELLBEING

SHORT TERM & LONG TERM

IMPACT



Activation/Community Projects

Activation/Community Projects are incremental smaller projects which are quick wins to carry out and are key to binding the community together, including movable parks, book corners, community planting, bike repair hubs, etc.



Intervention	Description
Book corner	A corner for free book exchanges.
Doctor Bike Hub	A small area which offers basic bike tools to fix bikes and check bike condition to support the cycling infrastructure.
Tool exchange / library	A managed space offering basic house fixing tools / painting / skills to strengthen the community connection.
Clothes Doctor	Re-purposing empty shops into clothes reparation workshops to promote green fashion.
Movable Park (including play elements)	Modular planters, benches and play elements to test and activate sites in Aldgate. The play elements will facilitate child-friendly and inclusive play.
Railway art projects	Engage with local residents to create railway arch projects.
Gateway Art Installations	Collaborate with local artists to design and build Aldgate Gateway Art installations.
Circular Material Workshops	Run a number of material workshops to teach and inspire people to upcycle materials to create art around Aldgate.
Art Trails	Engage with local artists and residents to create a series of art installations at Aldgate.
Gardening club	As an extension of the movable park project, the gardening club grows plants locally in Aldgate to promote a sustainable lifestyle with minimum carbon footprint impact.
Community gardens	Create a number of pop-up gardens and improve the existing community gardens in Aldgate.
Themed markets	Create themed markets such as art / second hand / pop-up markets to create additional layers of activations to open spaces.
Public realm activation programs	Activating space with live music, maker activities and crafting projects and other sensory programmes in the public realm, increasing the experience value of Aldgate (plus bright colourful place making).
Community projects	Real life projects such as community photo competitions celebrating the urban environment have also been very popular for connecting people with place.

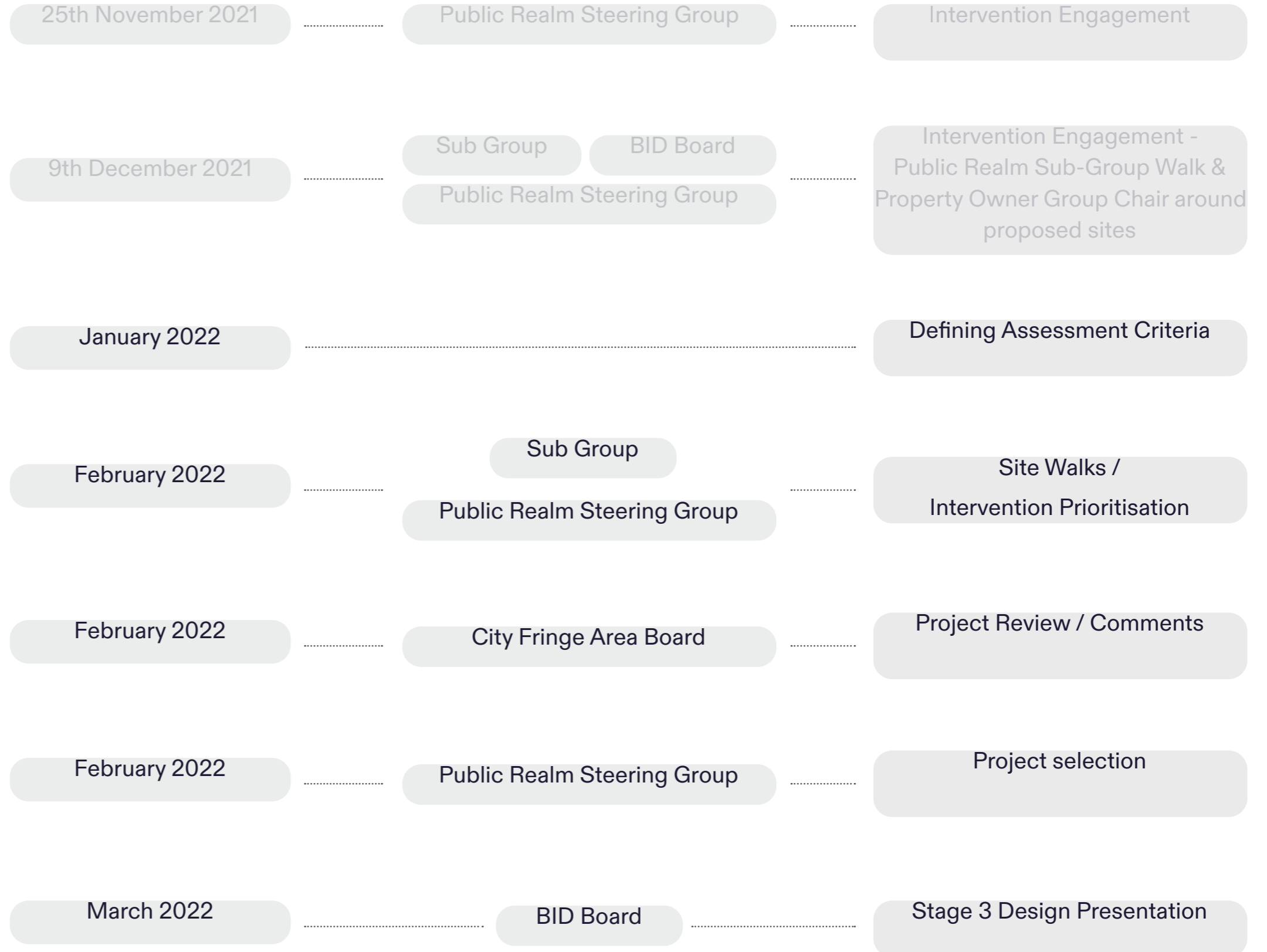
PROJECT PRIORITISATION

During the whole design development and project prioritisation process, Gensler engaged with multiple stakeholders to ensure the design was feasible and maximised the design impact.

PROJECT PRIORITISATION

PROCESS

The chart on the right illustrates the milestone engagement sessions of the prioritisation process.



PROJECT PRIORITISATION

ASSESSMENT MATRIX

Gensler has worked closely with the client to establish the project prioritisation and took on board feedback from the Aldgate Public Realm Steering Group to set up five key considerations. The definitions of the factors are shown below.

Timescale

The timing and delivery of projects are dependent on many factors, not least funding. Factors such as associated infrastructure works, planning requirements, and stakeholder buy in are all important items to consider. The timescale within this strategy is based on initial Gensler estimates in January 2022, but is subject to change after full feasibility studies.

Impact

Consideration for impact may include usability, potential for activation, diversity of offering, aesthetic qualities, clarity of wayfinding or public realm legibility, change of perception, or other aspects relevant to individual proposals.

Cost

Cost is a preliminary estimation of the funding required to deliver the projects. Gensler's assessment of cost in January 2022 is based on a strategic costing level. The projects have yet to be fully tested with the City of London, Tower Hamlets, Historic England, Greater London Authority and Transport of London. Further study is required subject to project complexity, detailed survey, deliverables and detailed requirements.

Complexity

Complexity is to describe the difficulty of delivering public realm improvements. This element is subject to the extent of consultation/engagement requirement/process and the nature of the project/site. Complexity is also closely tied to considerations set out in the timescale section.

Client Priority

(includes adaptability)

Apart from the other factors, Aldgate Connect may also consider and establish their priority based on project adaptability, feasibility and annual funding, deliverability etc.

In taking the projects forward (from now to further development), there are various moving parts in a post covid world that will impact on Aldgate in particular.

PROJECT PRIORITISATION

ASSESSMENT SCORING

Timescale

Short-term projects could be defined and pursued immediately and have a suitable scale, simplicity and stakeholder interest that make them possible within one or two years.

Medium-term projects may have a longer lead time, and they are generally connected to other adjacent developments and require approval from various parties.

Long-term projects require a series of analyses, modelling, testing, designing, consulting and approvals. Despite this, these projects may be progressed through their earlier stages in order to establish feasibility but wider delivery may require more complex studies and funding across multiple government agencies.

Impact

● ○ ○ ○ ○ e.g. Small scale projects with potential cumulative effect on changing perceptions of Aldgate.

● ● ○ ○ ○ e.g. Small interventions that will impact the atmosphere of a neighbourhood.

● ● ● ○ ○ e.g. Projects that improve the connections at/to Aldgate or enhance a wider area.

● ● ● ● ○ e.g. Projects alone will change people's perceptions about Aldgate.

● ● ● ● ● e.g. Major projects influence the city scale and attract many new visitors.

Cost

● ○ ○ ○ ○ e.g. Small interventions and the most straightforward projects to achieve.

● ● ○ ○ ○ e.g. Small scale projects that require a certain amount of collaboration/engagement/workshops.

● ● ● ○ ○ e.g. projects which include upgrading existing features / adding a small amount of street furniture.

● ● ● ● ○ e.g. projects require a significant amount of landscape or infrastructure work but potentially deliverable with section 106 contributions

● ● ● ● ● e.g. projects that require road/major streetscape work and public / government funding.

Complexity

● ○ ○ ○ ○ e.g. the most straightforward projects to achieve. Planning permission and further consultation with CoL/ LBTH and/or other stakeholders are required.

● ● ○ ○ ○ e.g. projects require consultations with multiple parties. Changes will require more detailed consultation with CoL/ LBTH / TFL/Historic England. Complex ownership issues and minor traffic/ public footpath changes might also affect the projects.

● ● ● ○ ○ e.g. projects require traffic changes/ temporary traffic orders.

● ● ● ● ○ e.g. projects activating new frontages/ spaces require architectural changes / significant amount of landscape or streetscape works.

● ● ● ● ● e.g. projects that will affect a wider strategic traffic network and infrastructure.

INTERVENTION LIST

Based on our baseline studies and engagement meetings with various stakeholders, several recommendations and projects are proposed for the BID's consideration. Some of the projects are localised, whilst others are overarching projects that need to be considered strategically across the wider study area and, in return, have a long-term transformational impact on Aldgate.

