



# CIVILIZING SPACES

IMPROVING LONDON'S PUBLIC REALM

# CIVILIZING SPACES

12 SEPTEMBER - 8 OCTOBER 2005

NEW LONDON ARCHITECTURE

THE BUILDING CENTRE

26 STORE STREET

LONDON WC1E 7BT

MAYOR OF LONDON



**LONDON**  
DEVELOPMENT  
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# CIVILIZING SPACES: IMPROVING LONDON'S PUBLIC REALM

London's public realm comprises everything outside our front door: from pavements, bollards and street benches to great Georgian squares, Victorian streets and parks, modern roads and transport interchanges. The public spaces of London, like other world cities, have always been places where people gather - to meet, to talk, to eat and drink, to argue, to rest, to trade and to travel through. Street life is at the heart of urban community. A network of well-designed streets and public spaces makes walking and cycling a pleasure, makes dense, populated areas more liveable, and provides inspiring places where people want to stay and enjoy themselves rather than rush through or avoid.

The Mayor of London, Ken Livingstone, and Richard Rogers, his Chief Advisor on Architecture and Urbanism, recognise the importance of paying greater attention to London's public realm. They are committed to making London more walkable, sustainable and beautiful.

The public space projects and initiatives on display in this exhibition are the first steps in turning London into the world's most civilised, pedestrian friendly city, establishing a lasting legacy for a better quality of life for Londoners.

Working closely with the London boroughs, Transport for London and the London Development Agency, the Mayor's Architecture + Urbanism Unit has put quality of urban design firmly on the public agenda.

Work with other partners such as Urban Design London – a network of London borough elected members, design champions and officers – and London's Regeneration Centre of Excellence, aims to enhance the skills needed to deliver this improved public realm and to help change the way we perceive and enjoy our city.

## THE PROBLEM

London is home to elegant architecture, beautiful parks, historic squares and grand streets. Despite these great assets, the quality of our streets and public spaces has for too long suffered from a lack of proper investment and poor quality design. Consequently many of our public spaces have become hostile and shabby, underused or avoided by Londoners. This is harmful to city pride, local communities and local economies.

Typical problems include spaces that are cluttered with too much and poorly coordinated street furniture, or spaces that are enclosed, hard to access or simply missed by the passer-by. Too many existing public





London's streetscape is often poor: cluttered with barriers, signage and lacking in integrated design

Detailing and construction is often of low quality



Successful public spaces must be designed to accommodate a range of different activities

Good detailing and high quality materials are essential to ensure durability and engender a sense of civic pride



spaces are poorly connected to the town centres which they should serve and are consequently underused.

Many of London's streets are unpleasant environments dominated by increasing levels of traffic, and are hard to cross and dangerous. Insufficient priority is given to the pedestrian or the cyclist and there are frequently low levels of usage from the elderly, children and people with impaired mobility.

## CHANGING ATTITUDES

Over the past couple of decades London has been lagging behind many of its international counterparts in its approach to the public realm. Cities like Copenhagen, Barcelona and Rotterdam have

championed concepts of accessible, attractive public spaces. The Government's Urban Task Force promoted the restoration of inner urban areas as places where people want to live and work through improvement of the public realm, shifting the balance from the needs of the private car towards public transport, walking and cycling. But there is still far to go to match the quality of the environment of some European counterparts.

Jan Gehl's study on central London "Public Spaces Public Life: Towards a fine city for people" - commissioned by Transport for London and the Central London Partnership - sets out how the current imbalance between vehicular traffic and pedestrians can be redressed by widening pavements, creating better pedestrian crossings, removing obstacles and animating spaces with public art, landscaping, planting and seating. Many of the projects displayed are inspired by this approach.

## NEW THINKING

Over the last few years there have been isolated attempts at improving our public realm environment. Some high profile public space projects, promoted by private developers and public authorities, have already come to fruition. The transformation of Trafalgar Square and elegant designs of Kensington High Street and Tower Hill show the way, with individual projects such as Vauxhall Cross, Shoreditch and the Corporation of London's City Street Challenge showing significant steps in the right direction. This level of new thinking is now inspiring a new generation of public space projects, illustrated in this exhibition, which will make a substantial difference to how London looks and feels in the future.