O1 Traffic alignment

Remove the one way traffic systems along Mansell Street, Leman Street, Goodman's Yard and Minories

Aldgate has benefited from the partial removal of the gyratory around Aldgate Station and implementation of a new public space, Aldgate Square, in return. However, there are other gyratories / one-way systems that still exist across Aldgate which are limiting street life, cycling connections, pedestrian experience and general perception of the area. The removal of the one-way streets will fundamentally improve the overall public realm experience in Aldgate in the long run by reducing traffic speeds and freeing up space for more meaningful public realm. It will also mitigate traffic impact on the surrounding roads, such as Aldgate/ Whitechapel High Street. Due to the size of the project, there are several complex factors that need to be considered before carrying out the work, as listed below:

- TFL to carry out traffic modelling and assessment work to further assess the potential removal of the Aldgate gyratory systems, and the impact of Cycle Superhighway works, particularly the onward traffic impact for Tower Hill. This analysis is to include a review of the current bus routes
- Traffic consultants to be appointed to carry out detailed design proposals and assess proposals against existing quality frameworks such as the Healthy Streets Assessment outcome carried out by Steer to test the design impact
- Following the bus routes review, another assessment should be carried out on the impact of the removal/ relocation of the Aldgate Bus Station
- A full parking audit should be carried out to assess the current and future needs to determine the potential reallocation of parking spaces to open space use
- Servicing and vehicular access should be assessed to understand the impact of restricting servicing hours or consolidating servicing vehicles for the area. Where changes are suggested, stakeholders should be consulted to ensure proposals accommodate access requirements related to business needs

Timescale	Long-term
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

O2 Streetscape materiality

Ensure streetscape material treatment is consistent over both boroughs

Street materiality is key to establishing a coherent character. This is very successfully demonstrated throughout the City of London. Paving materials and wider materiality should be upgraded to a consistent palette and quality. Particular problem areas currently include Leman Street, Braham Street Park and Petticoat Lane. The key considerations prior to the project development are:

- Establish comprehensive streetscape design standards across the BID area
- Developments in pipeline and their Section 106 contributions
- Maintenance regime and responsibility

Timescale	Long-term
Impact	● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

O3 Cycle infrastructure

Introduce a cycle lane from Tower of London to Liverpool Street station to form a complete north-south cycle network within Aldgate

The cycling network at Aldgate is not yet comprehensively connected to the wider network. At the moment, TFL is creating a cycle super highway at Mansell Street. However, both CoL and LBTH do not have a plan to connect Aldgate to Liverpool Street Station or Spitalfields. The City Fringe Plan suggests Aldgate as part of the key opportunity area to connect to the broader City Fringe area to encourage work, education and technology. As part of the post-covid recovery strategy, the cycling network plays a vital role in stimulating social activity and urban life. It will help to implement the city's greener and sustainable future vision. Suggested next steps to proceed the project:

- TFL to carry out traffic modelling and understand the impact of introducing cycle routes to Middlesex Street and Leman Street area, in conjunction with the removal of the one way systems throughout Aldgate.

Timescale	Long term
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

O4 Maintenance

Increase the frequency of streetscape maintenance to Whitechapel High Street, Aldgate High Street, Petticoat Lane and Braham Street Park

Maintenance of the streetscape has a major impact on the public realm experience. Areas such as Petticoat Lane and Whitechapel High Street with particularly high footfall should be frequently cleaned and maintained to a high standard as key destinations within the Aldgate neighbourhood. Key considerations are:

- Places straddling two borough boundaries (e.g. Petticoat Lane) need to have a coordinated maintenance plan
- Consider contracting some maintenance works to a third party where the maintenance standard of an area has fallen behind
- Ensure maintenance of green spaces sits with appropriate management department, e.g. within park maintenance rather than street maintenance

Timescale	N/A
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

INTERVENTION LIST

MAJOR PROJECTS

05	Tube station accessibility improvement	Introducing disabled access to both Aldgate and Aldgate East tube stations
06	Station activation	Introducing planters with seating, art installation or signage to key arrival points including Aldgate East and Aldgate stations to create gateway features and deter anti-social behaviours

The key considerations prior to the project development are:

- Desire line to the station entrances and requirement of Hostile Vehicle Mitigation (HVM)

Timescale	Medium term
Impact	● ● ● ○ ○
Cost	● ● ● ○ ○
Complexity	● ● ● ○ ○

07	Bus garage activation	Reducing the size of the bus garage, promoting programs and events such as food events or art / flea markets, along with community planting to activate the space
08	Bus garage transformation	Creating a park with multiple layers of active functions, plus an art installation to transform the bus station into a true destination and asset to the wider community

The key considerations prior to the project development are:

- TFL to assess the impact of bus parking space removal
- Management and maintenance regime to be agreed before the activation/ pop-up projects

Timescale	Medium term
Impact	● ● ● ● ○
Cost	● ● ● ● ○
Complexity	● ● ● ● ○

V1	North-south pedestrian connection	Enhance the north-south connection from Tower Hill through Vine Street to London Wall Place. Create a direct access from Vine Street to Aldgate Square if possible
V2	East-west pedestrian connection	Improve the east-west permeability and accessibility to and through Vine Street. Interventions include upgrading the lanes and corridors from Vine Street to Minories and traffic calming the crossings
V3	Traffic calming to Vine Street	Roll out traffic calm days with events and programs. Follow up pedestrianizing the whole Vine Street to Tower Hill connection with permanent public realm interventions as a long-term ambition
V4	Streetscape upgrade	Softening Vine Street wherever possible. Create a series of small piazzas with different functions. Furnish the street with a consistent palette of street lights, seating, playful and educational furniture
V5	Minories and Lanes	Soften Minories with soft landscape and tree planting. Introduce parklets to food and beverage and retail frontages. Revitalise the lanes and corridors between Vine Street to Minories to enhance the connections
V6	Activities and programs	Curate activities, pop-ups and tours along Vine Street. Promote exploratory tours and way-finding interventions based on the theme of exploring Aldgate through time

The vision is to promote Vine Street area as a key pedestrian destination and attraction point. To further support the development, a mix of long-term and short-term interventions should be carried out in this area. The key considerations prior to the project development are:

- Servicing and vehicular access should be assessed, understand the impact of restricting servicing hours or consolidating servicing vehicles for the area. Where changes are suggested, stakeholders should be consulted to ensure proposals are fed into the access requirements
- Boundary House development proposals and the relevant Section 106 contributions
- Potential development and better connection from Vine Street to Aldgate Square
- Establish design and implementation fees and planning requirements

Timescale	Medium term
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

T1 Art and light installation | Create inviting gateway features to Mansell Street, Minorities and railway archways

The key considerations prior to the project development are:

- Lighting lux level requirement and its potential impact on traffic
- Community and artists involvement in the installation
- Establish aspirations for intervention scale (e.g. full bridge mural, art installations on walls at pedestrian level, etc.)
- Establish design and implementation fees and planning requirements

Timescale	Short term
Impact	● ● ● ○ ○
Cost	● ● ○ ○ ○
Complexity	● ● ○ ○ ○

T2 Skate Park at Leman Street bridge | Create sports area such as skateboard park, basketball court or workshops to activate the archways at Leman Street

The key considerations prior to the project development are:

- Establish ownership and responsibilities of existing condition
- TFL / road realignment review and assessment are required to maximise the size of the development potential, currently utilised as car parking
- Network rail / archway freehold requirement and future management requirements and liabilities
- Establish health and safety aspects to be considered when converting such space to active play space
- Establish design and implementation fees and planning requirements

Timescale	Short term
Impact	● ● ● ● ○
Cost	● ● ● ○ ○
Complexity	● ● ● ○ ○

T3 Goodman’s Yard park | Reduce and realign the traffic route to Goodman’s Yard to reduce the road width and increase the open space.
 Create a playful park at Goodman’s Yard

The key considerations prior to the project development are:

- TFL needs to carry out a traffic model and assessment work further to assess the potential removal of the Aldgate gyratory, and the impact of Cycle Superhighway works, particularly the onward traffic impact for Tower Hill. This analysis should include wider conversations about traffic in central London and include a review of the bus routes
- Servicing and vehicular access should be assessed, and the impact of restricting servicing hours or consolidating servicing vehicles for the area should be understood. Where changes are suggested, stakeholders should be consulted to ensure proposals are fed into the access requirements
- Establish design and implementation fees and planning requirements

Timescale	Medium term
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

T4 Minorities car park | Re-purpose Minorities car park to public realm / open space

The key considerations prior to the project development are:

- TFL needs to carry out a traffic model and assessment work to investigate the potential removal of the Aldgate gyratory, and the impact of Cycle Superhighway works, particularly the onward traffic impact for Tower Hill
- Car park ownership to be established and occupancy rate considered

Timescale	Medium term
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

T5 Chamber street improvement | Widen and upgrade the pedestrian footpath at Chamber Street

The key considerations prior to the project development are:

- TFL / Traffic engineer to test the impact of reducing vehicular lane at Chamber Street
- Widen the pedestrian footpath as much as possible to improve the pedestrian experience and, if possible, accommodate spill-out space to support active frontages at the west end of Chamber Street

Timescale	Short term
Impact	● ● ○ ○ ○
Cost	● ● ○ ○ ○
Complexity	● ● ○ ○ ○

A1	Whitechapel Road, Aldgate High Street and Fenchurch Street upgrade	Introducing soft landscape, tree planting and street furniture to enhance the streetscape
A2	Aldgate / Whitechapel High Street traffic calming	Introducing traffic calming measures such as new pedestrian crossings to reduce the traffic impact on Aldgate/ Whitechapel High Street and the junctions in between
A3	Crossing at Whitechapel / Commercial St junction	Resurfacing and implementing a pedestrian prioritised crossing (consideration of diagonal crossing)

The key considerations prior to the project development are:

- TFL needs to carry out traffic modelling and assessment work to further explore traffic calming opportunities and assess its impact
- Use the Healthy Streets Assessment outcome carried out by Steer as a baseline to test the design proposal against the scoring system
- Design team to conduct a street furniture review with the support from TFL, CoL and LBTH and investigate the constraints and opportunities to de-clutter the streetscape and allow for additional tree planting or greening opportunities
- Improvements to wayfinding/ legibility through streetscape improvements and place-making/upgrading public open space

Timescale	Long term
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

A4	Pocket Parks	Creating a number of pocket parks along Aldgate/Whitechapel High street to form a network of green spaces and improve the quality of the High Streets
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The key locations/projects list includes:

- Aldgate East Station north and south entrance plazas
- Aldgate Station entrance
- Upgrading existing pocket park to the west of Aldgate Bus station on Aldgate High Street
- 101 Whitechapel High street courtyard (subject to planning approval)
- Extended pavement area at Aldgate House (Middlesex Street and Aldgate High Street junction)
- Extended pavement area at Mansell Street and Aldgate High Street junction (adjacent to Whitechapel Building)

Timescale	Short term
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

INTERVENTION LIST

BRAHAM STREET PARK

B1	Activation	3 years	Curating a collection of short term/ festival events and programs such as lighting installation, play installation, and doctor bike workshops to revitalise the area
B2	Quality of the open space	3 years	TFL is scheduled to create a Covid memorial to Braham Park in summer 2022. Further upgrades are required to bring the whole space up to an acceptable standard. Both soft and hard landscape should adopt a single design language that will be of a high standard while utilising a consistent palette
B3	Design and Identity	3 years	Provide multiple functions and activities such as adult play space, exhibition space and installations to increase the footfall and make the park meaningful
B4	Nightlife, safety and management	3 years	A consistent management regime and approach should be taken to upkeep the park from day time to night time

Braham street is under the proposal of further improvement. Activation and maintenance strategies are key to ensuring the park's upgrading success. Considerations at design stage are:

- BT and major stakeholders interests and relevant Section 106 contribution
- Braham Street Park as a key node for the future east-west pedestrian connection from Braham Street to Fenchurch Street Station
- Braham Street Park as a key node to support future cycle infrastructure network

Timescale	Medium term
Impact	● ● ● ○ ○
Cost	● ● ● ○ ○
Complexity	● ● ● ○ ○

P1	Dining Quarter	Carry out a study to look at feasibility of permanent al fresco in partnership with the LBTH and CoL. Works commenced
P2	History tours	Collaborate with travel agency and organise tours from Tower Hill, through Vine Street to Petticoat Lane
P3	Upgrade streetscape	Plant trees and introduce benches and street furniture with toilets etc. to upgrade the streetscape and enhance pedestrian experience
P4	Traffic calm the whole area	Reduce vehicular access
P5	Sustainable programs and workshops*	Carry out a series of workshops, pop-up gardens, and installations focusing on sustainability and establish a sustainable fashion district at Petticoat Lane