Left: Plaça del General Moragues, Barcelona. One of the 150 new parks and squares created in the city since 1980

Right: New landscaping around the Tower of London has immeasurably enhanced the visitor experience



Left: Sankt Hans Torv, one of the many public spaces in Copenhagen that are more intensely used by residents and visitors to the city

Right: Kensington High Street has been improved by the removal of clutter and better detailing of paving and street furniture



Left: Exchange Square, Broadgate. This development around Liverpool Street station, started in 1985, was one of the first in Britain to take the provision of public space seriously

Right: St John Street, Clerkenwell, was temporarily turned into a park when it was turfed over as part of the London Architecture Biennale 2004.





# A STRATEGY

Improving the public realm is a key component of the Mayor's London Plan which sets out a vision for the development of the capital over the next 10 years.

The Architecture + Urbanism Unit has also been working with Transport for London on an emerging public realm strategy which pulls together many initiatives already underway and aims to set out a more coherent approach to delivering improvement and transformation in the quality of our streets and public spaces. The strategy sets out 3 layers of intervention across London and will also promote the use of trees in the capital's streets and public spaces.



## 1) EVERY DETAIL

a. The Architecture + Urbanism Unit is advocating small scale interventions everywhere starting with **5 simple things** which would include, for example, the use of the same colour paint for all metal work and a review of existing street furniture to minimise clutter.

b. Transport for London's recently published **Streetscape Guidance** provides advice and detailed design principles for streetscape improvements and the subsequent management of the Transport for London Road Network. The guide encourages the use of durable and maintainable materials and consistency in textures and colours to create calm, simple and well-designed streets for people. Each element of the streetscape - street furniture, lighting, footway and carriageway surfaces and cycle and bus lanes to name a few - are considered in detail and guidance is given on their use to provide a high quality environment.

c. Richard Rogers has also been promoting **1 Million Trees for London** to look after the trees we have as well as planting new ones in the right places.



## 2) CORRIDORS

Larger scale intervention over a longer period along sections of **Transport for London's red route network** will be brought forward through partnership working, with an initial focus on improvements to the A1 in the Borough of Islington. The Architecture + Urbanism Unit is also working to develop a series of tree-lined boulevard projects with Transport for London and Trees for Cities.



## 3) 100 SPACES

Comprehensive public realm improvements will be delivered through the Mayor's 100 Public Spaces programme. These exemplar projects will demonstrate the benefits of a total transformation of an urban site and that new and revitalised public spaces can make a real difference to individual quality of life and community vitality across London.

The 100 Public Spaces programme was launched in July 2002 with the announcement of 10 pilot projects and a further 14 projects were announced in November 2003. The aim of the initiative is to create or upgrade 100 public spaces in London based on the Mayor's conviction that 'creating and managing high quality public spaces is essential to delivering an urban renaissance in London'. The Architecture + Urbanism Unit works to ensure that the best possible quality of design is achieved for these public spaces.

This exhibition signals the launch of a further 10 projects as a third phase of the programme, bringing the total number of projects to 34. This marks the point where **1/3** of the programme is now underway. By the time London hosts the Olympic Games in 2012, the full programme of 100 Public Spaces will be underway and a number of exemplary projects will have been delivered across London to help showcase the city to the world.

# PROJECTS TO DATE 100 PUBLIC SPACES PROGRAMME

PROJECT NAMES IN BOLD ARE FEATURED IN THIS CATALOGUE

- 1 LEWISHAM TOWN CENTRE
- 2 **BRIXTON CENTRAL SQUARE**
- 3 **GILLETT SQUARE, DALSTON**
- 4 COULSDON TOWN CENTRE
- 5 MARYLEBONE - EUSTON ROAD
- 6 RAINHAM VILLAGE CENTRE
- 7 **VICTORIA EMBANKMENT**
- 8 **SLOANE SQUARE**
- 9 **EMMA CONS GARDENS**
- 10 **EXHIBITION ROAD**

## PHASE 1

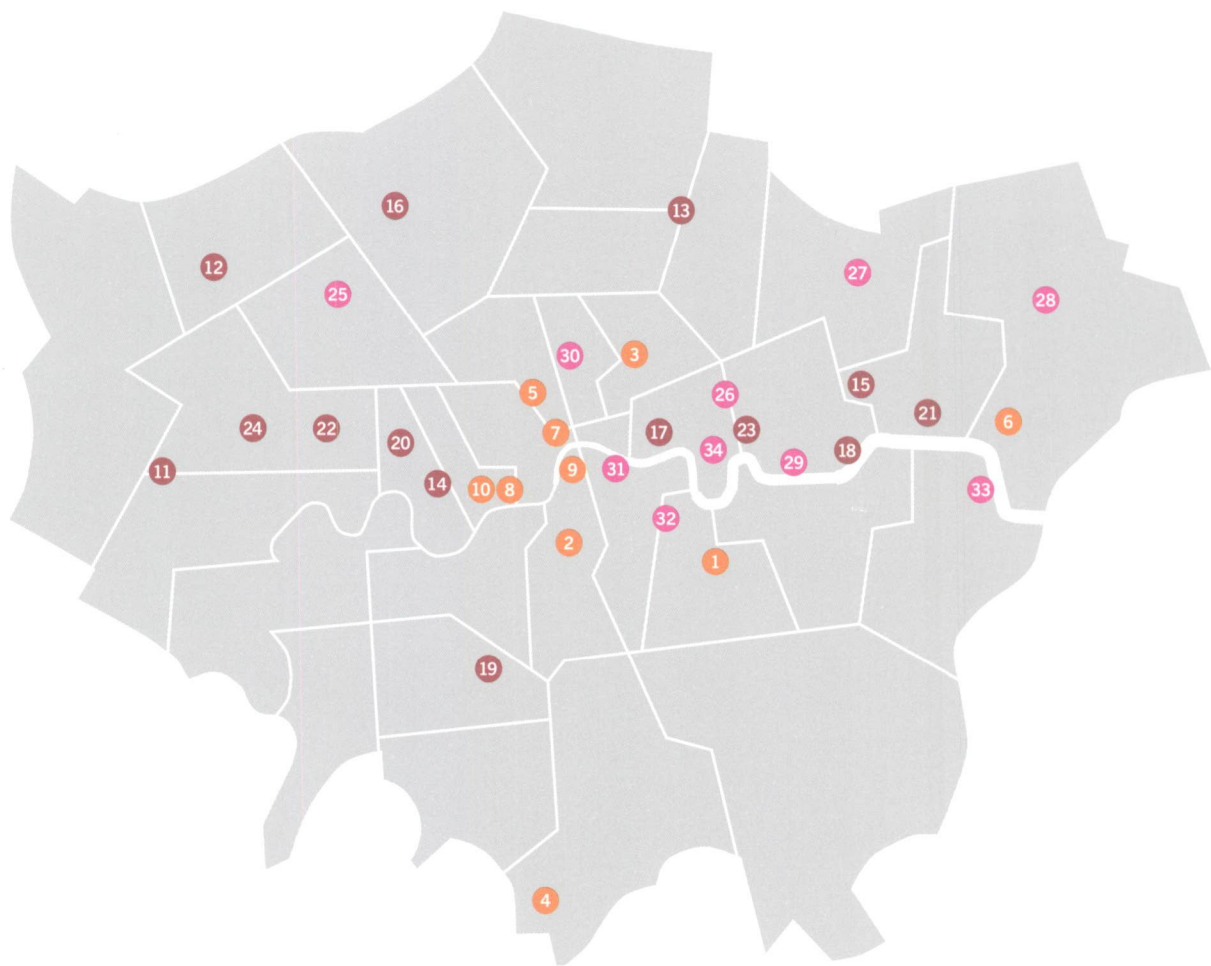
- 11 SOUTHall
- 12 HARROW-ON-THE-HILL STATION
- 13 TOTTENHAM HALE
- 14 **A4 GREEN CORRIDOR**
- 15 **BARKING TOWN CENTRE**
- 16 **GRAHAME PARK / COLINDALE**
- 17 ALDGATE UNION
- 18 GALLIONS
- 19 MITCHAM FAIR GREEN
- 20 LITTLE WORMWOOD SCRUBS
- 21 **DAGENHAM HEATHWAY TO THE THAMES**
- 22 **ACTON TOWN SQUARE**
- 23 CANNING TOWN
- 24 EALING BROADWAY

## PHASE 2

- 25 WEMBLEY STADIUM SPACES
- 26 **BOW CHURCH**
- 27 GANTS HILL
- 28 THE ROMFORD RING / NORTH STREET
- 29 **SILVERTOWN QUAYS / PONTOON DOCK**
- 30 **A1 / HIGHBURY CORNER**
- 31 **POTTERS FIELDS PARK**
- 32 KENDER TRIANGLE / NEW CROSS GATE
- 33 ERITH TOWN CENTRE
- 34 WEST INDIA QUAY

## PHASE 3





# BRIXTON CENTRAL SQUARE

## PHASE 1

The three public spaces that form the heart of Brixton – Tate Gardens, Windrush Square and St Matthew's Peace Garden – are poorly laid out and dislocated by heavily trafficked roads.