Petticoat is under the proposal of further improvement. To attract people back to the area, Petticoat Lane needs to re-establish its USP and identity. The new identity could be a focus on sustainability. Activation and maintenance strategies are key to ensuring the area upgrading success. Considerations at the implement stage are:

- The local community should be extensively engaged with during the design development process to ensure Petticoat Lane remains the community hub
- Maintenance and management regime to be coordinated across two boroughs or packaged out to a third party if required*

Timescale	Short term
Impact	● ● ● ● ●
Cost	● ● ● ● ●
Complexity	● ● ● ● ●

*Refer to Urban fabric in the experience analysis and project list by Gensler, 2021

https://aldgateconnect.london/wp-content/uploads/2022/03/Petticoat-Lane_FINAL-REPORT.pdf

INTERVENTION LIST

COMMUNITY PROJECTS

C1	Book corner	A corner for free book exchanges
C2	Doctor Bike Hub	A small area which offers basic bike tools to fix bikes and check bike condition to support the cycling infrastructure
C3	Tool exchange / library	A managed space offering basic house fixing tools / painting / skills to strengthen the community connection
C4	Clothes Doctor	Re-purposing empty shops for clothes reparation workshops to promote green fashion

Timescale	Short term
Impact	● ● ○ ○ ○
Cost	● ● ○ ○ ○
Complexity	● ○ ○ ○ ○

C5	Movable Park	Modular planters, benches and play elements to test and activate sites in Aldgate
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Due to the nature of Aldgate as a well established urban environment, opportunities for greening are limited without major works. The design team propose to utilise movable parks to provide a better environment for people to live, work, study, and visit and provide enhanced opportunities for biodiversity. The idea is to test out sites and have an immediate impact across Aldgate. There is potential for community involvement in learning workshops around urban planting techniques during the process, which will foster a greener future for Aldgate. Key considerations prior to project delivery.

- Pioneer movable park site location.
- Tower Hamlets, City of London and TFL streetscape/ public realm/ planning requirement and maintenance regime
- The movable park is an idea to promote greenery and sustainability. The afterlife of this project is key. The design team should plan out where the plants and benches are going (for example, schools or galleries) at the design stage to avoid waste

Timescale	Short term
Impact	● ● ● ○ ○
Cost	● ● ● ○ ○
Complexity	● ● ○ ○ ○

C6 Programs and events | A collection of community projects with public realm focus

Railway art projects	Engage with local residents to create railway arch projects
Gateway Art Installations	Collaborate with local artists to design and build Aldgate Gateway Art installations
Circular Material Workshops	Run a number of material workshops to teach and inspire people to upcycle materials to create art around Aldgate
Art Trails	Engage with local artists and residents to create a series of art installations in Aldgate
Gardening club	As an extension of the movable park project, the gardening club grows plants locally to promote a sustainable lifestyle with a minimum carbon footprint impact
Community gardens	Create a number of pop-up gardens and improve the existing community gardens in Aldgate
Themed markets	Create themed markets like art / second hand / pop-up markets to create additional layers of activations to open spaces
Public realm activation programs	Activating space with live music, maker activities and crafting projects and other sensory programmes in the public realm, increasing the experience value of Aldgate (plus bright colourful place making)
Community projects	Real life projects such as community photo competitions celebrating the urban environment have also been very popular connecting people with place

Timescale	Short term
Impact	● ● ○ ○ ○
Cost	● ● ○ ○ ○
Complexity	● ○ ○ ○ ○

PRIORITY PROJECTS

From the outset, Aldgate Connect BID's intent was to identify key catalyst projects for highly visible major public realm improvements that would signal the BID's serious engagement with this issue. A marked improvement to a specific public space or streetscape alongside a series of community lead activation projects could help to kick-start the transformation of Aldgate and alter the perception of the area. Following engagement sessions and public consultations with stakeholders, local businesses and residents, Gateway to Aldgate, Aldgate/Whitechapel High Street and Petticoat Lane Dining Quarter are chosen as priority projects.

While Gateway to Aldgate is seen as a catalyst opportunity to be implemented within the next three to five years, Aldgate / Whitechapel High Street requires a more long-term joint approach that can be initiated at this point. Petticoat Lane Dining Quarter on the other hand is already an ongoing temporary intervention that requires a permanent response. We set out specific strategies for all three priority areas that are presented in the following section.

Gateway to Aldgate

Establishing design strategy and guidelines for the overall character area, drawing on references from projects that have been implemented and identifying specific intervention areas and opportunities.

Aldgate / Whitechapel High Street

Creating a road map that sets out the process and timeframe that we envision for the long-term transformation. Also, identifying starter programmes that can demonstrate tangible results within a shorter timeframe.

Petticoat Lane Dining Quarter

Setting out initial steps for the formalisation of Petticoat Lane Dining Quarter into a year-round attraction.

Gateway to Aldgate encompasses a series of gateway projects to the railway arch spaces at the southern boundary of the Aldgate Connect BID area. The aim is to establish and highlight Aldgate's DNA. The projects include several artworks and installations carried out by local residents and artists. The following chapter lists the guidance set out by Gensler to ensure the project's integrity.

To understand and celebrate Aldgate's DNA, one should look at Aldgate through the lenses of the past, the present and the future.

PAST

Aldgate's rich history, including the old City Wall, its land use and industrial heritage.

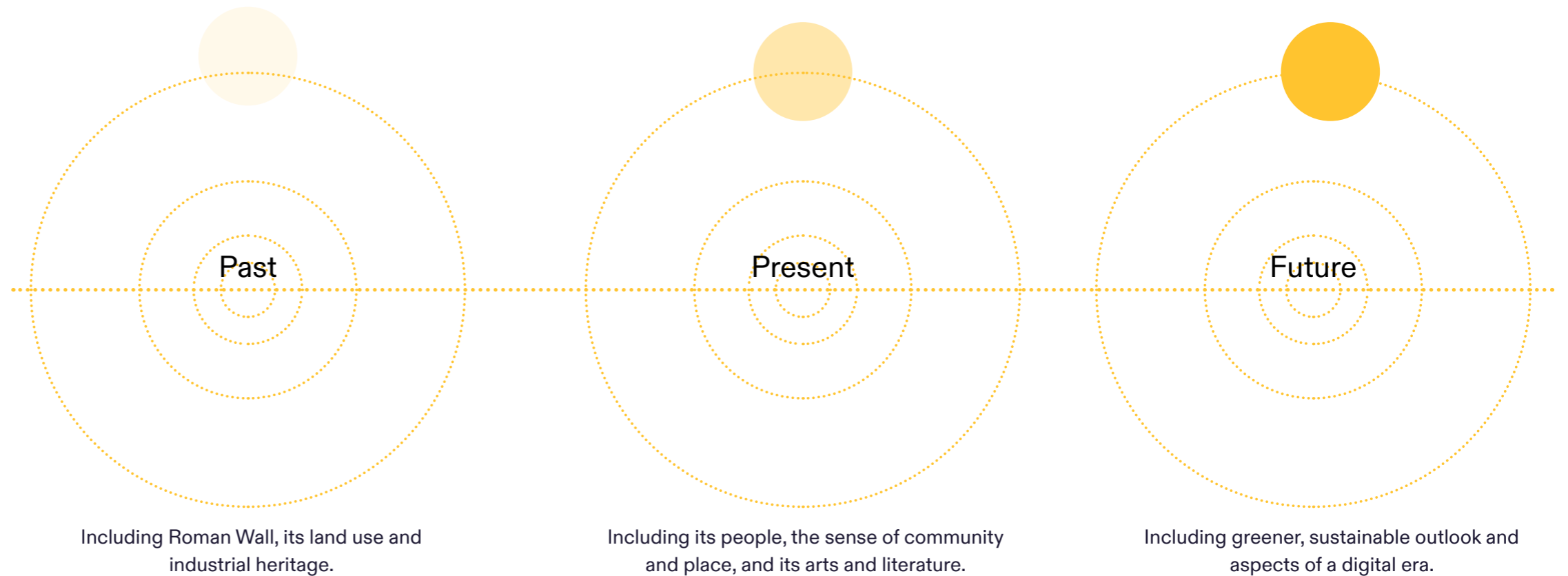
PRESENT

Aldgate today, including its people, the sense of community and place, and its arts and literature.

FUTURE

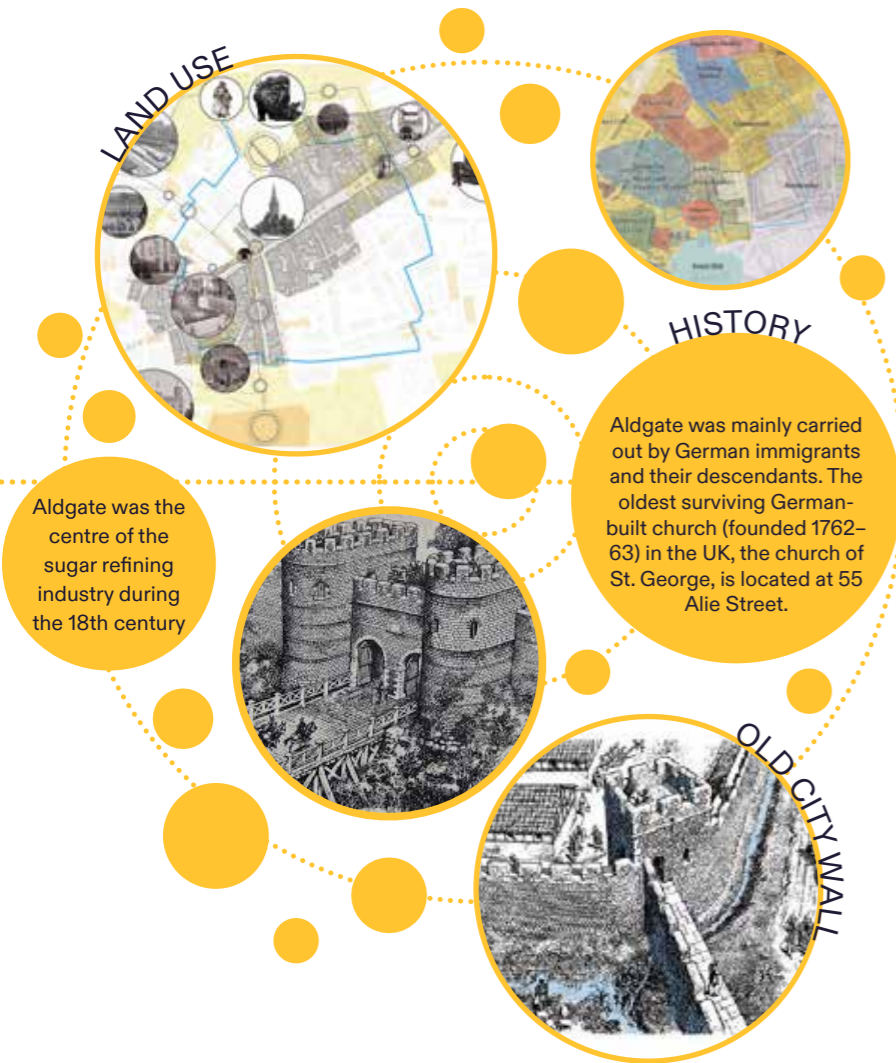
Putting forward ideas for the future of Aldgate, such as the creation of a seed bank, light installations, art from recycled materials, and student work showcases.