The vision for Brixton Central Square is to create a high quality public space of local, national and international importance that expresses the significance of Brixton for multi-cultural Londoners and Britons.

Following an international design competition, proposals have been developed to improve the junction in order to better integrate the different spaces and make the area safer for pedestrians.

The proposed materials have been carefully selected to match the character and feel of the surrounding civic buildings and artwork elements within the square will reflect Brixton's multicultural status.

The scheme will create space in front of the Ritzy Cinema and Raleigh Hall, providing the opportunity for many more outdoor public events.

The client group is comprised of London Borough of Lambeth, Transport for London and the GLA Architecture + Urbanism Unit. The designers, Gross Max Landscape Architects, were appointed in 2004.







# GILLETT SQUARE, DALSTON

## PHASE 1

A car park close to the main shopping centre in Hackney will be transformed into a new public square surrounded by high quality developments for community, residential and employment use.

The scheme's objective is to create 2,600 m<sup>2</sup> of public space suitable for outdoor events and will be closed to through traffic. The square will also set the urban design context for new buildings at the site, including the redevelopment of a series of old industrial units known as the Stamford Works to the north of the site.

The south side of the site has already been successfully redeveloped with new buildings designed by Hawkins Brown Architects, the latest being the Dalston Culture House completed in March 2005, which provides the new location for London's premier small jazz club, the Vortex.

The project is overseen by a multi sector partnership led by Groundwork East London and including London Borough of Hackney and the GLA Architecture + Urbanism Unit. Proposals have been designed by Whitelaw Turkington Landscape Architects.





# EXHIBITION ROAD

## PHASE 1

The Exhibition Road project will transform the public realm in London's premier cultural destination into a pedestrian-friendly boulevard. Animated by bold paving, imaginative lighting, tree planting and public art, the new design will create a strong link between South Kensington station to the south and Hyde Park to the north.

Under the £25 million scheme, much of the existing street furniture such as railings and traffic islands would be removed to give greater priority to pedestrians and to encourage more careful behaviour by drivers. Walking would also be promoted by refurbishing the pedestrian tunnel under the road. The paving and street furniture would have a consistent design along the length of the road.

The proposals respond to the development plans of the institutions along Exhibition Road including the V&A Museum, the Natural History Museum and Imperial College to provide a suitable setting for this extraordinary cluster of world-class institutions.

The project was initiated by the Royal Borough of Kensington & Chelsea partnered with the City of Westminster and the Mayor of London. Design proposals have been developed by architects Dixon Jones with technical support from Project Centre and Arup.







# VICTORIA EMBANKMENT

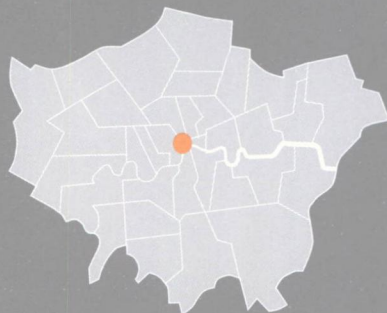
## PHASE 1

Victoria Embankment, one of London's greatest examples of Victorian engineering, links the cities of London and Westminster. Today it functions as a series of separate and poorly connected areas cut off by heavy, fast-moving traffic and poor pedestrian crossings.

A strategic vision is being developed to improve the pedestrian experience of the Embankment by increasing the width of the riverside promenade, though without affecting traffic capacity. As part of this vision, the isolated gardens along the Embankment would be better connected by upgrading the river walk to create a beautiful south-facing promenade and a new riverside destination for London.

A row of trees would be planted in the reclaimed space of the carriageway and quieter noise surfacing would be used to create a more pleasurable environment. There would also be more pedestrian crossings to increase access to the river. Other improvements include extending the riverside terrace of Somerset House eastwards and a lighting scheme with the theme of "moonlight by the river".

MJP were appointed to develop the vision in January 2005 by a partnership including the GLA Architecture + Urbanism Unit, Transport for London, the City of Westminster, the Corporation of London, the Cross River Partnership and English Heritage.







# SLOANE SQUARE

## PHASE 1

Though located at the head of King's Road, one of London's busiest shopping streets, and overlooked by the Royal Court Theatre, Sloane Square is currently cut off on all sides by traffic. The surrounding narrow footways are congested and with inadequate crossing facilities people are effectively discouraged from accessing the Square.

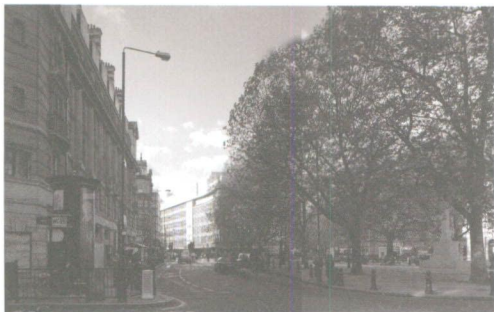
The proposed scheme entails replacing the existing traffic island with an offset crossroads, an arrangement similar to the original layout of the Square. This will create two large public open spaces, the larger joined to the tube station and the Royal Court Theatre and the other in front of Peter Jones department store.

Further design proposals include consistent paving for both squares and raised granite plinths with water running over the surfaces to separate pedestrian and vehicular areas and to help offset traffic noise.

A public consultation and exhibition was held in January/February 2005 and the scheme was overwhelmingly endorsed. Works are expected to start in Summer 2006.

The scheme was initiated by the Royal Borough of Kensington & Chelsea and has been developed with the support of the GLA Architecture + Urbanism Unit and Transport for London. Design work has been undertaken by Stanton Williams Architects.





# EMMA CONS GARDENS

## PHASE 1

This public space at the heart of Waterloo will be transformed into a contemporary urban plaza with new high quality landscaping, seating and lighting features.

Design proposals include a raised central garden area and a slightly raised terrace overlooking the plaza. Adjacent to 'The Cut' there would be seating, circular planting beds and new column lights complementing lighting in the trees. Seating will be carefully located so that it is visible to all in order to help foster a fully inclusive garden and minimise antisocial behaviour.

The project has been initiated by a steering group led by Waterloo Quarter Business Alliance Group and including the London Borough of Lambeth and the GLA Architecture + Urbanism Unit. The scheme has been designed by Landscape Projects, and is due to start in 2006.







# A4 GREEN CORRIDOR

## PHASE 2

The study represents the continuation of a programme to develop a strategic green corridor along the A4 from Heathrow Airport to Hyde Park Corner. These latest proposals present a strategy to transform London's A4 western gateway from Hogarth Roundabout to Earls Court Road and define a series of high quality public spaces along the route which passes through Hammersmith & Fulham and Kensington & Chelsea.

Proposals include consistent and continuous tree planting to unify the corridor. A more legible urban environment is proposed by creating gateways at the Hogarth Roundabout and Warwick Road and by revealing landmarks such as St Peter's Church, the elegant structure of the Hammersmith Flyover and the curved terrace of the Talgarth Road.

The client partnership includes Green Corridor, London Borough of Hammersmith & Fulham, the Royal Borough of Kensington & Chelsea, Transport for London and the GLA Architecture + Urbanism Unit. The study was developed by Whitelaw Turkington Landscape Architects in association with Peter Brett Associates, Sutton Vane Associates and Gardiner & Theobald.









# GRAHAME PARK / COLINDALE

## PHASE 2



Public space improvement is fundamental to the Grahame Park major estate renewal programme. The key spatial planning objective is to focus re-development around a network of new and improved public spaces and streets. New residential development will overlook a revitalised community park, helping to better define its boundaries while retaining good connectivity with the surrounding area.

Grahame Park - the primary open space - will be enhanced with new pathways and seating areas, play areas, ecology areas for nature conservation and strong links to other green spaces.

The environment of the park will be improved by redeveloping a series of ponds. Improved lighting will be provided and damaged seats and signs repaired. Security will be improved to stop graffiti and burnt out cars and motorbikes being abandoned.

Works are due to start in December 2006.

The client for the estate renewal is Choices for Grahame Park. Levitt Bernstein Landscape Architects have prepared detailed landscape proposals for the streetscape and key open spaces.



# ACTON TOWN SQUARE

## PHASE 2

As part of Acton's ongoing regeneration programme, London Borough of Ealing supported by Action Acton (the local SRB partnership) have initiated proposals for a new town square in Acton.

Proposals open up and animate the space with kiosks, cafés, markets and space for public events as part of a wider Public Realm Strategy. To retain an uncluttered feel, walls, bollards, street signs and planters are kept to a minimum. Seating is created using large natural stone material to blend with paving stones. Lighting is fixed to private businesses where possible or bollard mounted where appropriate.

A façade of shops on the southern side of the Uxbridge Road forms a third major elevation to the square. Including this major road within the square through consistent ground treatment will aid the development of a bus/tram stop at a later date. Large semi-mature trees are located to enhance the character of the church and to help make this historical building a feature of the square.

The designers, East were commissioned in December 2003. Initial works started in April 2005, with main works getting underway in January 2006.