UNDERSTANDING ALDGATE



- KEY**
- Proposed by designer
 - Collaboration with community

Past

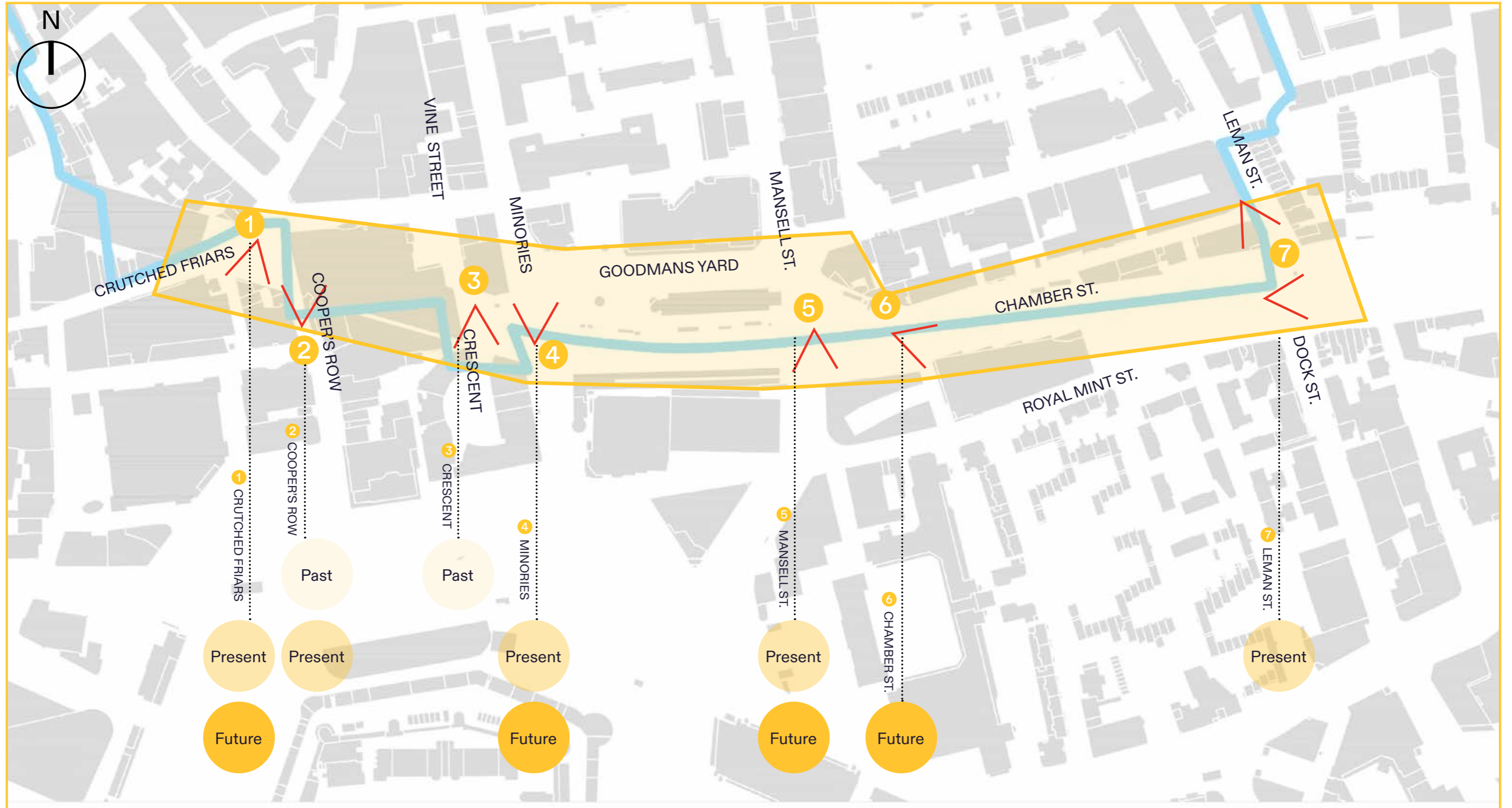


Present



Future





1



2



3



4



5



6



7



7



Case Study: 7 Bridges, Loughborough Junction, Brixton

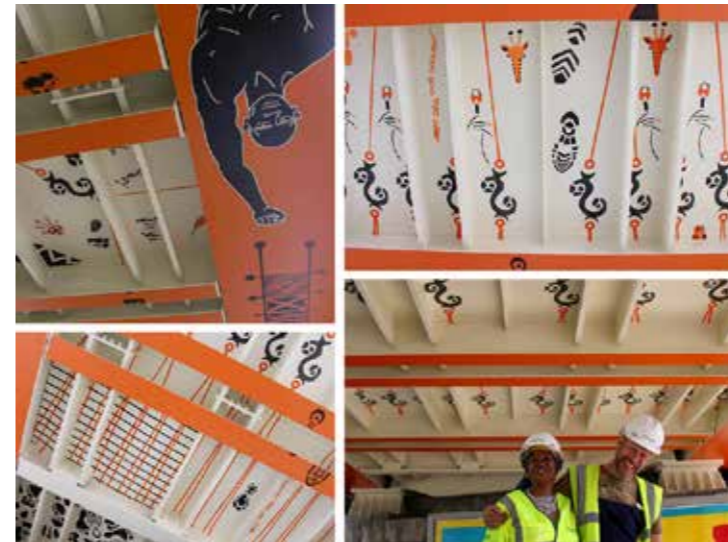
Considered to be one of the most deprived areas in England, the area between Camberwell and Brixton hosts numerous train lines and crossings, council estates, and public spaces. The train lines are lifted over street level creating many bridges in the area that are neglected. The aim of the project is to connect the bridges to the community through art, and celebrate the multi-culturalism of the area.

- ① Aspirationally, each bridge is linked to a continent or area
 - Cambria Bridge: geological age the Cambrian Explosion
 - Loughborough Road Bridge: African inspiration
- ② Collaboration with over 30 artists
- ③ Sponsors and supporters:
 - Loughborough Junction Action Group, Network Rail, Lambeth Council, Heritage Lottery, Daler Rowney

COMPLETED: Loughborough Road Bridge, "Mama Africa"



Before



After



Station Bridge

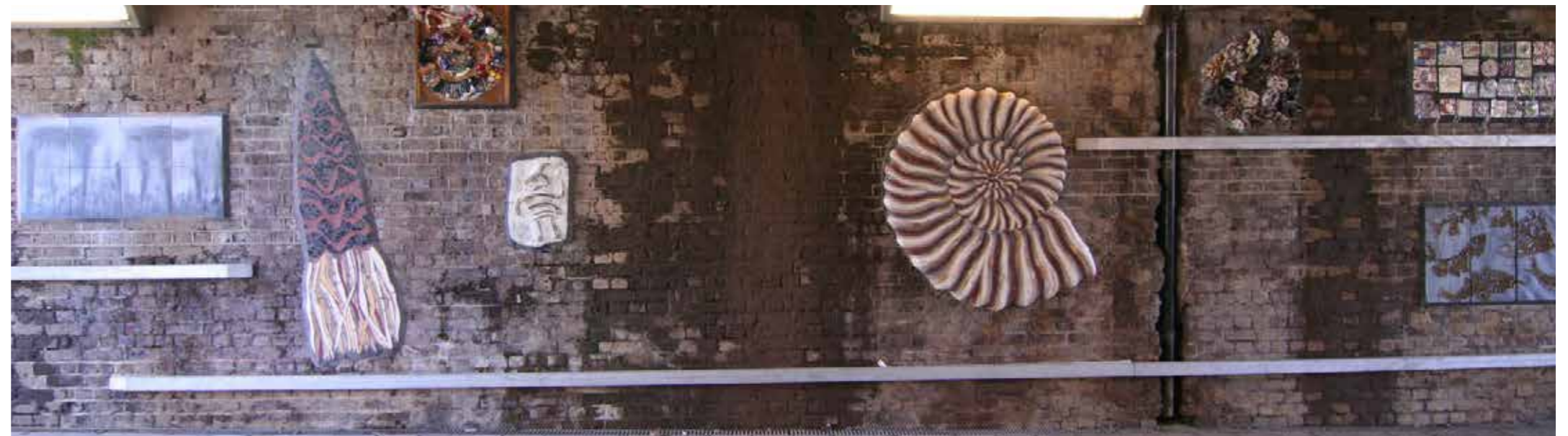
Hinton Road High & Low Level Bridges

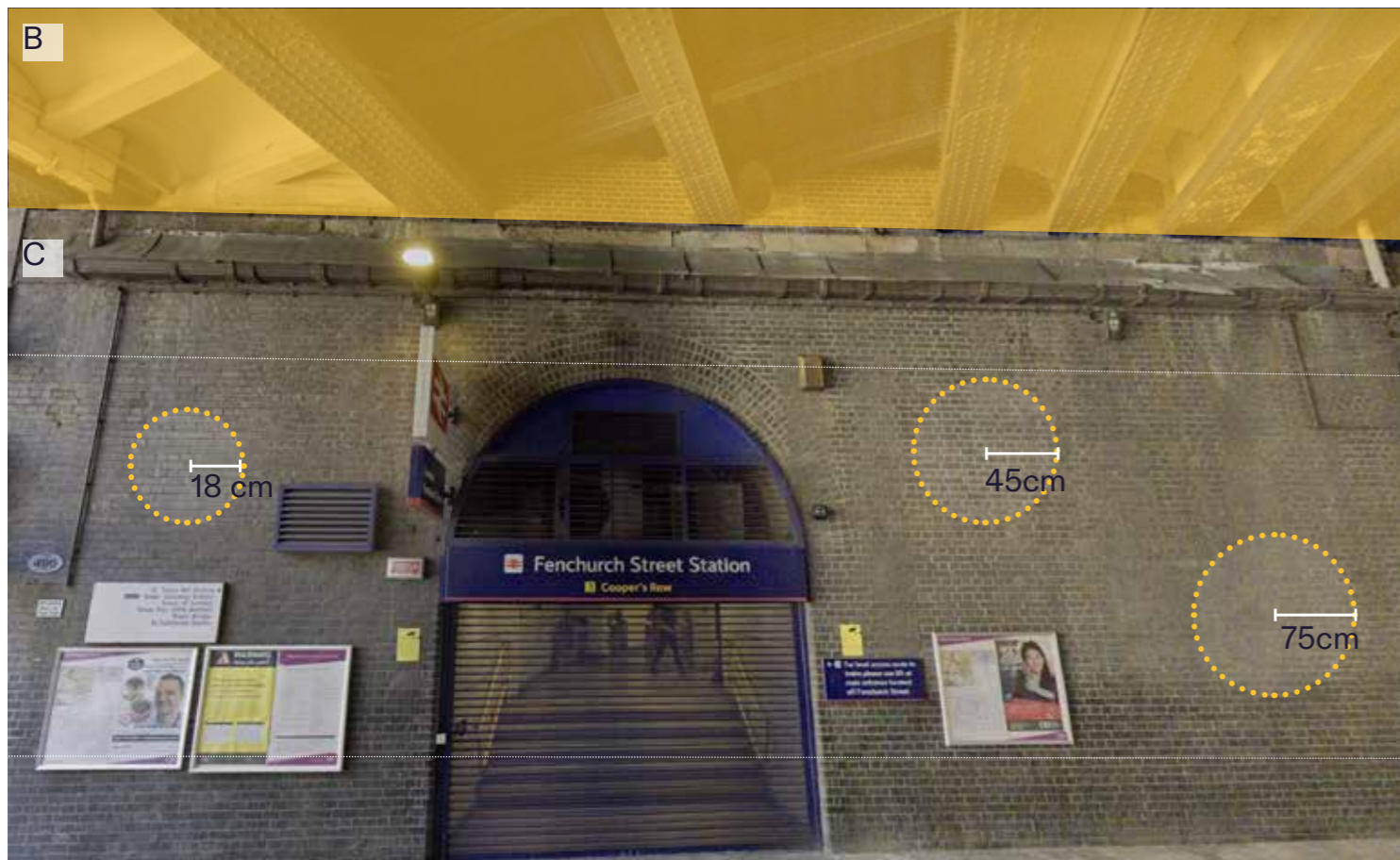
Coldharbour & Shakespeare Bridge

Loughborough Road Bridge

Coldharbour & Flaxman Bridge

Case Study: 7 Bridges,
Loughborough Junction, Brixton





- Potential coverage for art:
 - 100% of A
 - 100% of B
 - 8% of C

Within area C, the size of each piece of artwork varies from 0.3sqm to 1.5sqm.



- Potential lighting installation extent:
100% of B

GATEWAY TO ALDGATE

CRUTCHED FRIARS

COOPER'S ROW

1 CRUTCHED FRIARS



1. Crutched Friars North

2 COOPER'S ROW



2. Cooper's Row

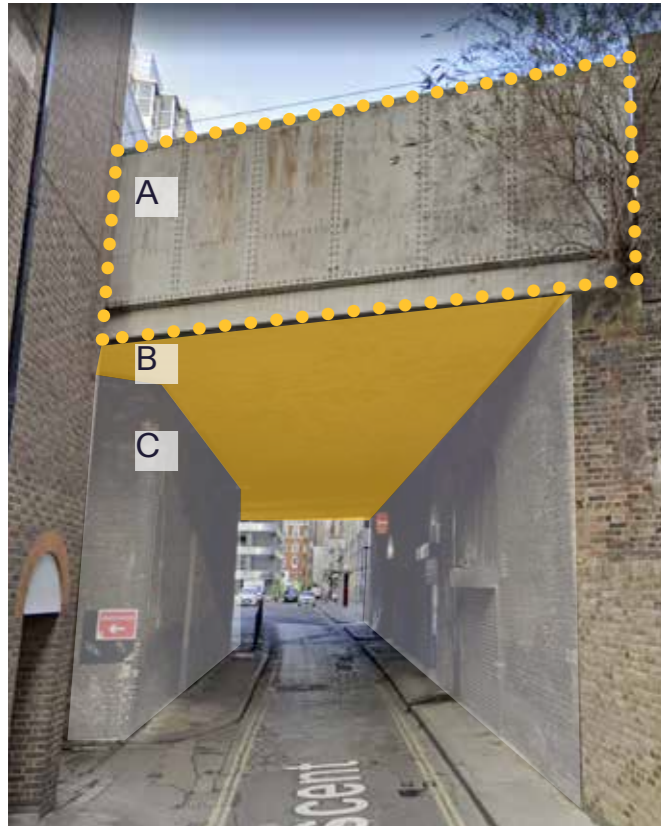


3. Cooper's Row East



- Potential workable surface area for art:
 - A (approx 72 sqm)
 - B (approx 384 sqm)
 - C (approx 180 sqm)
- Potential lighting installation extent:
 - B (approx 384 sqm)

3 CRESCENT



1. Crescent South



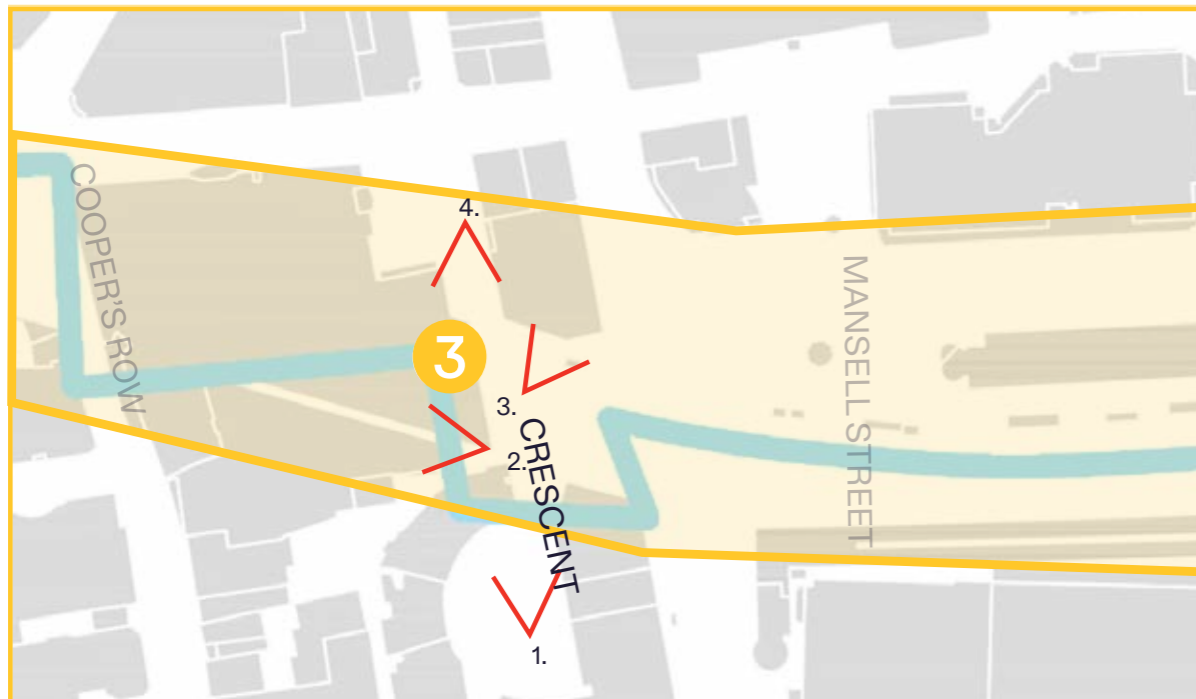
2. Crescent West



3. Crescent East



4. Crescent North



- Potential workable surface area for art:

A (approx 55 sqm)

B (approx 236 sqm)

C (approx 320 sqm)

D (approx 42 sqm)

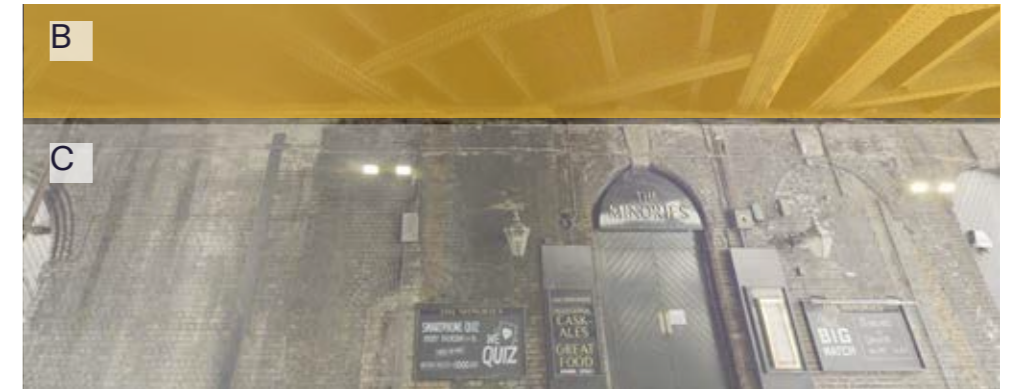
4 MINORIES



1. Minories South



2. Minories West



3. Minories East



4. Minories North



- Potential workable surface area for art:

A (approx 153 sqm)

B (approx 476 sqm)

C (approx 320 sqm)

D (approx 200 sqm)

5 MANSELL STREET



1. Mansell Street South



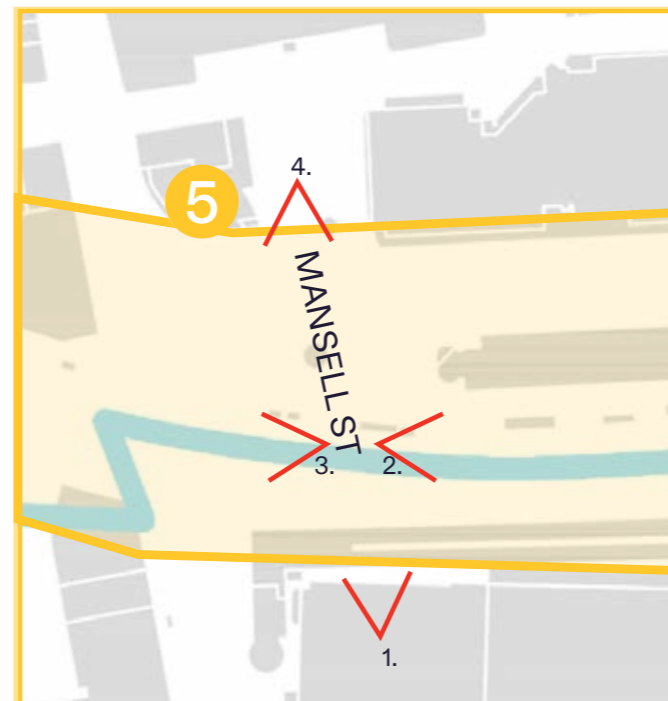
2. Mansell Street West



3. Mansell Street East



4. Mansell Street North



- Potential workable surface area for art:

A (approx 55 sqm)

B (approx 877 sqm)

C (approx 250 sqm)