# DAGENHAM HEATHWAY TO THE THAMES

## PHASE 2

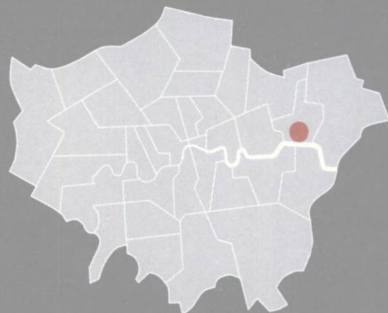
Streetscape and public space proposals are being developed for Dagenham Heathway and Chequers Lane with links to the Thames through the Dagenham Dock area. Together these form part of an historic north-south route linking Dagenham to the river.

The project will deliver better facilities for pedestrians and cyclists and more active street frontages as well as improving access to the river. The route will be animated by public space and public buildings at Chequers Corner, a new transport interchange at Dagenham Dock and an improved pedestrian environment between the Heathway and Chequers Lane.

Space along the waterfront at Hindmans Way that is to be retained for industrial use will be animated by a trucker's café.

Implementation of the Chequers Lane enhancements will commence Autumn 2005 as part of a larger renewal of the road and utilities infrastructure being undertaken by the London Development Agency. The Heathway improvements will commence in Spring 2006.

Florian Beigel Architects and London Metropolitan University's Architecture Research Unit have developed streetscape and public space proposals for Dagenham Dock and Chequers Lane. Maccreanor Lavington Architects have prepared proposals for the northern part of Chequers Lane, Chequers Corner and Dagenham Dock station. Witherford Watson Mann and Joanna Gibbons Landscape Architects have designed an enhanced streetscape for Dagenham Heathway.







# BARKING TOWN CENTRE

## PHASE 2

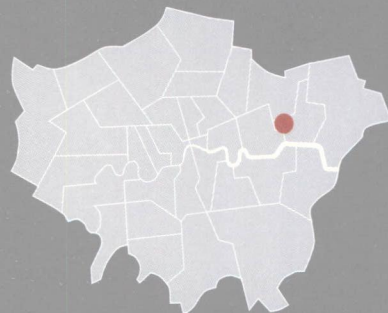
A major town centre regeneration project will include new public spaces and streetscape improvements focused on a new town square around Barking Town Hall.

Spaces around the Town Hall, Lifelong Learning Centre, new office and retail outlets in the 'Arc' building and the adjacent Broadway Theatre will form a multi-functional area for staging civic, arts and music events. There will also be provision for cafés and restaurants to spill out from adjoining buildings into the space and for temporary structures such as specialist market stalls.

The proposed public spaces offer a variety of experiences, most significantly a field of trees. Street furniture will be economised to ease pedestrian movement. Lighting will be on the buildings themselves or embedded within the streetscape and will be an integral part of the designs. Public art is being incorporated into the design of these spaces from the beginning.

Work on the first phase of the Town Square development started earlier this year, with initial public space works following in 2006/07.

The scheme has been developed by the London Borough of Barking and Dagenham, the London Development Agency and urban regeneration specialist Urban Catalyst. The mixed use development has been designed by Allford Hall Monaghan Morris Architects. The public spaces have been designed by muf architecture/art.





# BOW CHURCH

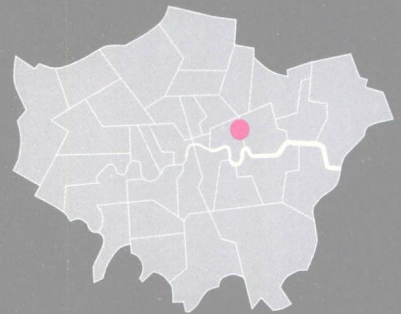
## PHASE 3

The historic Bow Church to the west of Bow Interchange is currently enclosed by a traffic island.

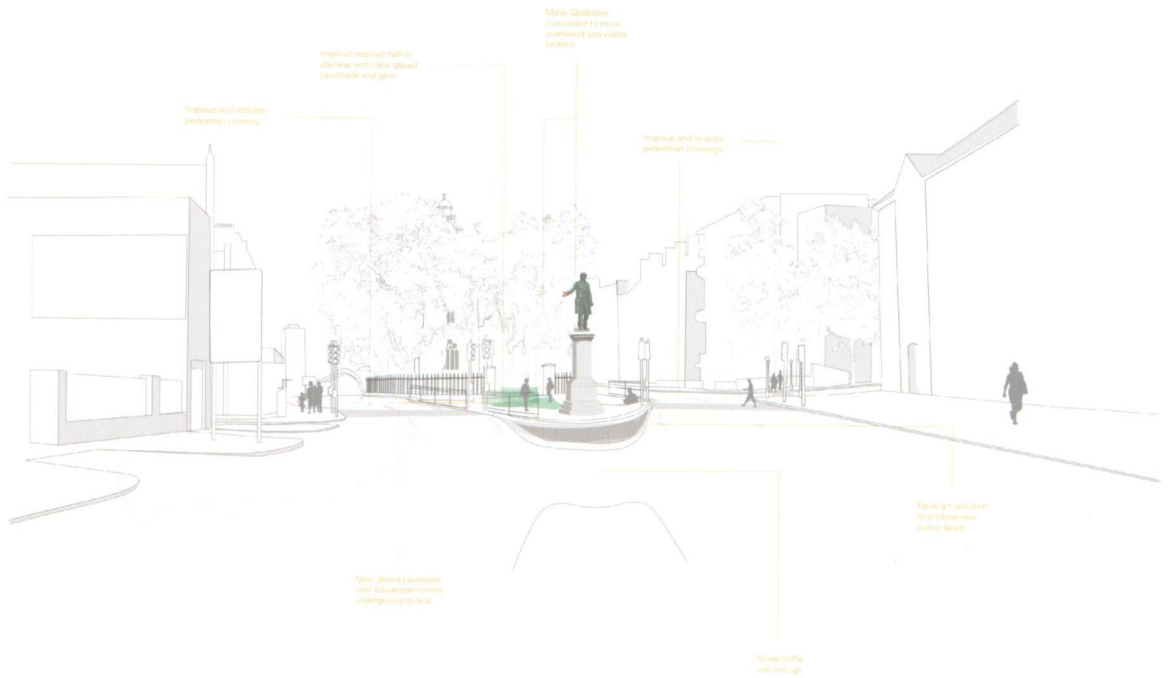
The linear space would be opened up and extended to enhance pedestrian access on either side. An enhanced and extended public space will be created around the relocated Gladstone Monument (1882). The monument will be brought forward onto newly created paving at the nose of the island to act as a gateway to the interchange. Landscape treatments will include transparent glazed paving with inset artworks.

The public toilets will be closed and their existing railings removed. Subject to approvals the toilets will provide an exhibition space, visible from above through clear glazing.

More detailed design work will commence later this year. The scheme was initiated by Leaside Regeneration and designed by Adams & Sutherland Architects.







# SILVERTOWN QUAYS / PONTOON DOCK

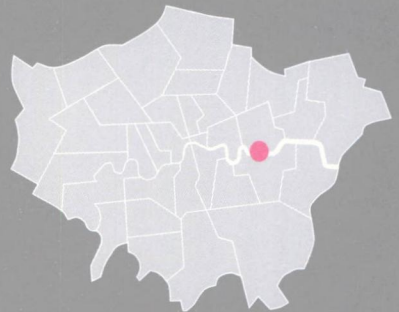
## PHASE 3

Silvertown Quays is a 24 hectare site within the southern part of the Royal Victoria Docks. A new masterplan proposes an urban quarter for the site focused around a network of major public spaces.

More detailed public space proposals including an enhanced setting for the proposed Aquarium, improved links across Silvertown Way to the Barrier Park beyond and a high quality public space and streetscape setting for the adjacent DLR station 'Pontoon Dock' are being developed.

The interlinked spaces will support concerts, parades and markets with space to erect temporary structures as needed. Street furniture and signage will be an integral part of the detailed public realm design. Lighting will be used to highlight notable buildings and the waterfront at night.

The Silvertown Quays Development Company supported by the London Development Agency have appointed KUD International and Patel Taylor Architects to develop the proposals for public space. Adams and Sutherland Architects are developing proposals for Pontoon Dock DLR Station forecourt.







# A1 / Highbury Corner

## PHASE 3

Eight new public spaces have been developed as the basis of a strategy for enhancing the 10km stretch of the A1 from Old Street to Archway. The schemes would remove barriers to pedestrian movement to reduce community severance and provide new places for local people and visitors to enjoy.

Proposals to transform key elements of this route, to rebalance the presence of traffic and open up space for pedestrians will be explored by Transport for London in partnership with London Borough of Islington. The GLA Architecture + Urbanism Unit will support Transport for London and London Borough of Islington to develop one of a series of public space proposals along the A1 as part of their Transport for London Route Network planning process. The partnership will explore the identified objectives in the A1 strategy for Highbury Corner. These include the removal of barriers, the creation of a continuous surface from building line to building line, the opening up of access to the arboretum, the improvement of the setting of Highbury Corner station interchange and the creation of a new visual and physical link between Upper Street and Highbury Fields.