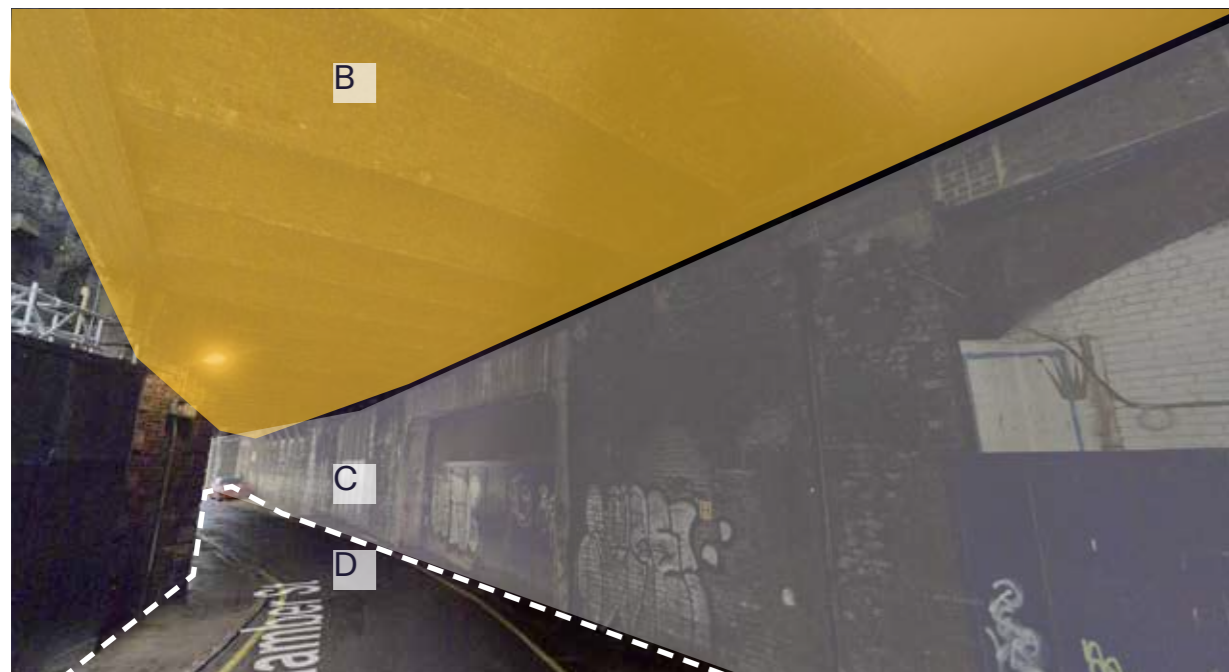
6 CHAMBER STREET



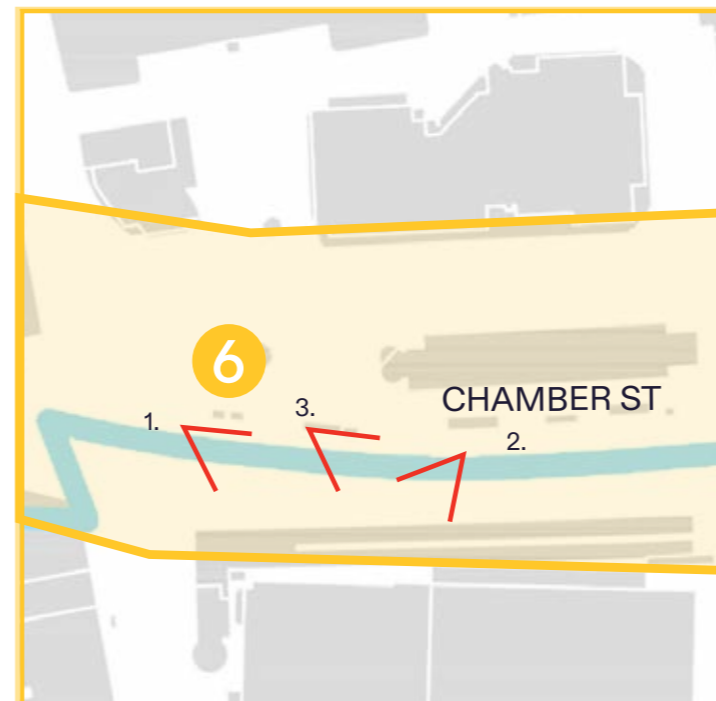
1. Chamber Street East



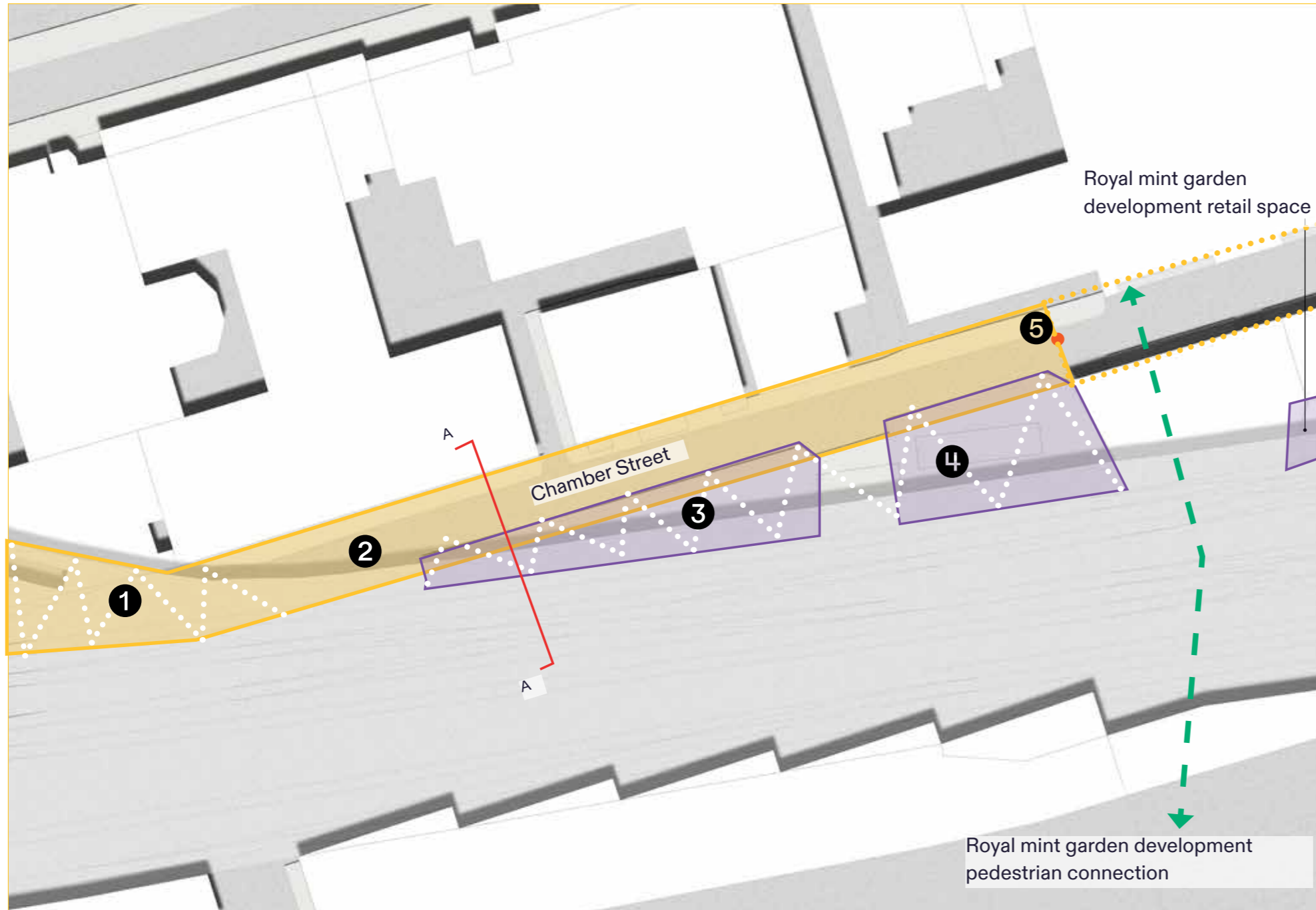
2. Chamber Street West



3. Chamber Street Central



- Potential workable surface area for art:
 - A (approx 266 sqm)
 - B (approx 133sqm)
 - C (approx 60 sqm)
 - D (approx 456 sqm)



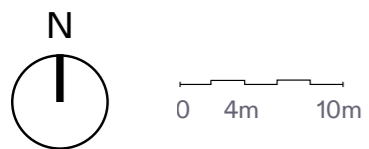
Currently Chamber Street undercroft is dark and dominated by vehicular use. Anti-social behaviour has been reported to be an issue at night.

The design proposal is to prioritise pedestrian usage, introduce pedestrian friendly surfaces, and activate the railway arches. With the adjacent new hotel development and Royal Mint Garden development, the street will slowly be activated by retail spill-out and benefit from lighting and art. The design intends to improve the west side of Chamber Street first and naturally upgrade the whole street.

MAP KEY

- Chamber Street Railway Arch Extent of Work
- Future phase improvement
- 1** Lighting installation to railway undercroft
- 2** Pedestrian-prioritised street
- 3** Catenary lighting to spill-out space
- 4** Spill-out space
- 5** Traffic-calming interventions

Proposed Chamber Street Layout



6 CHAMBER STREET



MAP KEY

- Existing road profile
- 1 Lighting installation to railway undercroft
- 2 Pedestrian-prioritised street
- 3 Catenary lighting to spill-out space
- 4 Spill-out space
- 5 Traffic-calming interventions

7 LEMAN STREET



1. Lemman Street South



2. Lemman Street East



3. Lemman Street Central

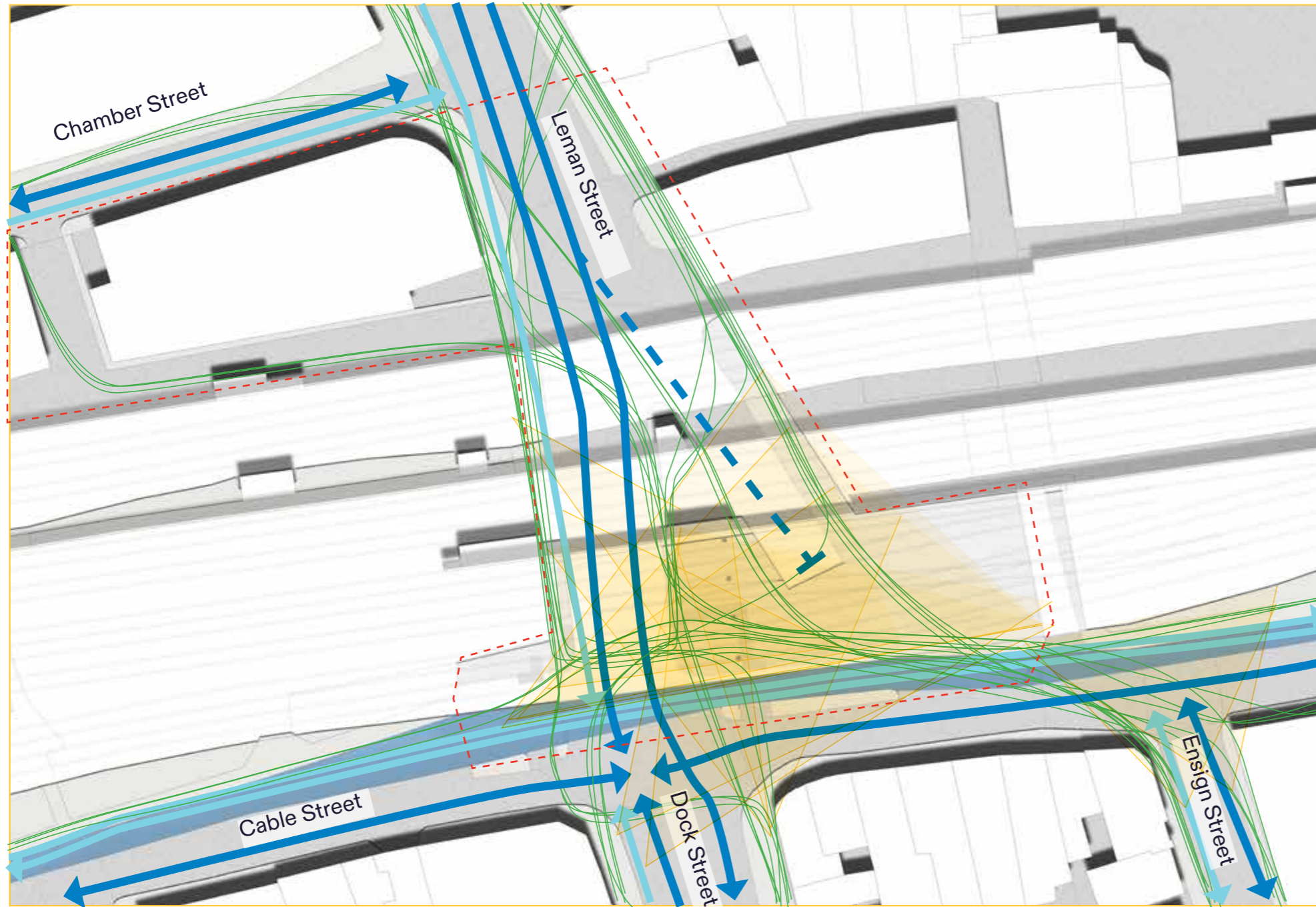


4. Lemman Street North



- Potential workable surface area for art:
 - A (approx 55 sqm)
 - B (approx 236 sqm)
 - C (approx 320 sqm)
 - D (approx 42 sqm)

7 LEMAN STREET - EXISTING CONDITIONS



The diagram illustrates the current traffic condition on Lemman Street. Overall, the road and railway junction have a conflict of users. The area is dominated by vehicular parking. Due to the lack of dwelling, pedestrian activities, visual impermeability and insufficient light, considerable anti-social behaviour tends to happen here.