Initial proposals have been developed by Studio Egret West, Alsop Architects, Intelligent Spaces and Atkins on behalf of London Borough of Islington.





# POTTERS FIELDS PARK

## PHASE 3

Major enhancement proposals have been developed for Potters Fields - a riverside green space between Tower Bridge and City Hall.

The project comprises green landscaped spaces to provide a counterpoint to the hard landscaping of More London. As the park twists inland towards Tooley Street it becomes a more densely planted and intimate space for quiet contemplation. Towards the river, the park will be more open and robust to emphasise the magnificent views of the Tower of London and Tower Bridge and to cope with large numbers of people and occasional events. Delft patterned seating will be located on the new riverside walkway – a reference to the potters of Potters Fields. Between the two parts of the park will be a hub linking the park and More London, which will provide space for a small kiosk, toilets and picnicking facilities.

Design work has been commissioned by More London, the London Borough of Southwark and the Pool of London Partnership and supported by the GLA Architecture + Urbanism Unit and local community groups. Design proposals have been developed by Gross Max Landscape Architects.







# PUBLIC SPACES IN THE CITY OF LONDON

The Corporation of London has its own programme for improving the public realm in the Square Mile which operates under the title of “Street Scene Challenge”. The potential for improving the ground level experience of the City has been apparent since the “ring of steel” was thrown around the area just over a decade ago following the IRA bombings. This reduced the amount of through traffic and closed off several streets.

The Corporation believes that “the creation of an attractive and user-friendly urban environment is an important asset that adds to the value of the City as a place to live, work and do business.”

Headed up by City Planner Peter Rees and run by Victor Callister, Street Scene Challenge plays a key role in fulfilling the Corporation’s commitment to improving its streets and creating a legible urban environment; it also offers the opportunity for the City community to become involved in the programme. Ideas are welcome from all sectors and the Corporation provides help in developing proposals.

Projects carried out under the Street Scene Challenge include the improvement of the approach to Guildhall, new seating areas, green space and pavement improvements at West Smithfield and a new grassy knoll at the junction of London Wall and Moorgate Station. Work is currently under way improving the area around the Monument and future plans include upgrading the pedestrian lanes north of Fleet Street, new planting and landscaping on the area outside the Old Bailey and the repaving of Queen Street.

The City is currently seeking public views on its strategy for the enhancement of the Riverside Walk along the north bank of the Thames. While the South Bank has in recent years become a busy pedestrian thoroughfare, walking along the City-side of the Thames is a disjointed and less pleasurable experience.

The proposals include using consistent and high quality materials along the route; improving the riverside walls and railings; installing new seating, and lighting; creating accessible connections between





MONUMENT, BEFORE AND AFTER



the riverside and the rest of the City (currently cut off by the Upper Thames Street dual carriageway) and increasing planting. Two sections of the river walk at Sir John Lyons House and Queens Bridge House will be completed and a ramped section will connect the riverside walk with the Embankment at Blackfriars. These improvements will make the journey from the Embankment to the Tower of London a more straightforward and enjoyable experience and increase the numbers of people using the Walk for pleasure and as a route to and from work.

The Corporation recently commissioned a study from landscape architects Lovejoy which looks at the public realm in the eastern part of the city - the area where most of the tall buildings that make up the City cluster will be sited. The study looks at how these towers can be integrated into the fabric and grain of the City's spaces and streets. Tall buildings create very particular problems at ground level including a high volume of servicing, wind pollution and security.

They also provide the opportunity to enhance existing spaces as well as creating new ones which, in some cases, may be outside the area of the development site. By taking a co-ordinated view of future developments the City is able to work together with developers to enhance the experience at ground level. The linking together, for instance, of the public spaces beneath the proposed 122 Leadenhall Building by Richard Rogers Partnership and the Bishopsgate Tower by KPF, which are in turn connected to the spaces in front of the Aviva Tower and around 30 St Mary Axe, will create a joined-up experience of the City.

## CREDITS

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### NEW LONDON ARCHITECTURE

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Exhibition Design: Steve Dalton - Wordsearch

Artwork: Martin Page - Pipers

Catalogue Design: Manha

Illustrations: Laura Carlin



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THE OLD BAILEY, BEFORE AND AFTER