TRAFFIC

The road network on Lemman Street is a one-way-only street. Many traffic incidents happen at Cable Street, Lemman Street junction and along Lemman Street. The railway structure to the corner has also proven to be a visual barrier that has caused some accidents.

PEDESTRIAN

The wayfinding is confusing for pedestrians. The unconnected public footpath along Lemman Street railway undercroft is misleading.

CYCLE

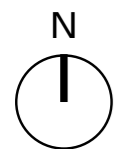
The one way system along Lemman Street makes it difficult for cyclists to travel from Dock Street to Aldgate East Station.

VIEWS

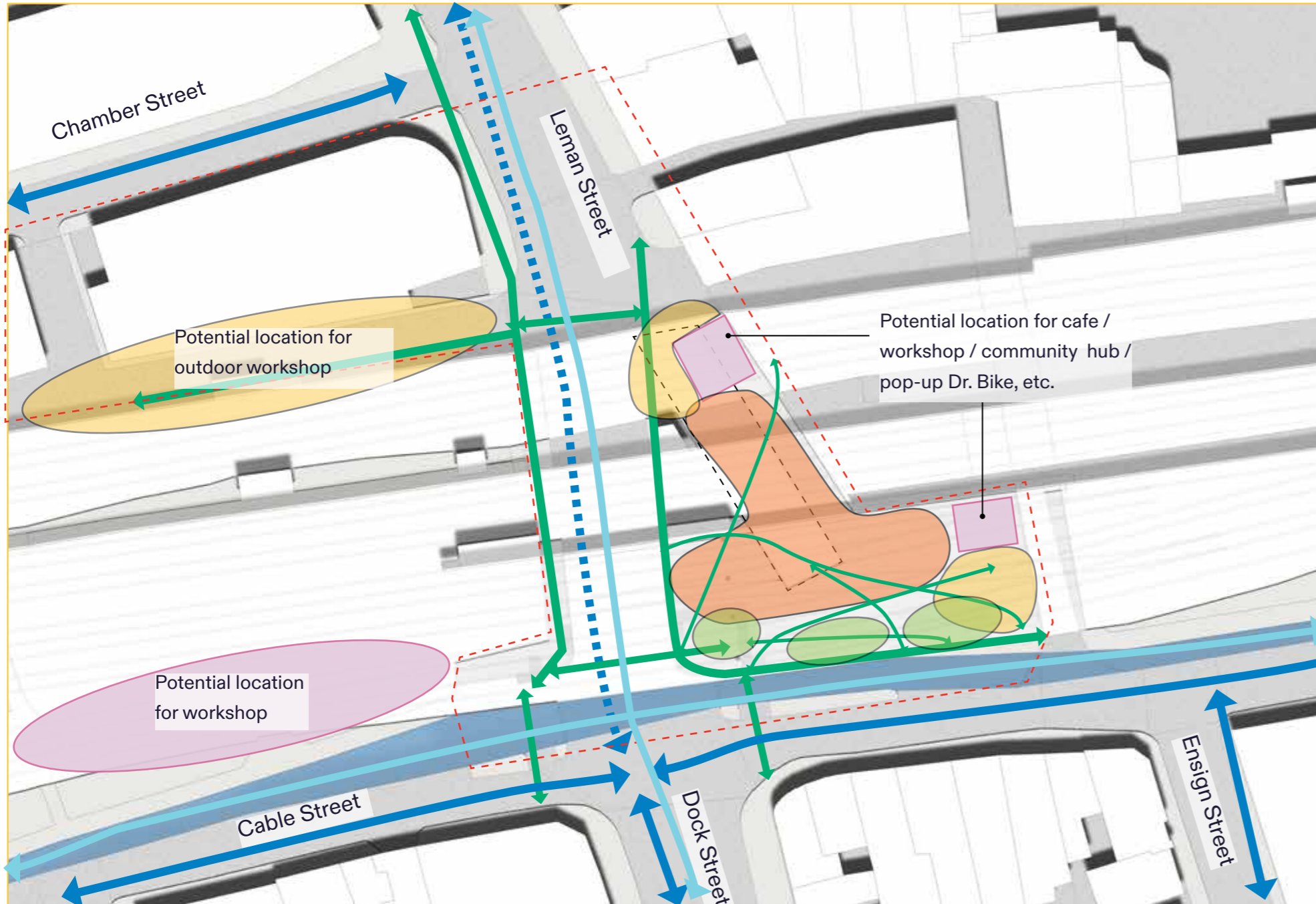
Leman Street and Cable Street railway arches are exposed and are the key viewpoints from all direction.

MAP KEY

- - - Leman Street Railway Arch Extent of Work
- ▶ Key views
- ← Direction of Vehicular Movement
- - - Vehicular turning zone
- ↔ Direction of Cycle Route
- Pedestrian movement / desire lines



7 LEMAN STREET - SPATIAL ARRANGEMENT

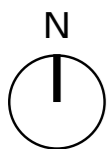


The diagram shows the proposed spatial arrangement of the Lemman Street intervention. The aim is to create an activity hub and an anchor point for young people to gather and play. As Lemman Street railway arch is considered one of the gateways to Aldgate, the design will showcase the aspiration of the future Aldgate. The design approaches should be green, pedestrian-friendly, inclusive and playful. Lemman street railway is considered a starting point for community activities, aiming to expand more programs to the other adjacent railway arches along Cable Street.

One of the key design moves is to realign the vehicular movement along Lemman Street and remove the traffic turning head. Paving material will be simplified, and sustainable/ recycled materials will be used. Kerbs to the existing turning head will be removed to level the site and provide accessible space. The proposal also considers pedestrian desire lines and refuge space for seating. Two locations are also proposed for pop-up structures as activation points to attract people to dwell on the site and deter anti-social behaviours. Planting is proposed along Cable Street to improve the biodiversity value.

MAP KEY

- - - Leman Street Railway Arch Extent of Work
- ← Direction of Vehicular Movement
- ↔ Proposed new double way traffic movement
- ↔ Direction of Cycle Route
- ↔ Pedestrian movement / desire lines
- Skate zone
- Planting zone
- Spill-out space
- Potential pop-ups



7 LEMAN STREET - MASTERPLAN



7 LEMAN STREET - VISUALISATION

Sustainable / recycled materials such as recycled plastic to be used.

Kerbs removed to level the surface and provide accessible space.

Potential location for cafe / workshop / community hub / pop-up Dr. Bike, etc.

KEY

- Lemman Street Railway Arch Extent of Work
- ① Skate Park
- ② Potential pop-ups
- ③ Light to ceiling
- ④ Potential wall/ column for art installation / artwork
- ⑤ Benches
- ⑥ Raised planters with small trees / specimen shrubs
- ⑦ Spill-out space



ALDGATE/WHITECHAPEL HIGH STREET

CREATING A COHESIVE COMMERCIAL ARTERY AND STRENGTHENING ITS CIVIC AND CULTURAL IMPORTANCE FOR THE COMMUNITY.

The vision for Aldgate and Whitechapel High Street is to mitigate vehicular impact on the High Street, upgrade streetscape, and create and enhance the place-making of the adjacent open space. As the main commercial artery, one of the desired outcomes is to reintroduce and reinforce the High Street spine across the local authority boundaries. There is also a need to improve general accessibility of, and connectivity to, the High Street.

The proposed interventions have been widely consulted with the Aldgate Connect BID Public Realm Steering Group, TFL, LBTH and CoL. Stemming from the generally positive feedback that has been received, it is now timely to develop the road map that lays out the next steps in the process. The ideas and recommendations presented by Gensler are initial suggestions that require further consultation, investigation, engineering and testing before they can be realized. It has been recognised that for real transformation to take place at Aldgate / Whitechapel High Street, major infrastructure interventions are necessary, which require a long-term strategy.



Our study found that improvements to public spaces along the Aldgate / Whitechapel High Street are already on their way. The intention is to join the dots and bridge the gaps between these spaces, which is guided by the following objectives:

- ❶ **DESTINATION** - Turning Aldgate / Whitechapel High Street into a destination and gateway for the wider Aldgate Connect area.
- ❷ **ACTIVATION** - Creating points of interest along the entire stretch of the high street.
- ❸ **UNLOCKING POTENTIAL** - Unlocking the placemaking potential of underused spaces along the high street.
- ❹ **ONE HIGH STREET** - Creating a legible and cohesive high street streetscape across the two boroughs.
- ❺ **CONNECTED** - Fostering connectivity, accessibility, and better recreational value for its wider community.
- ❻ **PEDESTRIAN FIRST** - Bridging the barrier effect of the high street by enhancing pedestrian and cyclist crossings.

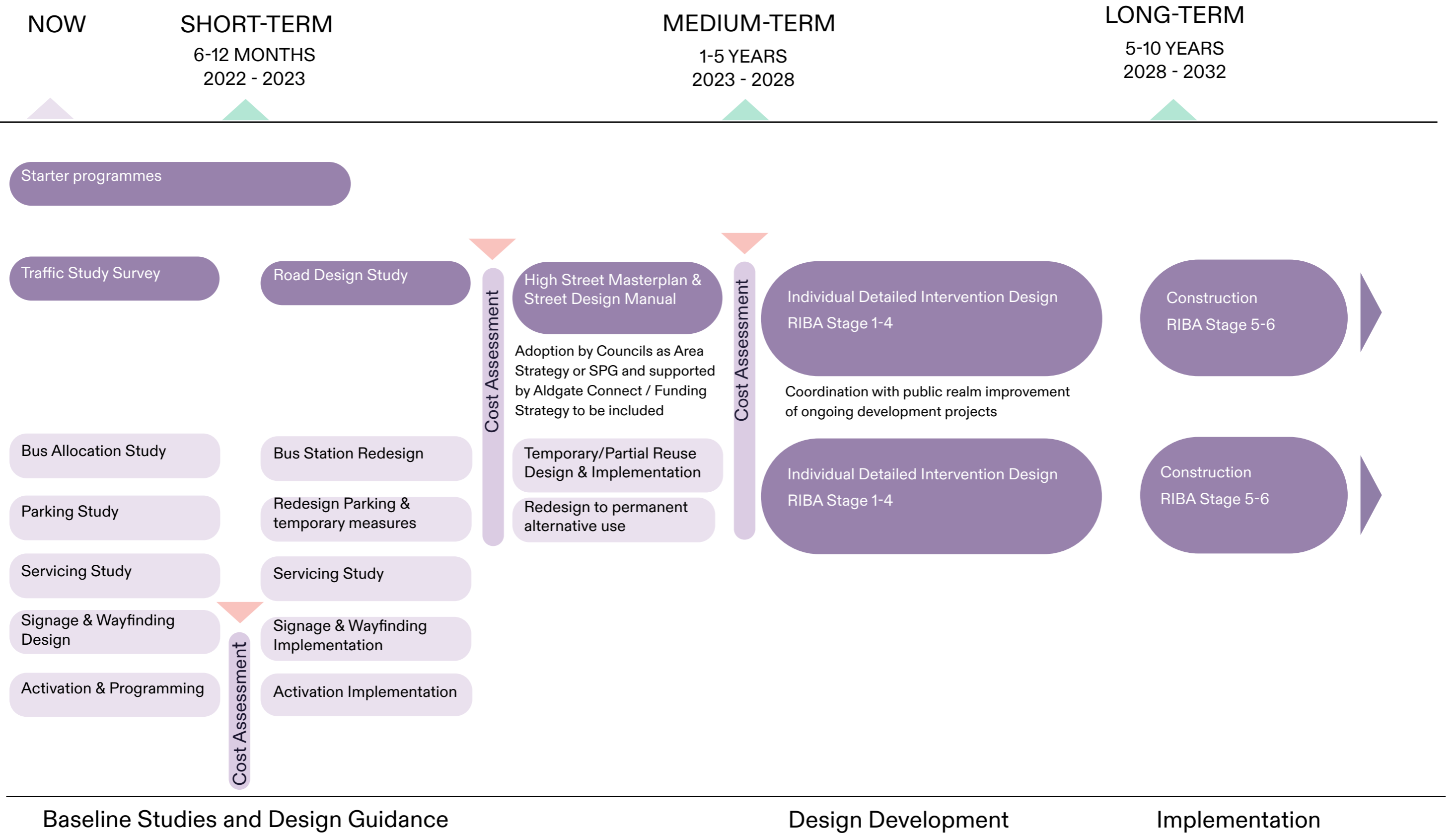


The successful transformation of the Aldgate and Whitechapel High Street requires a joined-up approach over the years to come. The Aldgate Connect BID is uniquely positioned to champion the vision for the High Street that has been set out in this report. While certain major and more complex projects will require further investigation, it is important that Aldgate Connect BID harnesses the momentum around public realm improvements and demonstrates tangible results within a shorter timeframe. These can be seen as starter programmes for the wider transformation and can include the following:

- ❶ Moveable Park around Aldgate East Station to improve climatic and aesthetic arrival experience
- ❷ Improve desire line from Aldgate East station to Braham Street Park and the new public realm route created by the British Land development
- ❸ Improve pedestrian crossing at Aldgate and Aldgate East Station
- ❹ Temporary Art Trail that stretches the entire length of the High Street
- ❺ Installation of modular seating that provides points of interest and activation
- ❻ Programming that allows for concurrent events along the High Street
- ❼ Creating pocket parks along the High Street

The road map on the following page sets out the process and timeframe that we envision for the Aldgate & Whitechapel High Street transformation.

TIMELINE



ACTIVITY	DESCRIPTION	OBJECTIVE	OWNERS	TIMESCALE	CONSIDERATIONS
TRAFFIC STUDY	TfL to carry out traffic modelling and assessment work to explore the potential removal of the one-way system, consider other traffic calming opportunities and assess its wider impact. This analysis is to include a review of the current cycling and bus routes.	Understanding the implications of the interventions on the wider road network and what measures and level of investment would be required to achieve those.	TFL	SHORT Study to be undertaken over a 6-12 month period	Close collaboration with LBTH and CoL Wider implications of traffic rerouting to be considered to meet ambitions for the area.
BUS STATION RELOCATION STUDY	Following the review of the bus routes, another assessment should be carried out on the impact of the removal/ relocation of the Aldgate Bus Station.	Understanding the potential of consolidating bus station requirements and freeing up land for public realm use.	TFL	SHORT Study to be undertaken over a 6-12 month period	This could be undertaken in a phased approach to test the wider impact of the interventions. Public transportation offer at Aldgate should not be affected.
PARKING STUDY	A full parking audit should be carried out to assess the current and future needs to determine the potential reallocation of parking spaces to open space use.	Identifying rationalities in the overall parking provision and identifying potential for reuse.	LBTH/ COL	SHORT Study to be undertaken over a 6-12 month period	Consideration of on and off street parking.
SERVICING STUDY	Servicing and vehicular access should be assessed to understand the impact of restricting servicing hours or consolidating servicing vehicles for the area.	Identifying rationalities and minimise the overall vehicular impact on the area with potential for reuse.	LBTH/ COL	SHORT Study to be undertaken over a 6-12 month period	Consolidation of servicing activities by businesses and other local entities.

ACTIVITY	DESCRIPTION	OBJECTIVE	OWNERS	TIMESCALE	CONSIDERATIONS
ROAD DESIGN STUDY	Traffic consultants to be appointed to carry out detailed design proposals and assess proposals against existing quality frameworks, such as the Healthy Streets Assessment (Steer), to test the design impact. This should be undertaken in collaboration with a Landscape / Public realm consultant.	Investigate changes to the one-way system that are more suited to the character of the area, opportunities to reclaim streetspace and increase the overall tree planting and greening of the area.	LBTH / COL Consultants to be appointed	SHORT Study to be undertaken over a 12 month period	Design of new road alignment to focus on minimising roadways and calming traffic.
MASTERPLAN & STREETSCAPE DESIGN MANUAL	Design team to conduct a detailed streetscape review along Aldgate / Whitechapel High Street with the support from TfL, CoL and LBTH and develop a master plan for the high street. A design manual is to create a common cross-boarder streetscape language. This is to include street design, street furniture and street planting.	Establishing a comprehensive design language on the look and feel of Aldgate / Whitechapel High Street and the quality aspirations of the streetscape.	LBTH / COL Consultants to be appointed	SHORT Study to be undertaken over a 6-12 month period	To include assessment of ongoing development schemes that are improving the public realm along the high street. To include assessment of potential S106 contributions towards the funding of streetscape improvements.
SIGNAGE & WAYFINDING DESIGN	Design team to conduct a detailed signage and wayfinding review along Aldgate / Whitechapel High Street with the support from TfL, CoL and LBTH and investigate the constraints and opportunities to create a common identity.	Creating a legible and cohesive signage and wayfinding language that supports the character of the area and builds on its assets.	LBTH / COL Consultants to be appointed	SHORT Study to be undertaken over a 6-12 month period	Close collaboration with LBTH and CoL
ACTIVATION & PROGRAMMING	Design team to conduct a detailed activation and programming review of Aldgate / Whitechapel High Street with the support from TfL, CoL and LBTH to test out intervention ideas (ongoing). Aldgate Connect to facilitate the process.	Establishing a programme of civic and cultural activities that add another layer to the destination value of the high street.	LBTH / COL Consultants to be appointed	SHORT Ongoing - with further studies to be undertaken over a 6-12 month period	Close collaboration with local culture, arts and heritage community to inform the approach.

PETTICOAT LANE DINING QUARTER

WORKING TOWARDS CREATING A HUB FOR CULTURAL AND CREATIVE EXCHANGE

To attract people back to the area, Petticoat Lane needs to re-establish its USP and identity. Cementing the food offer to create an anchor destination will have a significant impact towards the wider ambitions of the area.

The Petticoat Lane Dining Quarter has become established as a key anchor for the area – what began as a temporary intervention as a response to Covid demonstrates the success of using food as an attractor to create activation. The participation of local restaurants and businesses in helping to revitalise the area through the provision of seating, shelter and lighting indicates a high level of community buy-in which is fundamental to success, but additional resources are required to formalise the current arrangement and to make the Petticoat Lane Dining Quarter a year-round attraction that is cemented as a key anchor in the area.



There are many ongoing projects and initiatives happening in Petticoat Lane that are either already underway or planned. The temporary Petticoat Lane Dining Quarter has had the most significant impact, bringing people back to the area and the community back together again. The importance of cementing the food offer and creating an anchor to the area has been echoed by many of the stakeholders involved. We recommend to carry out a study to look at feasibility of permanent alfresco in partnership with the LBTH and CoL with a focus on the following aspects:



1. Relocate existing parking spaces elsewhere

The Petticoat Lane Dining Quarter currently occupies pay and display car parking spaces on Middlesex Street. These should be relocated to ensure that the current Dining Quarter location that people are familiar with and what has been established temporarily can be retained.



2. Formalise seating & canopies for year-round use

Upgrade existing seating and canopies to permanent solutions that allow for year-round use. This could incorporate planting, and create weather-proof environments that can be used throughout the year.



3. Reinforce identity with additional elements

Build on the placemaking elements that have already been installed to further define the thresholds to the Petticoat Lane Dining Quarter and identify it as a destination in its own right.



4. Re-surface the road

Re-surface the road to create a single level pedestrianised area for tables and seating to formalise its function as a vehicle-free space and to make it fully accessible for people coming to the Petticoat Lane Dining Quarter.

CONNECTIVITY

PUBLIC REALM UPGRADE

STREET LIFE

CULTURE

SUSTAINABLE STREET

CONNECTIVITY

SAFETY & WELLBEING

SHORT TERM & LONG TERM

IMPACT



CONCLUSION AND NEXT STEPS

Establishing Aldgate as the well-connected, cohesive community known for its intricate network of green spaces and its unique heritage, requires a coordinated, joined up effort by all its stakeholders over the years to come. The Aldgate Connect BID has already started the process of corralling those various parties and interest groups in its collaborative and collective effort to set out the vision and strategy presented in this document. Getting everyone buying into this shared vision for Aldgate will be crucial to making it a reality.

Identifying the priority projects provides a clear focus for everyone where the initial effort will be allocated and aids the discussion and conversations going forward. Further investigation into costing, viability and testing of design ideas will be required to develop those initial ideas and strategies, accompanied with a stringent review and consultation process. This report should be used to facilitate those discussion, build a consensus on the development of Aldgate and guide the commissioning of individual projects and spatial upgrades in the area. It should also be used to aid discussion with stakeholder and other parties that are involved in the management and improvement of the public realm in Aldgate.

It is important that the Aldgate Connect BID is harnessing the momentum and enthusiasm created through the preparation of this document. The ideas presented will require substantial further work and, going forward, we are suggesting the following next steps:

- Adoption of the Public Realm Vision and Strategy by the Aldgate Connect BID.
- Supporting the strategy and vision with a communications plan using multi-media outputs.
- Setting up focus groups to champion priority projects to report into the main public realm group.
- Undertaking costing exercise and commission identified design and technical studies within the priority projects.
- Once costed, establishing a funding strategy for each of the project areas to enable prioritisation in line with timescales.
- The Aldgate/Whitechapel High Street project is multifaceted with several parties involved. It may be beneficial to secure a TfL, LBTH and City representative to champion internally from the outset.
- Discussing with local authorities how Aldgate Public Realm Vision can feed into their policy work for open spaces and streetscape.
- Continuing engagement with stakeholders and local authorities in taking the identified interventions forward.
- Identify local partners for collaboration on community and activation projects and commission required technical or design support.
- Working with private and public sectors to identify funding sources for proposed interventions.
- Ensuring that upcoming developments are recognizing the wider public realm vision and integrating them in their spatial improvements.

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